City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE
PLANNING COMMISSION
July 12, 2021
6:00 p.m.

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

Ken Arnold, Chairperson
Gabriel Jimenez, Vice Chairperson
Francis Carbajal, Commissioner
Johnny Hernandez, Commissioner
William K. Rounds, 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 Planning Department. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL
Commissioners Arnold, Carbajal, Hernandez, Jimenez, and Rounds.

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 June 14, 2021 Planning Commission Meeting

6. PUBLIC HEARING (*Continued from June 14, 2021 PC Meeting*)
Categorical Exempt – CEQA Guidelines Section 15301, Class 1
Conditional Use Permit Case No. 819
A request for a ten-year approval to allow the ongoing operation and maintenance of an existing mono-palm wireless telecommunication facility (46'-10" facility height) and related unmanned equipment room at 9500 1/2 Norwalk Boulevard (APN: 8002-017-014), within the M-2, Heavy Manufacturing, Zone.
(Core Development Services on behalf of AT&T)

7. PUBLIC HEARING
Categorical Exempt – CEQA Guidelines Section 15301, Class 32
Amendment to Conditional Use Permit (CUP) Case No. 61
Development Plan Approval (DPA) Case No. 983
Amendment to CUP Case No. 61: A request for approval to expand the existing truck terminal use; and

DPA Case No. 983: A request for approval to re-clad the existing approximately 12,500 square foot metal building.

The project site is located at 12133 Greenstone Avenue (APN: 8026-020-017) within the M-2, Heavy Manufacturing, Zone. (Rexford Industrial – 12133 Greenstone, LLC)

8. PUBLIC HEARING
Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 980
A request for approval to allow the construction of a new ±144,434 sq. ft. concrete tilt-up industrial building and related improvements on property located at 11401 Greenstone Avenue (APN: 8026-018-023) within the M-2, Heavy Manufacturing, Zone. (Greenstone SFS, LLC)

9. **PUBLIC HEARING**

Zoning Text Amendment – Billboards Along Interstate 605

Ordinance No. 1118: An ordinance of the City Council of the City of Santa Fe Springs amending Sections 155.003, 155.051, 155.078, 155.109, 155.153, 155.211, 155.229, 155.259, 155.398, 155.515, 155.516, 155.398, 155.518, 155.519, 155.524, 155.529, 155.531, and 155.533 to Title 15 (Land Use), Chapter 155 (Zoning) of the Santa Fe Springs Municipal Code relating to Billboards. (City of Santa Fe Springs)

10. **ANNOUNCEMENTS**

- Commissioners
- Staff

11. **ADJOURNMENT**

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 Planning Department. 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.

I, Teresa Cavallo, 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; city's website at www.santafesprings.com; City Hall (Entrance Window), 11710 Telegraph Road; the Town Center Plaza (Kiosk), 11740 Telegraph Road, and City Library, 11700 Telegraph Road (Bulletin Board), not less than 72 hours prior to the meeting.

Teresa Cavallo
Planning Secretary

July 8, 2021
Date

APPROVAL OF MINUTES
Minutes of the June 14, 2021 Planning Commission Meeting

RECOMMENDATION
- Approve the minutes as submitted.

BACKGROUND
Staff has prepared minutes for the following meeting:

Minutes of the June 14, 2021 Planning Commission Meeting

Staff hereby submits the minutes for Planning Commissioners' approval.

Wayne M. Morrell
Director of Planning

Attachment:
Minutes of the June 14, 2021 Planning Commission Meeting

Report Submitted By: Teresa Cavallo,
Planning Program Assistant

Date of Report: July 7, 2021

ITEM NO. 5

APPROVED:

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

June 14, 2021

1. CALL TO ORDER

Chair Arnold called the meeting to order at 6:01 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Arnold led everyone in the Pledge of Allegiance.

3. ROLL CALL

Members present:	Chairperson Ken Arnold Vice Chairperson Gabriel Jimenez Commissioner Francis Carbajal Commissioner Johnny Hernandez Commissioner William K. Rounds
Staff:	Kathya M. Firlik, City Attorney Wayne Morrell, Director of Planning and also acting Planning Secretary Cuong Nguyen, Senior Planner Vince Velasco, Associate Planner Luis Collazo, Code Enforcement
Council:	None
Members absent:	None

4. ORAL COMMUNICATIONS

None.

5. MINUTES

Approval of the minutes of the June 14, 2021, Planning Commission Meeting

It was moved by Commissioner Carbajal, seconded by Commissioner Rounds to approve the minutes as submitted, with the following vote:

Ayes:	Arnold, Jimenez, Carbajal, Hernandez, and Rounds
Nays:	None
Absent:	None

6. PUBLIC HEARING

Categorical Exempt - CEQA Guidelines Section 15301, Class 1
Conditional Use Permit Case No. 819

A request for a ten-year approval to allow the ongoing operation and maintenance of an existing mono-palm wireless telecommunication facility (46'-10" facility height) and related unmanned equipment room at 9500 1/2 Norwalk Boulevard (APN: 8002-017-014), within the M-2, Heavy Manufacturing, Zone. (Core Development Services on behalf of AT&T)

Recommendation:

- Open the Public Hearing, receive any comments from the public regarding Conditional use Permit (CUP) Case No. 819, and thereafter continue the case to the next regularly scheduled Planning Commission meeting on July 12, 2021

Chairperson Arnold stated that, at the applicant's request, Planning Staff is recommending that the item be continued to the July 12, 2021 Planning Commission meeting, and are they any questions from the Commissioners. Commissioner Rounds asked why the applicant is requesting that the item be continued. Senior Planner Cuong Nguyen replied that the applicant requested additional time to finalize some of the wording in the conditions of approval.

There being no further questions from the Planning Commissioners or audience, Chairperson Arnold opened the Public Hearing and requested the public hearing be kept opened and requested a motion and a second to continue Item No. 6 to the Planning Commission meeting of July 12, 2021.

It was moved by Commissioner Rounds and seconded by Vice Chairperson Gabriel Jimenez to continue Item No. 6 to the Planning Commission meeting of July 12, 2021. The recommendation regarding this item passed by the following roll call vote:

Ayes: Arnold, Jimenez, Carbajal, Hernandez, and Rounds
Nays: None
Absent: None

7. PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15303, Class 1
Alcohol Sales Conditional Use Permit Case No. 78

Request for approval of Alcohol Sales Conditional Use Permit Case No. 78 to allow the operation and maintenance of an alcoholic beverage use involving the warehousing and distribution of alcoholic beverages at LA Gift Basket located at 13724 Borate Street within the Heavy Manufacturing (M-2) Zone. (LA Gift Baskets)

Recommendations:

- Open the Public Hearing and receive any comments from the public regarding Alcohol Sales Conditional Use Permit Case No. 78, and thereafter close the Public Hearing; and
- Find and determine that the proposed project is a categorically-exempt project pursuant to Section 15301 (Class 1, Existing Facilities) of the California Environmental Quality Act (CEQA); consequently, no other environmental documents are required by law; and
- Recommend that the City Council review and approve Alcohol Sales Conditional

Use Permit Case No. 78 subject to the conditions of approval contained within Resolution No. 188-2021.

Chairperson Arnold called upon Code Enforcement Officer Luis Collazo to present Item No. 7. Present via Zoom was Mr. Steve Rawlins, representing L.A. Gift Baskets.

Chair Arnold called upon the Planning Commissioners for questions.

There being no questions from the Planning Commissioners, Chairperson Arnold opened the Public Hearing and requested if the applicant or anyone from the audience would like to speak on Item No. 7

Mr. Steve Rawlins, representing L.A. Gift Baskets, stated for the record that they have agreed to all of the conditions of approval.

There being no one else in the audience wishing to speak and the Planning Commissioners having no further questions, Chairperson Arnold closed the Public Hearing and requested a motion and second for Item No. 7.

It was moved by Commissioner Carbajal, seconded by Commissioner Hernandez to approve Alcohol Sales Conditional Use Permit Case No. 78. The recommendations regarding this item passed by the following roll call vote:

Ayes: Arnold, Jimenez, Carbajal, Hernandez, and Rounds
Nays: None
Absent: None

Planning Commission Attorney Kathya M. Firlik read the City's appeal process to inform the Planning Commission and public in attendance via zoom.

8. CONSENT ITEMS

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

A. CONSENT ITEM

Development Plan Approval Case Nos. 930, 931, 932, and 933

A request for a time extension of Development Plan Approval (DPA) Case Nos. 930 - 933 to allow the construction of four (4) new concrete tilt-up industrial buildings, ranging from 58,463 sq. ft. to 121,124 sq. ft., located on the northwest corner of Telegraph Road and Santa Fe Springs Road (APNs 8005-015-047, 8005-015-048, 8005-015-049, 8005-015-050), within the M-2, Heavy Manufacturing Zone and Telegraph Road Corridor. (Maverick Natural Resources)

Chair Arnold requested asked if the Planning Commissioners have any questions before voting on Consent item No. No.8A.

Commissioner Rounds stated that he noticed a lot of movement again on that corner and

wondered if these are the same four building proposed two to three years ago. Associate Planner Vince Velasco stated that yes, there are the same four buildings proposed in 2018. Commissioner Rounds further inquired, what has changed because at one point the owner, Maverick, was very much against it. Associate Planner Vince Velasco stated that yes maverick is the existing owner, and were in the due diligence process of abandoning at least 12 wells, but were affected by the pandemic which has resulted in them selling the property to E&B Natural Resources. This new owner has plans to continue the cleanup effort and will work with a developer to make sure the proposed entitlements are utilized within the extended time period.

Commissioner Rounds thanked Associate Planner Vince Velasco for his answers and said that it made total sense.

It was moved by Commissioner Rounds and seconded by Commissioner Carbajal to approve Consent Item No. 8A. The recommendations regarding this item passed by the following roll call vote:

Ayes: Arnold, Jimenez, Carbajal, Hernandez, and Rounds
Nays: None
Absent: None

9. ANNOUNCEMENTS

Commissioners:
Commissioner Rounds stated that it will be hot next week and that we all should stay hydrated.

Commissioner Hernandez commended Commissioner Rounds for always being informed.

Commissioner Jimenez also stated that we should stay hydrated and safe. He further commented that he has probably attended nine graduations in three days and that we should all stay hydrated and safe.

Chairperson Arnold stated that his wife recently returned from the hospital and is getting better and stronger.

Staff:

Senior Planner Cuong Nguyen wished all the dads and Commissioners a Happy Father's Day and Fourth of July.

Planning Director Wayne M. Morrell stated that the next Planning Commission will be held within the Council Chamber and similar to how the recent City Council meetings have been held. He also explained the measures in place to address COVID-19. At this time, he was not sure if the meeting would be a hybrid system whereby the audience could participate through a Zoom link.

Chairperson Arnold asked if the other committees will start meeting soon. Staff responded

that we will find out and provide an answer before the next meeting.

Prior to Chairperson Arnold closing the meeting, Planning Director Wayne M. Morrell noticed two members in the audience that were not there before. Ted Cordova from E&B Natural Resources identified himself, but did not want to speak. Johanna White also identified herself and stated that like Ted, she was present for the consent item. Planning Director Wayne M. Morrell informed both individuals that the consent item was passed by a majority vote.

11. ADJOURNMENT

Chairperson Arnold adjourned the meeting at 6:27 p.m.

_____
Chairperson Arnold

ATTEST:

_____ _____
Teresa Cavallo Date
Planning Secretary

PUBLIC HEARING (*Continued from June 14, 2021 PC Meeting*)

Categorical Exempt – CEQA Guidelines Section 15301, Class 1

Conditional Use Permit Case No. 819

A request for a ten-year approval to allow the ongoing operation and maintenance of an existing mono-palm wireless telecommunication facility (46'-10" facility height) and related unmanned equipment room at 9500 1/2 Norwalk Boulevard (APN: 8002-017-014), within the M-2, Heavy Manufacturing, Zone.
(Core Development Services on behalf of AT&T)

RECOMMENDATIONS:

- Open the Public Hearing and receive any comments from the public regarding Conditional Use Permit Case No. 819 and thereafter, close the Public Hearing; and
- 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 Ordinance and will be consistent with the goals, policies and programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the Zoning Ordinance for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities), of the California Environmental Quality Act (CEQA), this project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 819, subject to the conditions of approval as contained within Resolution No. 189-2021 and
- Adopt Resolution No. 189-2021, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A. Applicant

Core Development Services
Attn: Alexander Lew
1511 E Orangethorpe Ave, Suite D
Fullerton, CA 92831
alew@core.us.com

B. Facility Owner:

Crown Castle
Attn: Jim Lee
200 Spectrum Drive, Suite 1700
Irvine, CA 92618

C.	Wireless Carrier:	AT&T 1025 Lennox Park Blvd., 3rd Floor Atlanta, GA 30319
D.	Property Owner:	Norwalk Pacific LLC 9500 Norwalk Blvd. Santa Fe Springs, CA 90670
E.	General Plan:	Industrial
F.	CEQA Status:	Categorically Exempt (Class 1)
G.	Staff Contact:	Cuong Nguyen, Senior Planning cuongnguyen@santafesprings.org

LOCATION/BACKGOUND

The subject mono-palm wireless telecommunication facility was originally approved and constructed in 2000 under Development Plan Approval (DPA) Case No. 718, which allowed the construction of an approximately 47-foot tall mono-palm telecommunication facility and associated unmanned equipment room on the subject property located at 9500 ½ Norwalk Boulevard. When the subject telecommunication facility was initially approved, wireless telecommunications facilities were only regulated by a set of guidelines that were adopted in 1996 to address concerns with the appearance and location of new wireless facilities at that time. Numerous facilities that had met certain requirements were allowed to be constructed without obtaining a Conditional Use Permit. A DPA was, however, required for the subject wireless facility because the property was located within the Consolidated Redevelopment Project Area.

On September 28, 2017, the City Council adopted Ordinance No. 1090, which incorporated Chapter 157 (Wireless Telecommunications Facilities) into the City's Municipal Code. Chapter 157 established a comprehensive list of regulations and standards for the permitting, placement, design, installation, operation, and maintenance of wireless telecommunications facilities throughout Santa Fe Springs. Pursuant to §157.04(A), all wireless telecommunications facilities are now required to obtain a Conditional Use Permit.

Core Development Services, on behalf of AT&T, is seeking approval for a new Conditional Use Permit (CUP 819) to allow the ongoing operation and maintenance of the existing mono-palm facility and also perform minor modifications of existing facility for technology and aesthetics related upgrades which includes the following scope of work:

Mono-palm tower:
- Remove (9) (E) panel antennas
- Remove (3) (E) RRUs
- Remove (3) (E) T-arm mounts
- Install (9) (N) panel antennas
- Install (9) (N) RRUs
- Install (1) dc9-48-60-24-8c-ev surge suppressor
- Install (3) sabre c10856801dp antenna mounts
- Adjust antenna spacing for all sectors
- Replace fronds per sci plans.
- Paint all antennas and tower-mounted equipment to match fronds.
- Restore & repaint bark to match the surrounding live palm tree trunks
- Wrap antennas with palm frond foliage sheaths

Related Equipment:
- Remove (E) power plant
- Remove (E) battery rack & stack & all batteries
- Remove (2) dus & (1) xmu from (E) lte rack
- Install (N) power plant w/(10) rectifiers & (2) converters
- Install (N) battery rack w/(16) 185 ah batteries
- Install (1) (N) 6601 chassis in (E) lte rack
- Install (2) (N) 6630 in (E) lte rack
- Install (1) (N) raycap dc12 in (E) lte rack
- Install (3) RRUs

Since the existing mono-palm telecommunication facility and equipment room does not currently have a Conditional Use Permit, as required by §157.04 (A) and §157.10 of the Santa Fe Springs Municipal Code, the applicant is seeking consideration and a 10-year approval of the subject Conditional Use Permit.

STREETS AND HIGHWAYS

The subject property is located on the east side of Norwalk Boulevard, south of Los Nietos Road. Norwalk Boulevard and Los Nietos Road are designated as “Major Arterial” and “Secondary Arterial”, within the Circulation Element of the City’s General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned M-2 (Heavy Manufacturing). The property also has a General Plan Land Use designation of Industrial. The proposed wireless telecommunication facility, provided that a CUP is obtained, is consistent with both the Zoning and General Plan designation of the subject property.

Surrounding Zoning, General Plan Designation, Land Use			
Direction	**Zoning District**	**General Plan**	**Land Use (Address/Use)**
North	M-2, Heavy Manufacturing	Industrial	9440 NORWALK BLVD. Commercial Printing
South	M-2, Heavy Manufacturing	Industrial	9630 NORWALK BLVD Industrial Equipment Supplier
East	M-2-PD, Heavy Manufacturing-Planned Development	Industrial	12115 PACIFIC ST. Industrial Coffee Manufacturing
West	M-2, Heavy Manufacturing	Industrial	9501 NORWALK BLVD Industrial

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 through 65096 of the State Planning, Zoning, and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed project was sent by first class mail on May 27, 2021 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. The legal notice was also posted at the City's Town Center kiosk on May 27, 2021, and published in a newspaper of general circulation (Whittier Daily News) on May 27, 2021 as required by the State Zoning and Development Laws and by the City's Zoning Ordinance. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed project.

ENVIRONMENTAL DOCUMENTS

Staff finds that the subject wireless telecommunications facility project meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15301, Class 1 (Existing Facilities). The proposed project involves only minor modifications of existing equipment related to an existing wireless telecommunications facility for technology related upgrades and no expansion of the subject facility is proposed. Consequently, no further environmental documents are required. Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent, and purpose of the City's

Zoning Ordinance. The Commission may grant, conditionally grant or deny approval of a proposed use based on the evidence submitted and upon its own study and knowledge of the circumstances involved, or it may require submission of a revised development plan.

STAFF CONSIDERATION

Based on the findings set forth in the attached Resolution No. 189-2021 (see Attachment 6, staff finds that the applicant's request meets the criteria set forth in §155.716 for the granting of a Conditional Use Permit. Staff is, therefore, recommending approval of Conditional Permit Case No. 819, subject to the conditions of approval.

CONDITIONS OF APPROVAL

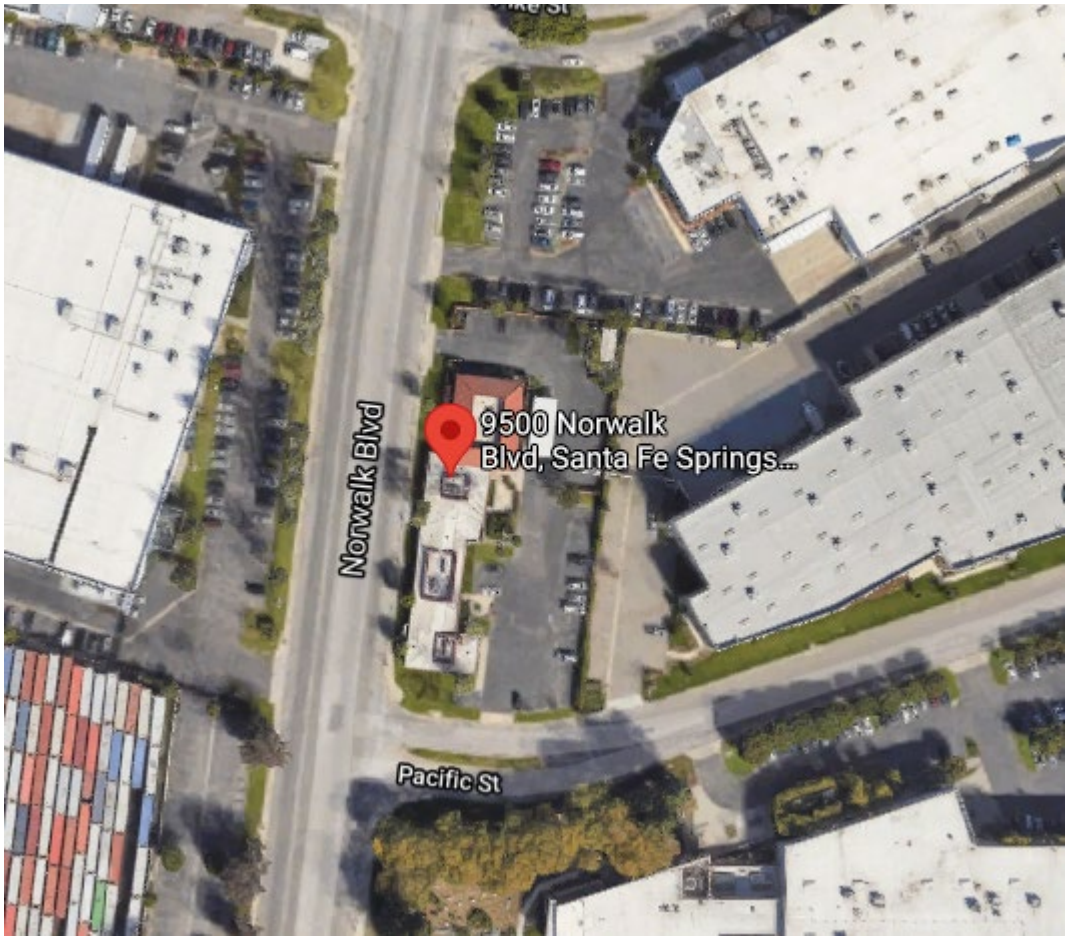
Conditions of approval for CUP 819 is attached to Resolution No. 189-2021 as Exhibit A.

Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice
4. Site Photos
5. Photo Sims
6. Resolution No. 189-2021
    a. Exhibit A – Conditions of Approval
7. Project Plans

Attachment 1:
Aerial Photograph



Conditional Use Permit Case No. 819
9500 1/2 Norwalk Blvd
Core Development Services (on behalf of AT&T)

Attachment 2:
Public Hearing Notice

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
CONDITIONAL USE PERMIT CASE NO. 819

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

CONDITIONAL USE PERMIT CASE NO. 819 – A request for an approval to allow the ongoing operation and maintenance of an existing Wireless Telecommunication Facility, (46-10" tall mono-palm)

PROJECT SITE: 9500 Norwalk Boulevard, is comprised of a single parcel (APN 8002-017-014) within the M-2, Heavy Manufacturing, Zone.

APPLICANT: Core Development Services on behalf of AT&T

THE HEARING will be held on **Monday, June 14, 2021 at 6:00 p.m.** Governor Newsom issued Executive Order N-25-20 on March 4, 2020 to temporarily suspend requirements of the Brown Act, which allows the City to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public. Please be advised that until further notice, Planning Commission meetings will be held by teleconference. City Hall, including Council Chambers, is closed to the public.

You may attend the meeting telephonically or electronically using the following means:

Electronically using Zoom
Go to Zoom.us and click on "Join A Meeting" or use the following link:
https://zoom.us/j/558333944?pwd=b0FqbkV2aDZneVRnQ3BjYU12SmJlQT09

Zoom Meeting ID: 558 333 944
Password: 554545

Telephonically
Dial: 888-475-4499
Meeting ID: 558 333 944

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 1, Section 15301 (Existing Facility) of the California Environmental Quality Act (CEQA). Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

ALL INTERESTED PERSONS are invited to participate in the Planning Commission hearing and express their opinion on the item listed above. Please note that if you challenge the afore-mentioned item in court, you may be limited to raising only those issues raised at the Public Hearing, or in written correspondence received prior to the Public Hearing.

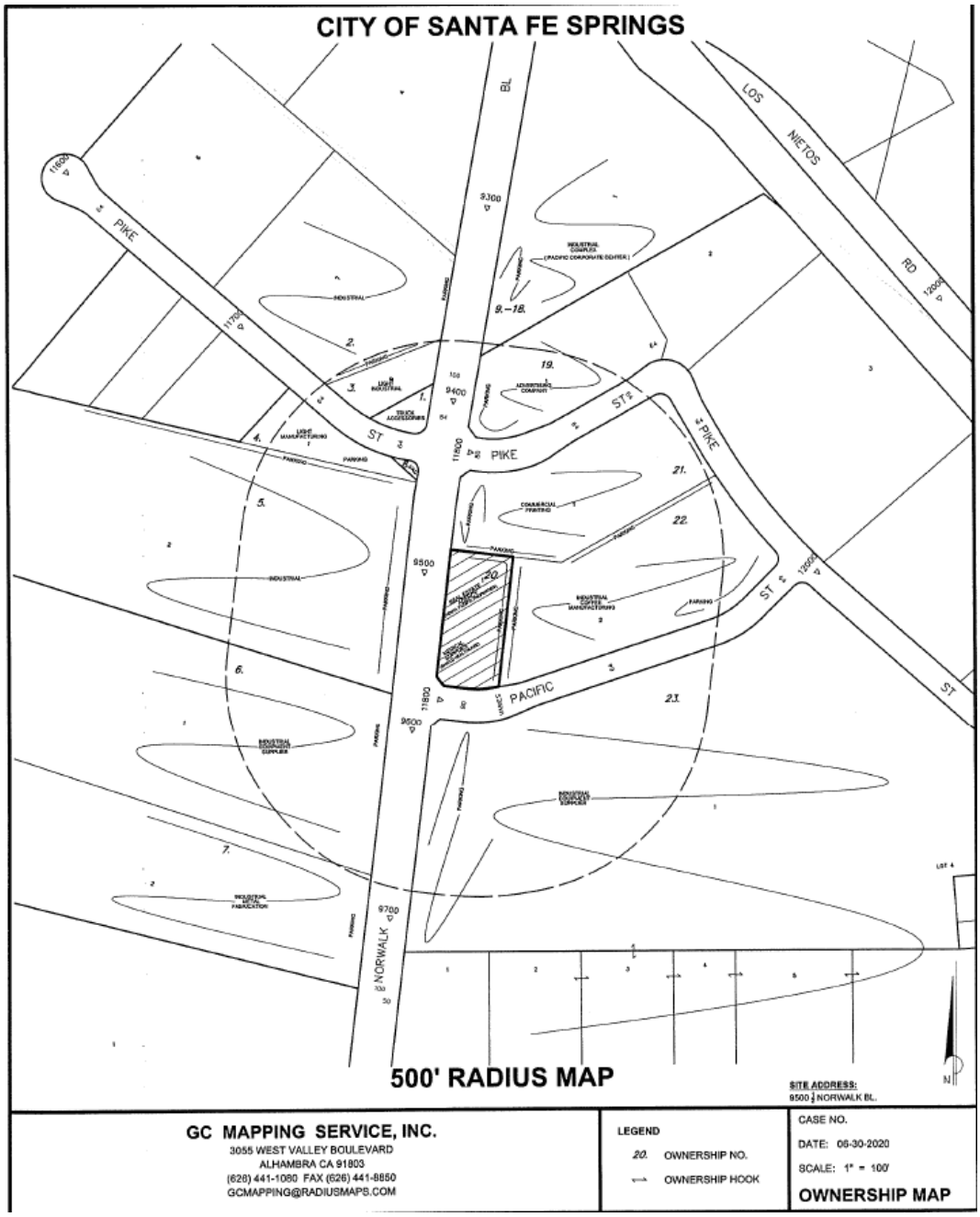
PUBLIC COMMENTS may be submitted in writing to Planning Secretary Teresa Cavallo at teresacavallo@santafesprings.org. Please submit your written comments by 4:00 p.m. on the day of the Planning Commission meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

FURTHER INFORMATION on this item may be obtained by e-mail: andrewgonzales@santafesprings.org.

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

John M. Mora Mayor • Annette Rodriguez, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Raymond R. Cruz

Attachment 3:
Radius Map for Public Hearing Notice



Attachment 4:
Site Photos






Attachment 5:
Photo Sims









Attachment 6:
Resolution No. 189-2021
&
Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 189-2021
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING CONDITIONAL USE PERMIT CASE NO. 819

WHEREAS, A request was filed for Conditional Use Permit Case No. 819, to allow the ongoing operation and maintenance of an existing wireless telecommunications facility, (46'-10" tall mono-palm) on property located at 9500 ½ Norwalk Boulevard within the M-2, Heavy Manufacturing, Zone; and

WHEREAS, The subject property is located on the east side of Norwalk Boulevard, south of Los Nietos Road, with an Accessor's Parcel Number of 8002-017-014, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is Norwalk Pacific LLC 9500 Norwalk Boulevard Santa Fe Springs, CA 90670; and

WHEREAS, the wireless telecommunications facility owner is Crown Castle, 200 Spectrum Drive, Suite 1700, Irvine, CA 92618; and

WHEREAS, the wireless telecommunications facility carrier is AT&T, 1025 Lennox Park Boulevard, 3rd Floor, Atlanta, GA 30319; and

WHEREAS, the proposed Conditional Use Permit Case No. 819 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the application, it was found and determined that the wireless telecommunications facility Conditional Use Permit meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15301, Class 1 (Existing Facilities). The proposed project involves only minor modifications of existing equipment for an existing wireless telecommunications facility and there will be no proposed expansion of the subject facility. Consequently, no further environmental analysis is required; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on May 27, 2021 published a legal notice in the *Whitter Daily News,* a local paper of general circulation, indicating the date and time of the public hearing. Said notice was also sent by first class mail on May 27, 2021 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 and also posted at the City's Town Center kiosk on May 27, 2021; and

WHEREAS, the City of Santa Fe Springs Planning Commission has reviewed and considered the written and oral staff report, the testimony, written comments, and other materials presented at the public hearings on June 14, 2021 and July 12, 2021; and

WHEREAS, on June 14, 2021, the City of Santa Fe Springs Planning Commission conducted a duly noticed public hearing (by teleconference), and whereby the subject CUP matter was continued to the next regularly scheduled Planning Commission meeting on July 12, 2021. At which time, the Planning Commission re-opened the public hearing and considered public testimony concerning Conditional Use Permit Case No.819

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

Pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), the Planning Commission hereby finds and determines that the project is categorically exempt, in that the project involves only minor modifications of existing equipment related to an existing wireless telecommunications facility for technology related upgrades and no expansion of the subject facility is proposed. Therefore, it has been determined that additional environmental analysis is not necessary to meet the requirements of CEQA.

SECTION II. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the Zoning Ordinance, in studying any application for a Conditional Use Permit, the Commission shall give consideration to the following:

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

The mono-palm wireless telecommunications facility was initially approved and constructed in 2000 under Development Plan Approval (DPA) 718, which allowed the construction of an approximately 49-foot tall mono-palm telecommunication facility and associated unmanned equipment room on the subject property. The subject mono-palm required approval of a DPA because the property was located within the Consolidated Redevelopment Project Area. In 2017, Ordinance No. 1090 was adopted and required that all existing wireless telecommunication facilities obtain a Conditional Use Permit (CUP). Since the subject site does not have a CUP, the applicant is seeking approval of CUP 819 as required by the new wireless ordinance.

The existing wireless telecommunications facility is unmanned and does not adversely affect the health, peace, comfort or welfare of persons working or residing in the surrounding area. In addition, the wireless telecommunications facility does not add to the ambient noise level, generate any obnoxious odors or solid waste, nor generate additional vehicular traffic. Lastly, the radio frequency emissions produced by the wireless telecommunications facility fall within the Federal Communications Commission limits. In fact, as required for all wireless telecommunications facilities, the applicant included an RF study as part of the application materials.

If the applicant or facility owner operates in strict compliance with the conditions of approval, the wireless telecommunications facility will be harmonious with adjoining properties and surrounding land uses. Therefore, the Planning Commission finds that the wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

B) 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.

The Conditional Use Permit request will allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility. The wireless telecommunications facility is disguised as a faux palm tree and is in close proximity to several live trees. In fact, in accordance with Section 157.08 (Design and Development Standards) of the City's Zoning Ordinance, the applicant will not only paint all antennas to match the palm fronds but will also replace existing palm fronds with new fronds to better conceal the antennas and repaint the antenna support to match the trunks of surrounding live palm tree trunks. Therefore, the Planning Commission finds that the continued use of the existing mono-palm antenna will maintain the general appearance and welfare of the community.

In addition, pursuant to §157.05 of the City's Code of Ordinances, the Commission shall also take into consideration the following factors:

C) The proposed wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

The Wireless Telecommunication Facility has been in operation for nearly 21 years without incident. Aside from periodic visit for maintenance purposes, the mono-palm operates with almost no noticeable impact to adjacent properties and the community in general. Therefore, if the wireless telecommunications facility continues to operate in strict compliance with the conditions of approval, it will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

D) The proposed wireless telecommunications facility has been designed to achieve compatibility with the community to the maximum extent reasonably feasible.

As stated previously, the subject wireless telecommunications facility is disguised as a faux palm tree and is in close proximity to several live trees. In addition, the proposed upgrades to the antennas, palm fronds and support post, will further blend the mono-palm with the surrounding environment. The wireless telecommunications facility's location and overall design, therefore, successfully achieves compatibility with the community to the maximum extent reasonably feasible.

E) *The location of the wireless telecommunications facility on alternative sites will not increase community compatibility or is not reasonably feasible.*

As mentioned previously, the wireless telecommunications facility has been in operation for nearly 21 years without complaints from the surrounding community. Alternate sites were not considered for this request because it would not be feasible to ask AT&T to relocate a wireless telecommunications facility that has proven to be compatible with the community. Nevertheless, alternative sites would have been evaluated 21 years ago, prior to the initial installation of this wireless telecommunications facility.

F) *The proposed wireless telecommunications facility is necessary to close a significant gap in coverage, increase network capacity, or maintain service quality, and is the least intrusive means of doing so.*

The proposed equipment upgrades will not only enhance the appearance of the existing mono-palm but also allow AT&T to provide enhanced services, capacity, and data services to the surrounding community. Upgrading the existing wireless telecommunications facility, versus constructing a new facility, is the least intrusive means of providing the increased network coverage and capacity that AT&T needs.

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 189-2021 to determine that the proposed Conditional Use Permit is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) Section 15301, Class 1 (Existing Facilities), and to approve Conditional Use Permit Case No. 819 to allow the ongoing operation and maintenance of an existing wireless telecommunications facility (46'- 10" tall mono-palm) on property located at 9500 ½ Norwalk Boulevard, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of July, 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Ken Arnold, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

EXHIBIT A
CUP 819 CONDITIONS OF APPROVAL

POLICE SERVICES DEPARTMENT:
(Contact: Luis Collazo 562-868-0511 x3320)

1. AT&T shall provide a 24-hour phone number to which interference problems may be reported to the Director of Police Services, Director of Planning, and the Fire Chief. Said phone number shall be provided no later than 60 days from the date of approval by the Planning Commission.

2. The wireless telecommunications facility, including any lighting, fences, walls, cabinets, and poles, shall be maintained by AT&T 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 adjacent surfaces.

FIRE DEPARTMENT- FIRE PREVENTION DIVISION:
(Contact: Chad Van Meeteren 562-944-9731)

3. Interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department, replete with Knox access.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Andrew Gonzales 562-868-0511 x7591)

4. The facility shall comply with the code requirements pursuant to Chapter 157 of the Santa Fe Springs Municipal Ordinance.

5. Any modification or alteration to the site that qualifies as an eligible facilities request as defined in Chapter 157 of the Santa Fe Springs Municipal Code shall require an Administrative Wireless Telecommunications Facility Permit, subject to the Director's approval. Any modification or alteration to the site that does not qualify as an eligible facilities request as defined in Chapter 157 of the Santa Fe Springs Municipal Code shall require a Reconsideration of this Conditional Use Permit by the Planning Commission. In all cases, plans and permits from the City's Building Division are required prior to the commencement of any work.

6. The wireless telecommunications facility shall be substantially in accordance with plans submitted by the applicant and on file with the case. The wireless telecommunications facility shall not exceed the height (46'-10" to top of fronds, 43'-0" to top of antennas) specified in the plans.

7. The applicant understands and agrees that the wireless antenna shall be similar in shape and color to an actual 46-foot 10-inch tall palm tree. The applicant shall ensure that the mono-palm shall appear healthy, full and vigorous. Additional palm fronds may be required to ensure a full and vigorous appearance.

8. The proposed telecommunications facility shall be designed to resemble a palm tree. The pole shall be covered with faux bark. The faux bark shall be textured and colored to resemble true tree bark."

9. The wireless facility structure shall be maintained to resemble a date palm tree as depicted in the project plans on file dated 4/6/2021 which include branch schematics and 3D renderings prepared by SCI dated 4/5/2021. These plans depict the replacement of the existing fan palm fronds with new date palm fronds, palm foliage sleeves on all antennas, palm foliage tips applied at 3 per antenna to ensure palm fronds shall extend above, between, and below the antennas at all times, and the restoration and repainting of the mono-palm bark to match the surrounding live palm tree trunks.

10. All tower-mounted equipment shall be located completely within the length of the palm fronds. The palm fronds shall extend above, between, and below the antennas at all times. Additional palm fronds shall be installed if it is determined that the antennas and tower-mounted equipment are not sufficiently camouflaged.

11. The antennas, RRUs, raycaps and all other tower-mounted equipment shall be painted to match the palm fronds.

12. No signs, advertisements, logos, messages, banners, clocks or similar identification improvements, except FCC required signage, shall be permitted on the antenna structure or equipment shelter.

13. Upon completion of the construction of the wireless telecommunication facility, if the facility is not designed as specified in conditions #4 -12 above, the Director of Planning shall reserve the right to withhold the finalization of the Building Permit and the energizing of the facility until such time that the facility is modified to comply with conditions #4 -12.

14. The applicant shall be responsible for maintaining the wireless telecommunication facility (mono-palm and associated equipment) in good condition and shall agree to the repair and replacement of equipment, stealth and structural components, due to damage caused by outdoor exposure and/or inclement weather. Under this condition, if the faux branch attachments, palm foliage sleeves and/or trunk bark, among others, fade in color due to outdoor exposure, the applicant shall replace such components within 90 days of written notice by the Planning Director. If the work cannot be completed within 90 days, the applicant shall provide the City with a bond or certification of deposit in the amount of the valuation of the requested repair and completion timeline to guarantee the work.

15. The telecommunication facility shall be continually operated in accordance with all applicable Federal regulations governing such operations.

16. 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.

17. If emergency generator(s) are required, the generators shall be located within the leased area, and only be operated during power outages and for testing and maintenance purposes only. The installation of emergency generator(s) shall require prior approval from the Director of Planning, the Department of Fire-Rescue, and the Building Division of the City of Santa Fe Springs.

18. Insofar as is feasible, AT&T shall cooperate with any subsequent applicants for possible co-location. Said subsequent applicants shall be subject to the regulations in effect at the time of co-location.

19. Any wireless communications facilities that co-locate on the facility be required to submit written verification and shall include the cumulative radiation and emission of the existing facility.

20. AT&T shall ensure that any FCC licensed telecommunication carrier that is buying, leasing or is considering a transfer of ownership of the approved telecommunication facility, shall first submit a letter of notification of intent to the Director of Planning

21. Upon any transfer or lease of the wireless telecommunications facility during the term of Conditional Use Permit Case No. 819, AT&T and/or the property owner shall promptly provide a copy of the conditional use permit to the transferee or lessee and shall ensure that lessee or other user(s) shall comply with the terms and conditions of this permit. The Department of Planning and Development shall also be notified in writing of any such transfer or lease.

22. AT&T and the property owner shall promptly notify the Director of Planning, in writing, in the event that the use of the telecommunications facility is discontinued or abandoned. AT&T and/or owner shall promptly remove the facility, repair any damage to the premises caused by such removal, and restore the premises to its pre-telecommunications condition so as to be in conformance with all applicable zoning codes at AT&T's and/or owner's expense. All such removal, repair and restoration shall be completed within six (6) months after the use is discontinued

or abandoned, and shall be performed in accordance with all applicable health and safety code requirements.

23. If applicable, AT&T shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

24. The communication facility and appurtenant improvements shall otherwise be substantially in accordance with the site plan, antenna layout plan, antenna and mounting detail (Sheet C-3) and elevations submitted by the applicant and on file with the case.

25. 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 the Finance Department at (562) 868-0511, extension 7520 for additional information and application or one can be downloaded at www.santafesprings.org.

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

27. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, agencies, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall

reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof.

28. Conditional Use Permit Case No. 819 shall be valid for a period of ten (10) years, until July 12, 2031. Approximately three (3) months before July 12, 2031, AT&T and/or the current operator or owner shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.

29. If any term or condition of this approval is determined in whole or in part to be invalid or unenforceable, such determination shall not affect the validity or enforceability of any other term or condition contained herein.

30. This approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include, but are not limited to, Applicant's failure to comply with any condition of approval contained herein

31. 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.

I understand and hereby agree to comply with the attached Conditions of Approval for CUP 819.

Alexander Lew (for Crown Castle)
(Name of Applicant – Print name)



(Signature of Authorized Agent)

Core Development Services
(Name of Company)

Lead Land Development Manager
(Title)

Date 6/25/2021

Attachment 7:
Project Plans

at&t

AT&T SITE NUMBER: LAC926
AT&T SITE NAME: SANTA FE SPRINGS/MCCANN
AT&T PROJECT: LTE 5C/6C/BWE/4TX4RX/5G NR
AT&T PACE #: MRLOS065428/MRLOS065430/ MRLOS065434/MRLOS065437/ MRLOS065440

BUSINESS UNIT #: 845258
SITE ADDRESS: 9500 1/2 NORWALK BOULEVARD SANTA FE SPRINGS, CA 90670
COUNTY: LOS ANGELES
SITE TYPE: MONOPALM
TOWER HEIGHT: 43'-0"
FA LOCATION CODE: 10086758

SITE INFORMATION

CROWN CASTLE USA INC. SITE NAME:	SANTA FE SPRINGS
SITE ADDRESS:	9500 1/2 NORWALK BOULEVARD SANTA FE SPRINGS, CA 90670
COUNTY:	LOS ANGELES
MAP/PARCEL #:	8002-017-014
AREA OF CONSTRUCTION:	EXISTING
LATITUDE:	33°57'13.0"N (33.953611)
LONGITUDE:	118°04'18.0"W (-118.071667)
LAT/LONG TYPE:	NAD83
GROUND ELEVATION:	154'
CURRENT ZONING:	M-2
JURISDICTION:	CITY OF SANTA FE SPRINGS
OCCUPANCY CLASSIFICATION:	U
TYPE OF CONSTRUCTION:	IIB
A.D.A. COMPLIANCE:	FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION
PROPERTY OWNER:	NORWALK PACIFIC LLC 9500 NORWALK BLVD SANTA FE SPRINGS, CA 90670
TOWER OWNER:	CROWN CASTLE LLC 200 SPECTRUM CENTER DR, SUITE 1700 & 1800 IRVINE, CA 92618
CARRIER/APPLICANT:	AT&T 1025 LENOX PARK BLVD 3RD FLOOR AT&T TOWER ASSET GROUP ATLANTA, GA 30319
ELECTRIC PROVIDER:	SOUTHERN CALIFORNIA EDISON (800) 445-6555
TELCO PROVIDER:	AT&T (866) 620-6900

PROJECT TEAM

A&E FIRM: TELCYTE INFRASTRUCTURE SERVICES
2227 W PECOS RD, SUITE 4
CHANDLER, AZ 85227
CWOLFE@TELCYTE.COM

CROWN CASTLE USA INC.
DISTRICT CONTACTS: 200 SPECTRUM CENTER DRIVE, SUITE 1700 & 1800
IRVINE, CA 92618

ROBERT VERDUGO - PROJECT MANAGER
(949) 344-7838

GARNER MORALES - CONSTRUCTION MANAGER
(949) 930-4359

SARAH KIM - A&E SPECIALIST
(949) 936-0038

DRAWING INDEX

SHEET #	SHEET DESCRIPTION
T-1	TITLE SHEET
T-2	GENERAL NOTES
C-1.1	OVERALL SITE PLAN
C-1.2	EXISTING & FINAL EQUIPMENT PLANS
C-2.1	TOWER ELEVATIONS
C-2.2	TOWER ELEVATIONS
C-3	ANTENNA PLANS & EQUIPMENT SCHEDULES
C-4	EQUIPMENT SPECS
C-5	EQUIPMENT SPECS
C-6	EQUIPMENT SPECS
C-7	EQUIPMENT SPECS
C-8	EQUIPMENT SPECS
G-1	GROUNDING DETAILS
SCI - 1	BRANCH DESIGN
SCI - 2	BRANCH DESIGN
SCI - 3	BRANCH DESIGN

ALL DRAWINGS CONTAINED HEREIN ARE FORMATTED FOR FULL SIZE. CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

PROJECT DESCRIPTION

THE PURPOSE OF THIS PROJECT IS TO OBTAIN A CUP FOR AN EXISTING WIRELESS FACILITY PREVIOUSLY APPROVED UNDER DPA718 AS REQUIRED PER SECTION 157.03 OF THE SFSMC AND TO ENHANCE BROADBAND CONNECTIVITY AND CAPACITY TO THE EXISTING ELIGIBLE WIRELESS FACILITY.

TOWER SCOPE OF WORK:
- REMOVE (9) (E) PANEL ANTENNAS
- REMOVE (3) (E) RRUs
- REMOVE (3) (E) T-ARM MOUNTS
- INSTALL (9) (N) PANEL ANTENNAS
- INSTALL (9) (N) RRUs
- INSTALL (1) DC9-48-60-24-8C-EV SURGE SUPPRESSOR
- INSTALL (3) SABRE C10856801DP ANTENNA MOUNTS
- ADJUST ANTENNA SPACING FOR ALL SECTORS
- REPLACE FRONDS PER SCI PLANS.
- PAINT ALL ANTENNAS AND TOWER-MOUNTED EQUIPMENT TO MATCH FRONDS.

GROUND SCOPE OF WORK:
- REMOVE (E) POWER PLANT
- REMOVE (E) BATTERY RACK & STACK & ALL BATTERIES
- REMOVE (2) DUS & (1) XMU FROM (E) LTE RACK
- INSTALL (N) POWER PLANT W/(10) RECTIFIERS & (2) CONVERTERS
- INSTALL (N) BATTERY RACK W/(16) 185 AH BATTERIES
- INSTALL (1) (N) 6601 CHASSIS IN (E) LTE RACK
- INSTALL (2) (N) 6630 IN (E) LTE RACK
- INSTALL (1) (N) RAYCAP DC12 IN (E) LTE RACK
- INSTALL (3) RRUs

LOCATION MAP



NO SCALE

APPLICABLE CODES/REFERENCE DOCUMENTS

ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

CODE TYPE	CODE
BUILDING	2019 CALIFORNIA BUILDING CODE/2018 IBC
MECHANICAL	2019 CALIFORNIA MECHANICAL CODE/ 2018 UMC
ELECTRICAL	2019 CALIFORNIA ELECTRICAL CODE/ 2017 NEC

REFERENCE DOCUMENTS:

STRUCTURAL ANALYSIS: DATED:	BY OTHERS
MOUNT ANALYSIS: DATED:	BY INFINIGY ENGINEERING, LLP 05/27/20
RFDS REVISION: DATED:	1.00 10/03/2019
ORDER ID: REVISION:	N/A N/A

CALL CALIFORNIA ONE CALL
(800) 227-2600
CALL 3 WORKING DAYS
BEFORE YOU DIG!

NOTE:
PRIOR TO ACCESSING/ENTERING THE SITE YOU MUST CONTACT THE CROWN NOC AT (800) 788-7011 & CROWN CONSTRUCTION MANAGER.

APPROVALS

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE SUBCONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGES AND MODIFICATIONS THEY MAY IMPOSE.

AT&T RF ENGINEER_____ DATE_____
AT&T OPERATIONS_____ DATE_____
SITE ACQUISITION_____ DATE_____
CONSTRUCTION MANAGER_____ DATE_____
PROPERTY OWNER_____ DATE_____
ZONING_____ DATE_____
PROJECT MANAGER_____ DATE_____

at&t
575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE
200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE INFRASTRUCTURE SERVICES
2227 W. PECOS ROAD, SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES./QA
A	10/14/19	JD	PRELIMINARY CDs	CW
0	12/9/19	JM	SUBMITTAL CDs	CW
1	03/30/20	JD	CLIENT REVISIONS	CW
2	06/04/20	JD	CLIENT REVISIONS	CW
4	06/19/20	JM	CLIENT REVISIONS	CW

REGISTERED PROFESSIONAL ENGINEER
TIM ALEXANDER
E18344
EXP. 3/31/2022
ELECTRICAL
STATE OF CALIFORNIA
SIGNED, 19 JUN 2020

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET NUMBER: T-1
REVISION: 4

CROWN CASTLE USA INC. SITE ACTIVITY REQUIREMENTS:

1. NOTICE TO PROCEED– NO WORK SHALL COMMENCE PRIOR TO CROWN CASTLE USA INC. WRITTEN NOTICE TO PROCEED (NTP) AND THE ISSUANCE OF A PURCHASE ORDER. PRIOR TO ACCESSING/ENTERING THE SITE YOU MUST CONTACT THE CROWN CASTLE USA INC. NOC AT 800–788–7011 & THE CROWN CASTLE USA INC. CONSTRUCTION MANAGER.
2. "LOOK UP" – CROWN CASTLE USA INC. SAFETY CLIMB REQUIREMENT:
   THE INTEGRITY OF THE SAFETY CLIMB AND ALL COMPONENTS OF THE CLIMBING FACILITY SHALL BE CONSIDERED DURING ALL STAGES OF DESIGN, INSTALLATION, AND INSPECTION. TOWER MODIFICATION, MOUNT REINFORCEMENTS, AND/OR EQUIPMENT INSTALLATIONS SHALL NOT COMPROMISE THE INTEGRITY OR FUNCTIONAL USE OF THE SAFETY CLIMB OR ANY COMPONENTS OF THE CLIMBING FACILITY ON THE STRUCTURE. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO: PINCHING OF THE WIRE ROPE, BENDING OF THE WIRE ROPE FROM ITS SUPPORTS, DIRECT CONTACT OR CLOSE PROXIMITY TO THE WIRE ROPE WHICH MAY CAUSE FRICTIONAL WEAR, IMPACT TO THE ANCHORAGE POINTS IN ANY WAY, OR TO IMPEDE/BLOCK ITS INTENDED USE. ANY COMPROMISED SAFETY CLIMB, INCLUDING EXISTING CONDITIONS MUST BE TAGGED OUT AND REPORTED TO YOUR CROWN CASTLE USA INC. POC OR CALL THE NOC TO GENERATE A SAFETY CLIMB MAINTENANCE AND CONTRACTOR NOTICE TICKET.
3. PRIOR TO THE START OF CONSTRUCTION, ALL REQUIRED JURISDICTIONAL PERMITS SHALL BE OBTAINED. THIS INCLUDES, BUT IS NOT LIMITED TO, BUILDING, ELECTRICAL, MECHANICAL, FIRE, FLOOD ZONE, ENVIRONMENTAL, AND ZONING. AFTER ONSITE ACTIVITIES AND CONSTRUCTION ARE COMPLETED, ALL REQUIRED PERMITS SHALL BE SATISFIED AND CLOSED OUT ACCORDING TO LOCAL JURISDICTIONAL REQUIREMENTS.
4. ALL CONSTRUCTION MEANS AND METHODS; INCLUDING BUT NOT LIMITED TO, ERECTION PLANS, RIGGING PLANS, CLIMBING PLANS, AND RESCUE PLANS SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR RESPONSIBLE FOR THE EXECUTION OF THE WORK CONTAINED HEREIN, AND SHALL MEET ANSI/ASSE A10.48 (LATEST EDITION); FEDERAL, STATE, AND LOCAL REGULATIONS; AND ANY APPLICABLE INDUSTRY CONSENSUS STANDARDS RELATED TO THE CONSTRUCTION ACTIVITIES BEING PERFORMED. ALL RIGGING PLANS SHALL ADHERE TO ANSI/ASSE A10.48 (LATEST EDITION) AND CROWN CASTLE USA INC. STANDARD CED–STD–10253, INCLUDING THE REQUIRED INVOLVEMENT OF A QUALIFIED ENGINEER FOR CLASS IV CONSTRUCTION, TO CERTIFY THE SUPPORTING STRUCTURE(S) IN ACCORDANCE WITH ANSI/TIA–322 (LATEST EDITION).
5. ALL SITE WORK TO COMPLY WITH QAS–STD–10068 "INSTALLATION STANDARDS FOR CONSTRUCTION ACTIVITIES ON CROWN CASTLE USA INC. TOWER SITE" AND LATEST VERSION OF ANSI/TIA–1019–A–2012 "STANDARD FOR INSTALLATION, ALTERATION, AND MAINTENANCE OF ANTENNA SUPPORTING STRUCTURES AND ANTENNAS."
6. IF THE SPECIFIED EQUIPMENT CAN NOT BE INSTALLED AS SHOWN ON THESE DRAWINGS, THE CONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION FOR APPROVAL BY CROWN CASTLE USA INC. PRIOR TO PROCEEDING WITH ANY SUCH CHANGE OF INSTALLATION.
7. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS AND ORDINANCES. CONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
8. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
9. THE CONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE START OF CONSTRUCTION.
10. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY CONTRACTOR. EXTREME CAUTION SHOULD BE USED BY THE CONTRACTOR WHEN EXCAVATING OR DRILLING PIERS AROUND OR NEAR UTILITIES. CONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS WILL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION B) CONFINED SPACE C) ELECTRICAL SAFETY D) TRENCHING AND EXCAVATION E) CONSTRUCTION SAFETY PROCEDURES.
11. ALL SITE WORK SHALL BE AS INDICATED ON THE STAMPED CONSTRUCTION DRAWINGS AND PROJECT SPECIFICATIONS, LATEST APPROVED REVISION.
12. CONTRACTOR SHALL KEEP THE SITE FREE FROM ACCUMULATING WASTE MATERIAL, DEBRIS, AND TRASH AT THE COMPLETION OF THE WORK. IF NECESSARY, RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
13. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF CONTRACTOR, TOWER OWNER, CROWN CASTLE USA INC., AND/OR LOCAL UTILITIES.
14. THE CONTRACTOR SHALL PROVIDE SITE SIGNAGE IN ACCORDANCE WITH THE TECHNICAL SPECIFICATION FOR SITE SIGNAGE REQUIRED BY LOCAL JURISDICTION AND SIGNAGE REQUIRED ON INDIVIDUAL PIECES OF EQUIPMENT, ROOMS, AND SHELTERS.
15. THE SITE SHALL BE GRADED TO CAUSE SURFACE WATER TO FLOW AWAY FROM THE CARRIER'S EQUIPMENT AND TOWER AREAS.
16. THE SUB GRADE SHALL BE COMPACTED AND BROUGHT TO A SMOOTH UNIFORM GRADE PRIOR TO FINISHED SURFACE APPLICATION.
17. THE AREAS OF THE OWNERS PROPERTY DISTURBED BY THE WORK AND NOT COVERED BY THE TOWER, EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE, AND STABILIZED TO PREVENT EROSION AS SPECIFIED ON THE CONSTRUCTION DRAWINGS AND/OR PROJECT SPECIFICATIONS.
18. CONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION. EROSION CONTROL MEASURES, IF REQUIRED DURING CONSTRUCTION, SHALL BE IN CONFORMANCE WITH THE LOCAL GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
19. THE CONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF OWNER.
20. CONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY. ANTENNAS REMOVED SHALL BE RETURNED TO THE OWNER'S DESIGNATED LOCATION.
21. CONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION. TRASH AND DEBRIS SHOULD BE REMOVED FROM SITE ON A DAILY BASIS.
22. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.

GENERAL NOTES:

1. FOR THE PURPOSE OF CONSTRUCTION DRAWING, THE FOLLOWING DEFINITIONS SHALL APPLY:
   CONTRACTOR: GENERAL CONTRACTOR RESPONSIBLE FOR CONSTRUCTION
   CARRIER: AT&T
   TOWER OWNER: CROWN CASTLE USA INC.
2. THESE DRAWINGS HAVE BEEN PREPARED USING STANDARDS OF PROFESSIONAL CARE AND COMPLETENESS NORMALLY EXERCISED UNDER SIMILAR CIRCUMSTANCES BY REPUTABLE ENGINEERS IN THIS OR SIMILAR LOCALITIES. IT IS ASSUMED THAT THE WORK DEPICTED WILL BE PERFORMED BY AN EXPERIENCED CONTRACTOR AND/OR WORKPEOPLE WHO HAVE A WORKING KNOWLEDGE OF THE APPLICABLE CODE STANDARDS AND REQUIREMENTS AND OF INDUSTRY ACCEPTED STANDARD GOOD PRACTICE. AS NOT EVERY CONDITION OR ELEMENT IS (OR CAN BE) EXPLICITLY SHOWN ON THESE DRAWINGS, THE CONTRACTOR SHALL USE INDUSTRY ACCEPTED STANDARD GOOD PRACTICE FOR MISCELLANEOUS WORK NOT EXPLICITLY SHOWN.
3. THESE DRAWINGS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE MEANS OR METHODS OF CONSTRUCTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY FOR PROTECTION OF LIFE AND PROPERTY DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, FORMWORK, SHORING, ETC. SITE VISITS BY THE ENGINEER OR HIS REPRESENTATIVE WILL NOT INCLUDE INSPECTION OF THESE ITEMS AND IS FOR STRUCTURAL OBSERVATION OF THE FINISHED STRUCTURE ONLY.
4. NOTES AND DETAILS IN THE CONSTRUCTION DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. WHERE NO DETAILS ARE SHOWN, CONSTRUCTION SHALL CONFORM TO SIMILAR WORK ON THE PROJECT, AND/OR AS PROVIDED FOR IN THE CONTRACT DOCUMENTS. WHERE DISCREPANCIES OCCUR BETWEEN PLANS, DETAILS, GENERAL NOTES, AND SPECIFICATIONS, THE GREATER, MORE STRICT REQUIREMENTS, SHALL GOVERN. IF FURTHER CLARIFICATION IS REQUIRED CONTACT THE ENGINEER OF RECORD.
5. SUBSTANTIAL EFFORT HAS BEEN MADE TO PROVIDE ACCURATE DIMENSIONS AND MEASUREMENTS ON THE DRAWINGS TO ASSIST IN THE FABRICATION AND/OR PLACEMENT OF CONSTRUCTION ELEMENTS BUT IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE DIMENSIONS, MEASUREMENTS, AND/OR CLEARANCES SHOWN IN THE CONSTRUCTION DRAWINGS PRIOR TO FABRICATION OR CUTTING OF ANY NEW OR EXISTING CONSTRUCTION ELEMENTS. IF IT IS DETERMINED THAT THERE ARE DISCREPANCIES AND/OR CONFLICTS WITH THE CONSTRUCTION DRAWINGS THE ENGINEER OF RECORD IS TO BE NOTIFIED AS SOON AS POSSIBLE.
6. PRIOR TO THE SUBMISSION OF BIDS, THE BIDDING CONTRACTOR SHALL VISIT THE CELL SITE TO FAMILIARIZE WITH THE EXISTING CONDITIONS AND TO CONFIRM THAT THE WORK CAN BE ACCOMPLISHED AS SHOWN ON THE CONSTRUCTION DRAWINGS. ANY DISCREPANCY FOUND SHALL BE BROUGHT TO THE ATTENTION OF CROWN CASTLE.
7. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS AND ORDINANCES. CONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
8. UNLESS NOTED OTHERWISE, THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
9. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
10. IF THE SPECIFIED EQUIPMENT CAN NOT BE INSTALLED AS SHOWN ON THESE DRAWINGS, THE CONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION FOR APPROVAL BY THE CARRIER AND CROWN CASTLE PRIOR TO PROCEEDING WITH ANY SUCH CHANGE OF INSTALLATION.
11. CONTRACTOR IS TO PERFORM A SITE INVESTIGATION AND IS TO DETERMINE THE BEST ROUTING OF ALL CONDUITS FOR POWER, AND TELCO AND FOR GROUNDING CABLES AS SHOWN IN THE POWER, TELCO, AND GROUNDING PLAN DRAWINGS.
12. THE CONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF CROWN CASTLE USA INC.
13. CONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY. ANTENNAS REMOVED SHALL BE RETURNED TO THE OWNER'S DESIGNATED LOCATION.
14. CONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION. TRASH AND DEBRIS SHOULD BE REMOVED FROM SITE ON A DAILY BASIS.

CONCRETE, FOUNDATIONS, AND REINFORCING STEEL:

1. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE ACI 301, ACI 318, ACI 336, ASTM A184, ASTM A185 AND THE DESIGN AND CONSTRUCTION SPECIFICATION FOR CAST–IN–PLACE CONCRETE.
2. UNLESS NOTED OTHERWISE, SOIL BEARING PRESSURE USED FOR DESIGN OF SLABS AND FOUNDATIONS IS ASSUMED TO BE 1000 psf.
3. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH (f'c) OF 3000 psi AT 28 DAYS, UNLESS NOTED OTHERWISE. NO MORE THAN 90 MINUTES SHALL ELAPSE FROM BATCH TIME TO TIME OF PLACEMENT UNLESS APPROVED BY THE ENGINEER OF RECORD. TEMPERATURE OF CONCRETE SHALL NOT EXCEED 90°f AT TIME OF PLACEMENT.
4. CONCRETE EXPOSED TO FREEZE–THAW CYCLES SHALL CONTAIN AIR ENTRAINING ADMIXTURES. AMOUNT OF AIR ENTRAINMENT TO BE BASED ON SIZE OF AGGREGATE AND F3 CLASS EXPOSURE (VERY SEVERE). CEMENT USED TO BE TYPE II PORTLAND CEMENT WITH A MAXIMUM WATER–TO–CEMENT RATIO (W/C) OF 0.45.
5. ALL STEEL REINFORCING SHALL CONFORM TO ASTM A615. ALL WELDED WIRE FABRIC (WWF) SHALL CONFORM TO ASTM A185. ALL SPLICES SHALL BE CLASS "B" TENSION SPLICES, UNLESS NOTED OTHERWISE. ALL HOOKS SHALL BE STANDARD 90 DEGREE HOOKS, UNLESS NOTED OTHERWISE. YIELD STRENGTH (Fy) OF STANDARD DEFORMED BARS ARE AS FOLLOWS:
   #4 BARS AND SMALLER . . . . . 40 ksi
   #5 BARS AND LARGER . . . . . 60 ksi
6. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL UNLESS SHOWN OTHERWISE ON DRAWINGS:
   CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH . . . . . 3"
   CONCRETE EXPOSED TO EARTH OR WEATHER:
   #6 BARS AND LARGER . . . . . 2"
   #5 BARS AND SMALLER . . . . . 1–1/2"
   CONCRETE NOT EXPOSED TO EARTH OR WEATHER:
   SLAB AND WALLS . . . . . 3/4"
   BEAMS AND COLUMNS . . . . . 1–1/2"
7. A TOOLED EDGE OR A 3/4" CHAMFER SHALL BE PROVIDED AT ALL EXPOSED EDGES OF CONCRETE, UNLESS NOTED OTHERWISE, IN ACCORDANCE WITH ACI 301 SECTION 4.2.4.

GREENFIELD GROUNDING NOTES:

1. ALL GROUND ELECTRODE SYSTEMS (INCLUDING TELECOMMUNICATION, RADIO, LIGHTNING PROTECTION AND AC POWER GES'S) SHALL BE BONDED TOGETHER AT OR BELOW GRADE, BY TWO OR MORE COPPER BONDING CONDUCTORS IN ACCORDANCE WITH THE NEC.
2. THE CONTRACTOR SHALL PERFORM IEEE FALL–OF–POTENTAL RESISTANCE TO EARTH TESTING (PER IEEE 1100 AND 81) FOR GROUND ELECTRODE SYSTEMS, THE CONTRACTOR SHALL FURNISH AND INSTALL SUPPLEMENTAL GROUND ELECTRODES AS NEEDED TO ACHIEVE A TEST RESULT OF 5 OHMS OR LESS.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY SEQUENCING GROUNDING AND UNDERGROUND CONDUIT INSTALLATION AS TO PREVENT ANY LOSS OF CONTINUITY IN THE GROUNDING SYSTEM OR DAMAGE TO THE CONDUIT AND PROVIDE TESTING RESULTS.
4. METAL CONDUIT AND TRAY SHALL BE GROUNDED AND MADE ELECTRICALLY CONTINUOUS WITH LISTED BONDING FITTINGS OR BY BONDING ACROSS THE DISCONTINUITY WITH #6 COPPER WIRE UL APPROVED GROUNDING TYPE CONDUIT CLAMPS.
5. METAL RACEWAY SHALL NOT BE USED AS THE NEC REQUIRED EQUIPMENT GROUND CONDUCTOR. STRANDED COPPER CONDUCTORS WITH GREEN INSULATION, SIZED IN ACCORDANCE WITH THE NEC, SHALL BE FURNISHED AND INSTALLED WITH THE POWER CIRCUITS TO BTS EQUIPMENT.
6. EACH CABINET FRAME SHALL BE DIRECTLY CONNECTED TO THE MASTER GROUND BAR WITH GREEN INSULATED SUPPLEMENTAL EQUIPMENT GROUND WIRES, #6 STRANDED COPPER OR LARGER FOR INDOOR BTS; #2 BARE SOLID TINNED COPPER FOR OUTDOOR BTS.
7. CONNECTIONS TO THE GROUND BUS SHALL NOT BE DOUBLED UP OR STACKED BACK TO BACK CONNECTIONS ON OPPOSITE SIDE OF THE GROUND BUS ARE PERMITTED.
8. ALL EXTERIOR GROUND CONDUCTORS BETWEEN EQUIPMENT/GROUND BARS AND THE GROUND RING SHALL BE #2 SOLID TINNED COPPER UNLESS OTHERWISE INDICATED.
9. ALUMINUM CONDUCTOR OR COPPER CLAD STEEL CONDUCTOR SHALL NOT BE USED FOR GROUNDING CONNECTIONS.
10. USE OF 90° BENDS IN THE PROTECTION GROUNDING CONDUCTORS SHALL BE AVOIDED WHEN 45° BENDS CAN BE ADEQUATELY SUPPORTED.
11. EXOTHERMIC WELDS SHALL BE USED FOR ALL GROUNDING CONNECTIONS BELOW GRADE.
12. ALL GROUND CONNECTIONS ABOVE GRADE (INTERIOR AND EXTERIOR) SHALL BE FORMED USING HIGH PRESS CRIMPS.
13. COMPRESSION GROUND CONNECTIONS MAY BE REPLACED BY EXOTHERMIC WELD CONNECTIONS.
14. ICE BRIDGE BONDING CONDUCTORS SHALL BE EXOTHERMICALLY BONDED OR BOLTED TO THE BRIDGE AND THE TOWER GROUND BAR.
15. APPROVED ANTIOXIDANT COATINGS (i.e. CONDUCTIVE GEL OR PASTE) SHALL BE USED ON ALL COMPRESSION AND BOLTED GROUND CONNECTIONS.
16. ALL EXTERIOR GROUND CONNECTIONS SHALL BE COATED WITH A CORROSION RESISTANT MATERIAL.
17. MISCELLANEOUS ELECTRICAL AND NON–ELECTRICAL METAL BOXES, FRAMES AND SUPPORTS SHALL BE BONDED TO THE GROUND RING, IN ACCORDANCE WITH THE NEC.
18. BOND ALL METALLIC OBJECTS WITHIN 6 ft OF MAIN GROUND RING WITH (1) #2 BARE SOLID TINNED COPPER GROUND CONDUCTOR.
19. GROUND CONDUCTORS USED FOR THE FACILITY GROUNDING AND LIGHTNING PROTECTION SYSTEMS SHALL NOT BE ROUTED THROUGH METALLIC OBJECTS THAT FORM A RING AROUND THE CONDUCTOR, SUCH AS METALLIC CONDUITS, METAL SUPPORT CLIPS OR SLEEVES THROUGH WALLS OR FLOORS. WHEN IT IS REQUIRED TO BE HOUSED IN CONDUIT TO MEET CODE REQUIREMENTS OR LOCAL CONDITIONS, NON–METALLIC MATERIAL SUCH AS PVC CONDUIT SHALL BE USED. WHERE USE OF METAL CONDUIT IS UNAVOIDABLE (i.e., NONMETALLIC CONDUIT PROHIBITED BY LOCAL CODE) THE GROUND CONDUCTOR SHALL BE BONDED TO EACH END OF THE METAL CONDUIT.
20. ALL GROUNDS THAT TRANSITION FROM BELOW GRADE TO ABOVE GRADE MUST BE #2 BARE SOLID TINNED COPPER IN 3/4" NON–METALLIC, FLEXIBLE CONDUIT FROM 24" BELOW GRADE TO WITHIN 3" TO 6" OF CAD–WELD TERMINATION POINT. THE EXPOSED END OF THE CONDUIT MUST BE SEALED WITH SILICONE CAULK. (ADD TRANSITIONING GROUND STANDARD DETAIL AS WELL).
21. BUILDINGS WHERE THE MAIN GROUNDING CONDUCTORS ARE REQUIRED TO BE ROUTED TO GRADE, THE CONTRACTOR SHALL ROUTE TWO GROUNDING CONDUCTORS FROM THE ROOFTOP, TOWERS, AND WATER TOWERS GROUNDING RING, TO THE EXISTING GROUNDING SYSTEM, THE GROUNDING CONDUCTORS SHALL NOT BE SMALLER THAN 2/0 COPPER. ROOFTOP GROUNDING RING SHALL BE BONDED TO THE EXISTING GROUNDING SYSTEM, THE BUILDING STEEL COLUMNS, LIGHTNING PROTECTION SYSTEM, AND BUILDING MAIN WATER LINE (FERROUS OR NONFERROUS METAL PIPING ONLY).

ELECTRICAL INSTALLATION NOTES:

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS, NEC AND ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES/ORDINANCES.
2. CONDUIT ROUTINGS ARE SCHEMATIC. CONTRACTOR SHALL INSTALL CONDUITS SO THAT ACCESS TO EQUIPMENT IS NOT BLOCKED AND TRIP HAZARDS ARE ELIMINATED.
3. WIRING, RACEWAY AND SUPPORT METHODS AND MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE NEC.
4. ALL CIRCUITS SHALL BE SEGREGATED AND MAINTAIN MINIMUM CABLE SEPARATION AS REQUIRED BY THE NEC.
   4.1. ALL EQUIPMENT SHALL BEAR THE UNDERWRITERS LABORATORIES LABEL OF APPROVAL, AND SHALL CONFORM TO REQUIREMENT OF THE NATIONAL ELECTRICAL CODE.
   4.2. ALL OVERCURRENT DEVICES SHALL HAVE AN INTERRUPTING CURRENT RATING THAT SHALL BE GREATER THAN THE SHORT CIRCUIT CURRENT TO WHICH THEY ARE SUBJECTED, 20,000 AIC MINIMUM. VERYIFY AVAILABLE SHORT CIRCUIT CURRENT DOES NOT EXCEED THE RATING OF ELECTRICAL EQUIPMENT IN ACCORDANCE WITH ARTICLE 110.24 NEC OR THE MOST CURRENT ADOPTED CODE PRE THE GOVERNING JURISDICTION.
5. EACH END OF EVERY POWER PHASE CONDUCTOR, GROUNDING CONDUCTOR, AND TELCO CONDUCTOR OR CABLE SHALL BE LABELED WITH COLOR–CODED INSULATION OR ELECTRICAL TAPE (3M BRAND, 1/2" PLASTIC ELECTRICAL TAPE WITH UV PROTECTION, OR EQUAL). THE IDENTIFICATION METHOD SHALL CONFORM WITH NEC AND OSHA.
6. ALL ELECTRICAL COMPONENTS SHALL BE CLEARLY LABELED WITH LAMICOID TAGS SHOWING THEIR RATED VOLTAGE, PHASE CONFIGURATION, WIRE CONFIGURATION, POWER OR AMPACITY RATING AND BRANCH CIRCUIT ID NUMBERS (i.e. PANEL BOARD AND CIRCUIT ID'S).
7. PANEL BOARDS (ID NUMBERS) SHALL BE CLEARLY LABELED WITH PLASTIC LABELS.
8. ALL TIE WRAPS SHALL BE CUT FLUSH WITH APPROVED CUTTING TOOL TO REMOVE SHARP EDGES.
9. ALL POWER AND EQUIPMENT GROUND WIRING IN TUBING OR CONDUIT SHALL BE SINGLE COPPER CONDUCTOR (#14 OR LARGER) WITH TYPE THHW, THWN, THWN–2, XHHW, XHHW–2, THW, THW–2, RHW, OR RHW–2 INSULATION UNLESS OTHERWISE SPECIFIED.
10. SUPPLEMENTAL EQUIPMENT GROUND WIRING LOCATED INDOORS SHALL BE SINGLE COPPER CONDUCTOR (#6 OR LARGER) WITH TYPE THHW, THWN, THWN–2, XHHW, XHHW–2, THW, THW–2, RHW, OR RHW–2 INSULATION UNLESS OTHERWISE SPECIFIED.
11. POWER AND CONTROL WIRING IN FLEXIBLE CORD SHALL BE MULTI–CONDUCTOR, TYPE SOOW CORD (#14 OR LARGER) UNLESS OTHERWISE SPECIFIED.
12. POWER AND CONTROL WIRING FOR USE IN CABLE TRAY SHALL BE MULTI–CONDUCTOR, TYPE TC CABLE (#14 OR LARGER), WITH TYPE THHW, THWN, THWN–2, XHHW, XHHW–2, THW, THW–2, RHW, OR RHW–2 INSULATION UNLESS OTHERWISE SPECIFIED.
13. ALL POWER AND GROUNDING CONNECTIONS SHALL BE CRIMP–STYLE, COMPRESSION WIRE LUGS AND WIRE NUTS BY THOMAS AND BETTS (OR EQUAL). LUGS AND WIRE NUTS SHALL BE RATED FOR OPERATION NOT LESS THAN 75° C (90° C IF AVAILABLE).
14. RACEWAY AND CABLE TRAY SHALL BE LISTED OR LABELED FOR ELECTRICAL USE IN ACCORDANCE WITH NEMA, UL, ANSI/IEEE AND NEC.
15. ELECTRICAL METALLIC TUBING (EMT), INTERMEDIATE METAL CONDUIT (IMC), OR RIGID METAL CONDUIT (RMC) SHALL BE USED FOR EXPOSED INDOOR LOCATIONS.
16. ELECTRICAL METALLIC TUBING (EMT) OR METAL–CLAD CABLE (MC) SHALL BE USED FOR CONCEALED INDOOR LOCATIONS.
17. SCHEDULE 40 PVC UNDERGROUND ON STRAIGHTS AND SCHEDULE 80 PVC FOR ALL ELBOWS/90s AND ALL APPROVED ABOVE GRADE PVC CONDUIT.
18. LIQUID–TIGHT FLEXIBLE METALLIC CONDUIT (LIQUID–TITE FLEX) SHALL BE USED INDOORS AND OUTDOORS, WHERE VIBRATION OCCURS OR FLEXIBILITY IS NEEDED.
19. CONDUIT AND TUBING FITTINGS SHALL BE THREADED OR COMPRESSION–TYPE AND APPROVED FOR THE LOCATION USED. SET SCREW FITTINGS ARE NOT ACCEPTABLE.
20. CABINETS, BOXES AND WIRE WAYS SHALL BE LABELED FOR ELECTRICAL USE IN ACCORDANCE WITH NEMA, UL, ANSI/IEEE AND THE NEC.
21. WIREWAYS SHALL BE METAL WITH AN ENAMEL FINISH AND INCLUDE A HINGED COVER, DESIGNED TO SWING OPEN DOWNWARDS (WIREMOLD SPECMATE WIREWAY).
22. SLOTTED WIRING DUCT SHALL BE PVC AND INCLUDE COVER (PANDUIT TYPE E OR EQUAL).
23. CONDUITS SHALL BE FASTENED SECURELY IN PLACE WITH APPROVED NON–PERFORATED STRAPS AND HANGERS. EXPLOSIVE DEVICES (i.e. POWDER–ACTUATED) FOR ATTACHING HANGERS TO STRUCTURE WILL NOT BE PERMITTED. CLOSELY FOLLOW THE LINES OF THE STRUCTURE, MAINTAIN CLOSE PROXIMITY TO THE STRUCTURE AND KEEP CONDUITS IN TIGHT ENVELOPES. CHANGES IN DIRECTION TO ROUTE AROUND OBSTACLES SHALL BE MADE WITH CONDUIT OUTLET BODIES. CONDUIT SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER. PARALLEL AND PERPENDICULAR TO STRUCTURE WALL AND CEILING LINES. ALL CONDUIT SHALL BE FISHED TO CLEAR OBSTRUCTIONS. ENDS OF CONDUITS SHALL BE TEMPORARILY CAPPED FLUSH TO FINISH GRADE TO PREVENT CONCRETE, PLASTER OR DIRT FROM ENTERING. CONDUITS SHALL BE RIGIDLY CLAMPED TO BOXES BY GALVANIZED MALLEABLE IRON BUSHING ON INSIDE AND GALVANIZED MALLEABLE IRON LOCKNUT ON OUTSIDE AND INSIDE.
24. EQUIPMENT CABINETS, TERMINAL BOXES, JUNCTION BOXES AND PULL BOXES SHALL BE GALVANIZED OR EPOXY–COATED SHEET STEEL. SHALL MEET OR EXCEED UL 50 AND BE RATED NEMA 1 (OR BETTER) FOR INTERIOR LOCATIONS AND NEMA 3R (OR BETTER) FOR EXTERIOR LOCATIONS.
25. METAL RECEPTACLE, SWITCH AND DEVICE BOXES SHALL BE GALVANIZED, EPOXY–COATED OR NON–CORRODING; SHALL MEET OR EXCEED UL 514A AND NEMA OS 1 AND BE RATED NEMA 1 (OR BETTER) FOR INTERIOR LOCATIONS AND WEATHER PROTECTED (WP OR BETTER) FOR EXTERIOR LOCATIONS.
26. NONMETALLIC RECEPTACLE, SWITCH AND DEVICE BOXES SHALL MEET OR EXCEED NEMA OS 2 (NEWEST REVISION) AND BE RATED NEMA 1 (OR BETTER) FOR INTERIOR LOCATIONS AND WEATHER PROTECTED (WP OR BETTER) FOR EXTERIOR LOCATIONS.
27. THE CONTRACTOR SHALL NOTIFY AND OBTAIN NECESSARY AUTHORIZATION FROM THE CARRIER AND/OR CROWN CASTLE USA INC. BEFORE COMMENCING WORK ON THE AC POWER DISTRIBUTION PANELS.
28. THE CONTRACTOR SHALL PROVIDE NECESSARY TAGGING ON THE BREAKERS, CABLES AND DISTRIBUTION PANELS IN ACCORDANCE WITH THE APPLICABLE CODES AND STANDARDS TO SAFEGUARD LIFE AND PROPERTY.
29. INSTALL LAMICOID LABEL ON THE METER CENTER TO SHOW "AT&T".
30. ALL EMPTY/SPARE CONDUITS THAT ARE INSTALLED ARE TO HAVE A METERED MULE TAPE PULL CORD INSTALLED.

CONDUCTOR COLOR CODE		
SYSTEM	CONDUCTOR	COLOR
120/240V, 1Ø	A PHASE	BLACK
	B PHASE	RED
	NEUTRAL	WHITE
	GROUND	GREEN
120/208V, 3Ø	A PHASE	BLACK
	B PHASE	RED
	C PHASE	BLUE
	NEUTRAL	WHITE
	GROUND	GREEN
277/480V, 3Ø	A PHASE	BROWN
	B PHASE	ORANGE OR PURPLE
	C PHASE	YELLOW
	NEUTRAL	GREY
	GROUND	GREEN
DC VOLTAGE	POS (+)	RED**
	NEG (–)	BLACK**

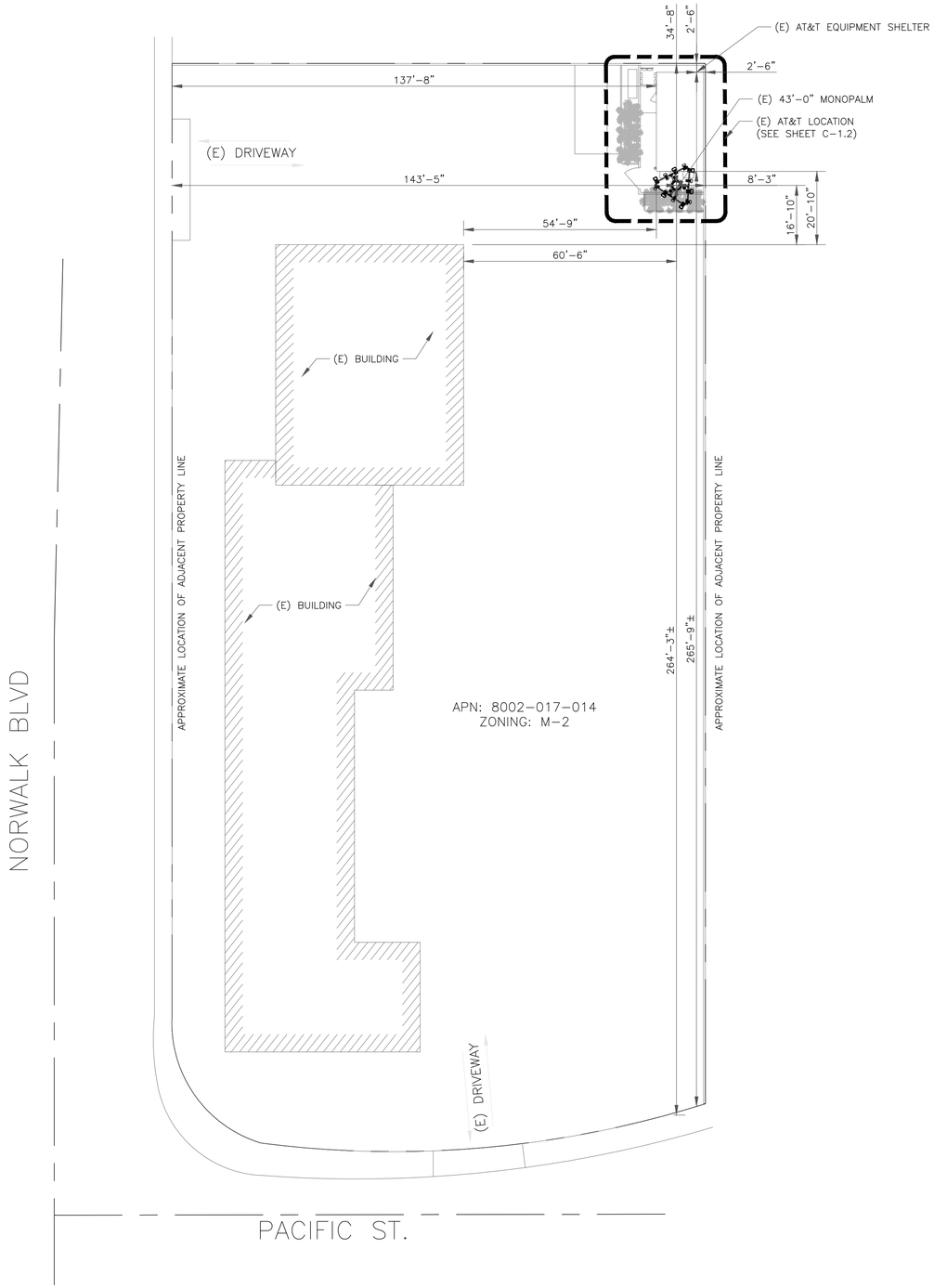
* SEE NEC 210.5(C)(1) AND (2)
** POLARITY MARKED AT TERMINATION

ABBREVIATIONS:

ANT	ANTENNA
(E)	EXISTING
FIF	FACILITY INTERFACE FRAME
GEN	GENERATOR
GPS	GLOBAL POSITIONING SYSTEM
GSM	GLOBAL SYSTEM FOR MOBILE
LTE	LONG TERM EVOLUTION
MGB

SITE PLAN DISCLAIMER:

PROPERTY LINES AND STRUCTURES HAVE BEEN DIGITIZED FROM PREVIOUS PLAN SETS OR FROM ASSESSORS MAPS. CROWN CASTLE USA INC. HAS NOT COMPLETED A SITE SURVEY AND THEREFORE MAKES NO CLAIMS AS TO THE ACCURACY OF INFORMATION DEPICTED ON THIS SHEET



1 OVERALL SITE PLAN

SCALE: 20' 10' 0 20' 1"=20'-0" (FULL SIZE) 1"=40'-0" (11x17)

N

at&t

575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE

200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE INFRASTRUCTURE SERVICES

2227 W. PECOS ROAD. SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES./QA
A	10/14/19	JD	PRELIMINARY CDs	CW
0	12/9/19	JM	SUBMITTAL CDs	CW
1	03/30/20	JD	CLIENT REVISIONS	CW
2	06/04/20	JD	CLIENT REVISIONS	CW
4	06/19/20	JM	CLIENT REVISIONS	CW

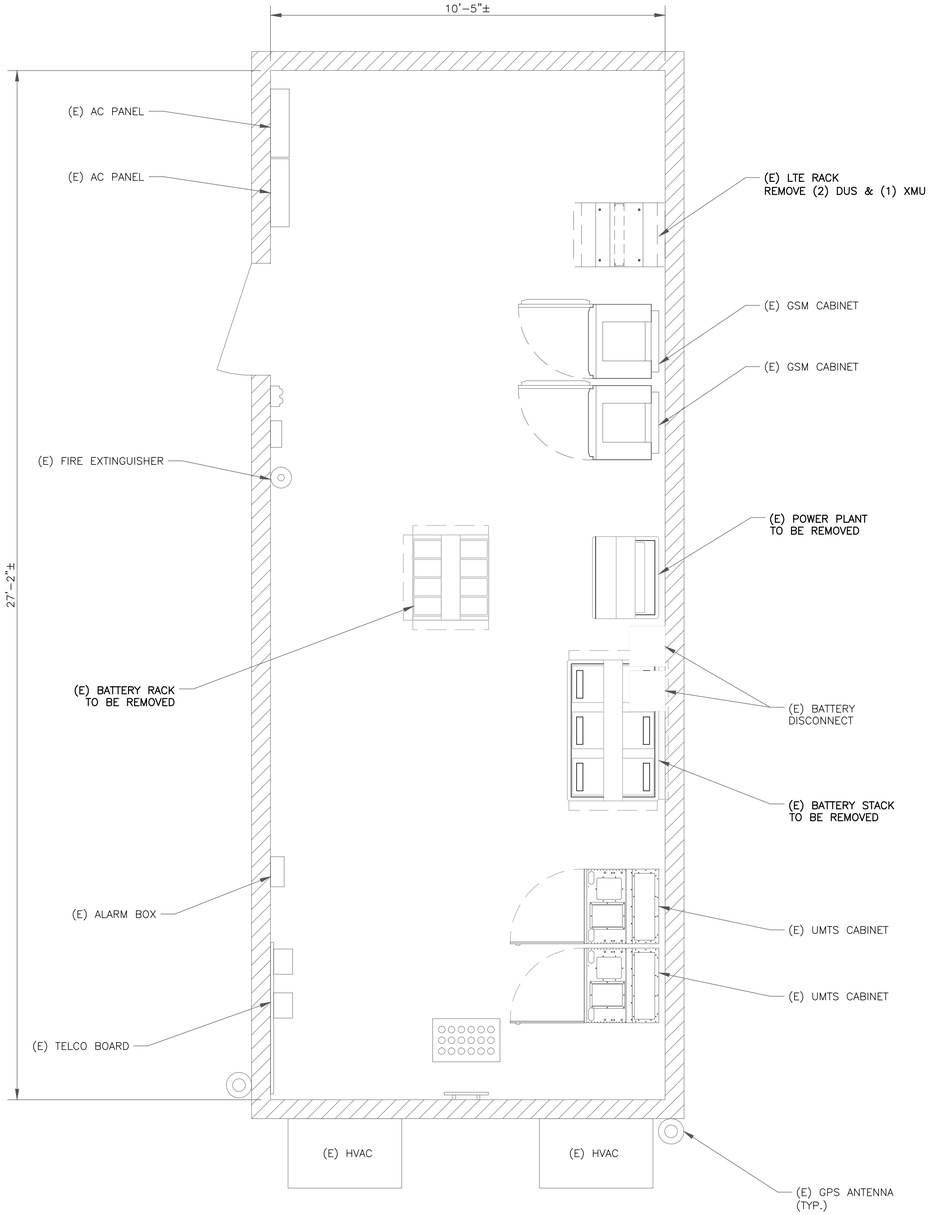
REGISTERED PROFESSIONAL ENGINEER
TIM ALEXANDER
E18344
EXP. 3/31/2022
ELECTRICAL
STATE OF CALIFORNIA

SIGNED, 19 JUN 2020

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET NUMBER: C-1.1

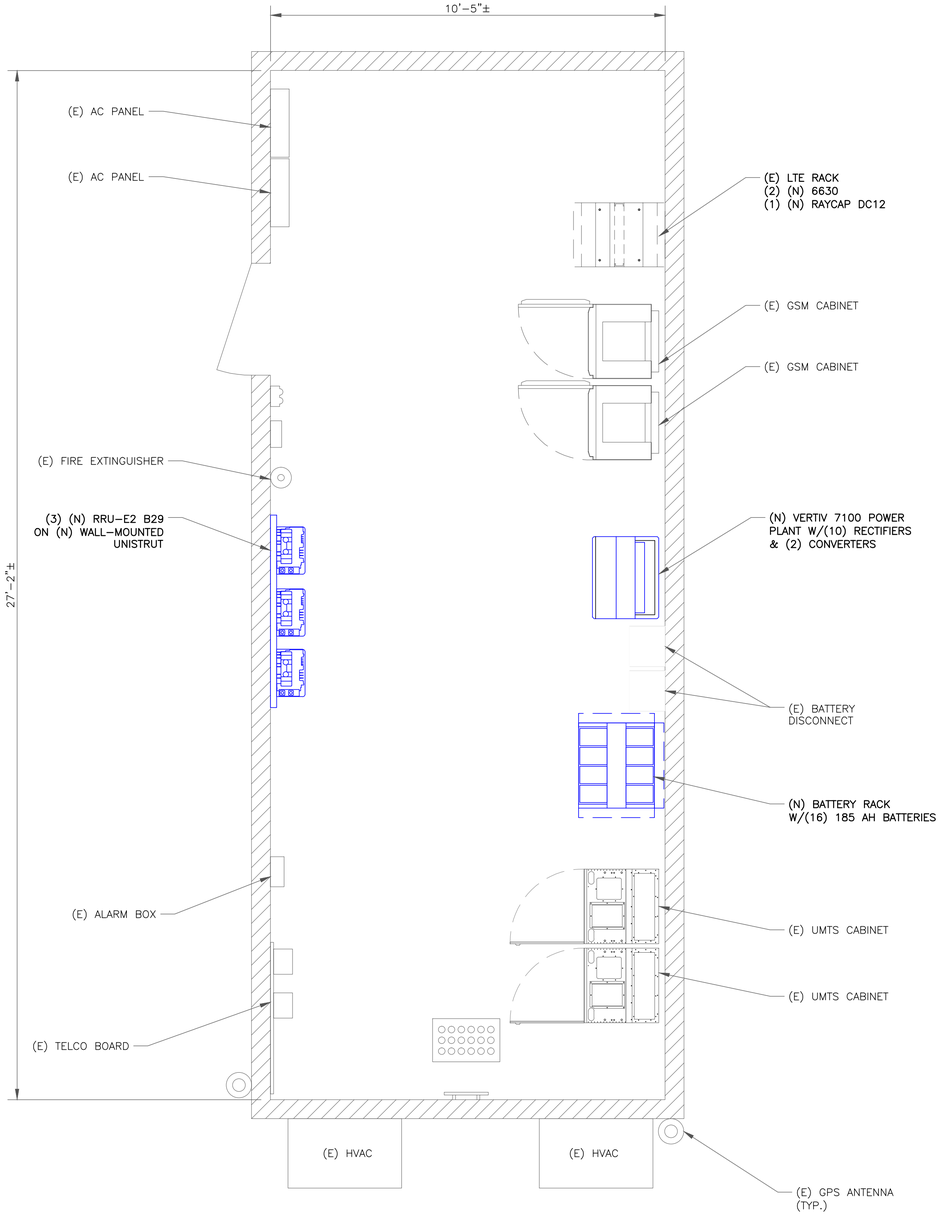
REVISION: 4



1 EXISTING EQUIPMENT PLAN

SCALE: 2' 1' 0 2' 1/2"=1'-0" (FULL SIZE) 1/4"=1'-0" (11x17)

N



2 NEW EQUIPMENT PLAN

SCALE: 2' 1' 0 2' 1/2"=1'-0" (FULL SIZE) 1/4"=1'-0" (11x17)

N

at&t

575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE

200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE
INFRASTRUCTURE SERVICES

2227 W. PECOS ROAD. SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES./QA
A	10/14/19	JD	PRELIMINARY CDs	CW
0	12/9/19	JM	SUBMITTAL CDs	CW
1	03/30/20	JD	CLIENT REVISIONS	CW
2	06/04/20	JD	CLIENT REVISIONS	CW
4	06/19/20	JM	CLIENT REVISIONS	CW

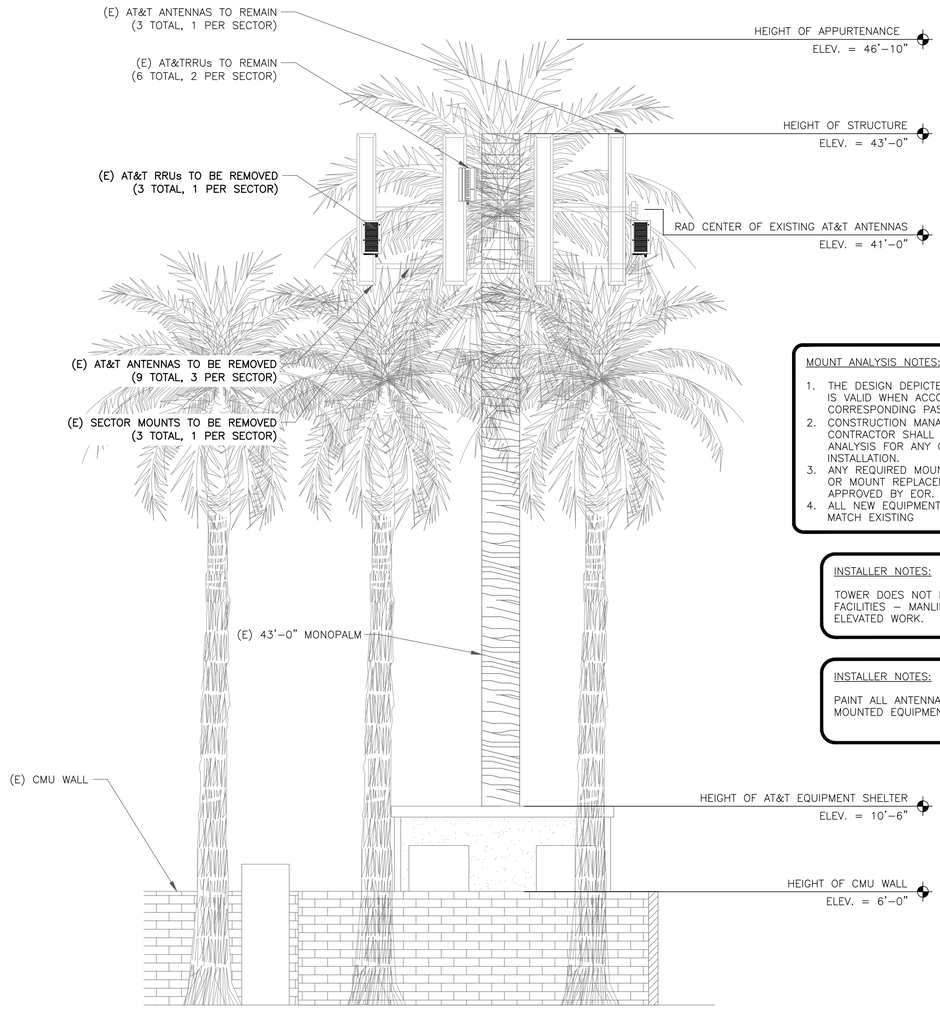
REGISTERED PROFESSIONAL ENGINEER
TIM ALEXANDER
E18344
EXP. 3/31/2022
ELECTRICAL
STATE OF CALIFORNIA

SIGNED, 19 JUN 2020

IT IS A VIOLATION OF LAW FOR ANY PERSON,
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OF A LICENSED PROFESSIONAL ENGINEER,
TO ALTER THIS DOCUMENT.

SHEET NUMBER: C-1.2

REVISION: 4



1 EXISTING SOUTH ELEVATION
SCALE: NOT TO SCALE

MOUNT ANALYSIS NOTES:

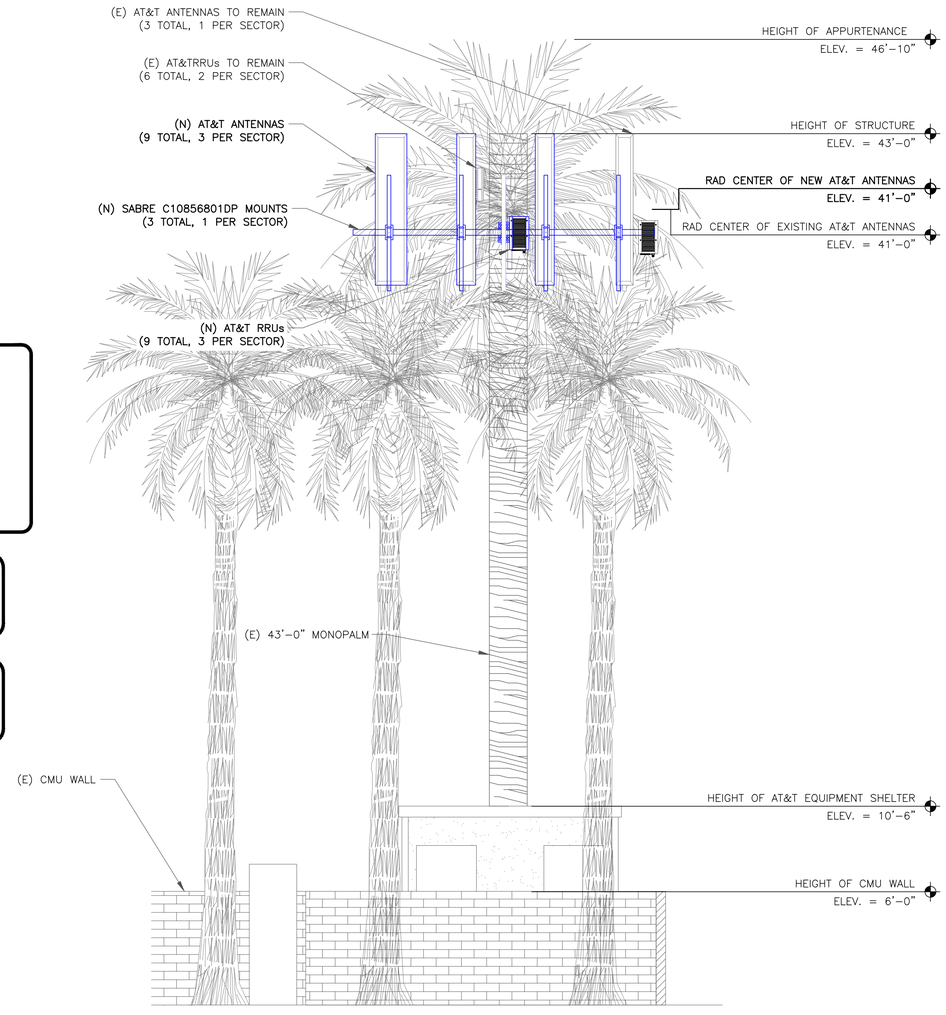
1. THE DESIGN DEPICTED IN THESE DRAWINGS IS VALID WHEN ACCOMPANIED BY A CORRESPONDING PASSING MOUNT ANALYSIS.
2. CONSTRUCTION MANAGER / GENERAL CONTRACTOR SHALL REVIEW THE MOUNT ANALYSIS FOR ANY CONDITIONS PRIOR TO INSTALLATION.
3. ANY REQUIRED MOUNT MODIFICATION DESIGN OR MOUNT REPLACEMENT SHALL BE APPROVED BY EOR.
4. ALL NEW EQUIPMENT TO BE PAINTED TO MATCH EXISTING

INSTALLER NOTES:

TOWER DOES NOT HAVE CLIMBING FACILITIES – MANLIFT REQUIRED FOR ELEVATED WORK.

INSTALLER NOTES:

PAINT ALL ANTENNAS AND TOWER MOUNTED EQUIPMENT TO MATCH FRONDS.



2 NEW SOUTH ELEVATION
SCALE: NOT TO SCALE

at&t
575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE
200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE INFRASTRUCTURE SERVICES
2227 W. PECOS ROAD. SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

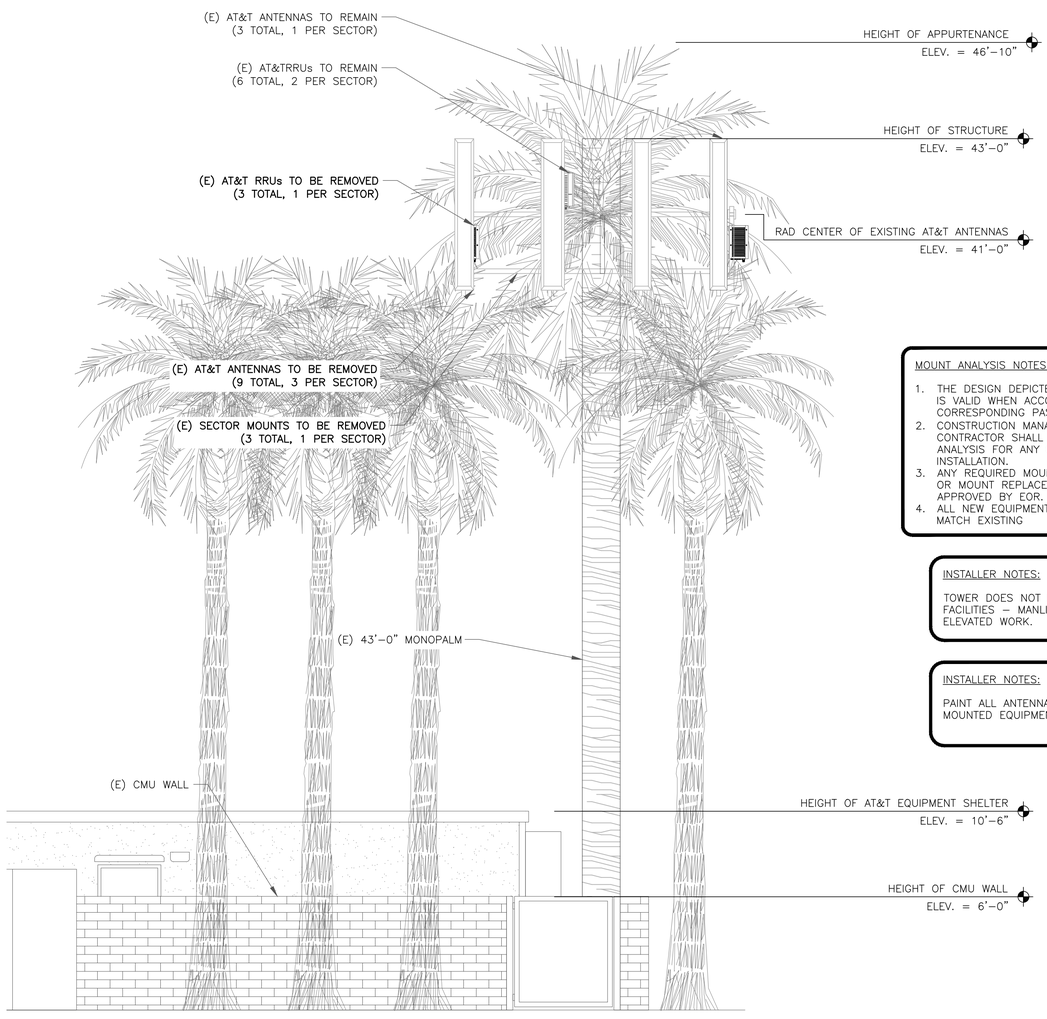
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A	10/14/19	JD	PRELIMINARY CDs	CW
0	12/9/19	JM	SUBMITTAL CDs	CW
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4	06/19/20	JM	CLIENT REVISIONS	CW

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SHEET NUMBER: C-2.1

REVISION: 4



1 EXISTING WEST ELEVATION
SCALE: NOT TO SCALE

MOUNT ANALYSIS NOTES:

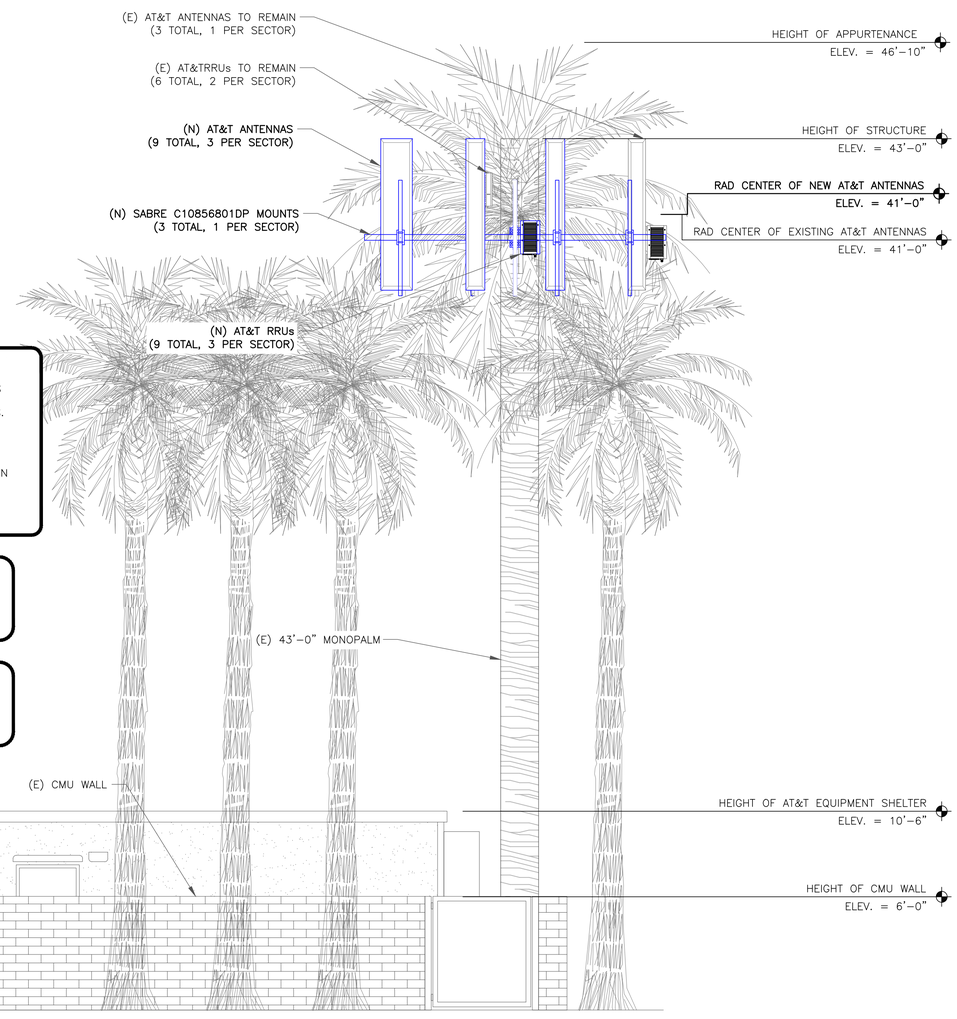
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INSTALLER NOTES:

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2 NEW WEST ELEVATION
SCALE: NOT TO SCALE

at&t
575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE
200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE INFRASTRUCTURE SERVICES
2227 W. PECOS ROAD. SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

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0	12/9/19	JM	SUBMITTAL CDs	CW
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4	06/19/20	JM	CLIENT REVISIONS	CW

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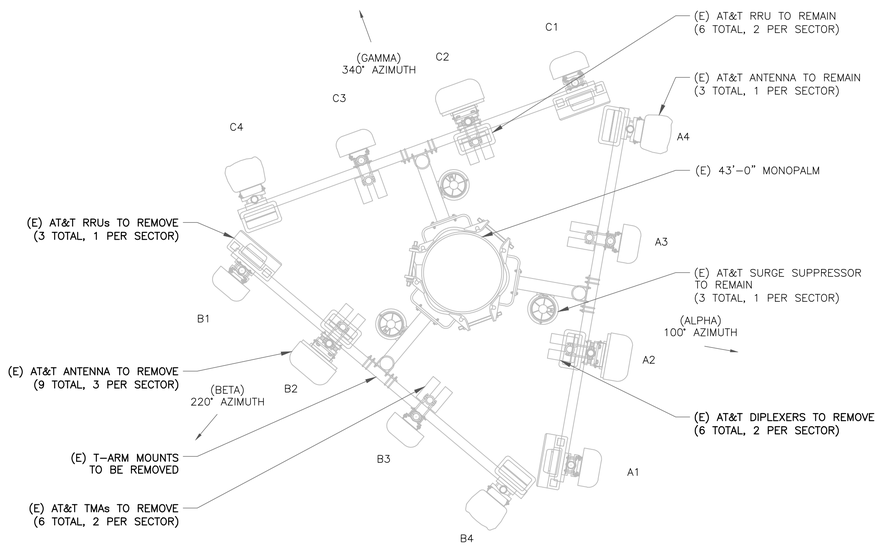
SHEET NUMBER: C-2.2

REVISION: 4

EXISTING EQUIPMENT SCHEDULE
(VERIFY WITH CURRENT RFDS)

POSITION	ANTENNA				RADIO			DIPLEXER			TMA			SURGE PROTECTION		CABLES			
	TECH.	STATUS/MANUFACTURER MODEL	AZIMUTH	RAD CENTER	QTY.	STATUS/MODEL	LOCATION	QTY.	STATUS	LOCATION	QTY.	STATUS	QTY.	STATUS/MODEL	QTY.	STATUS/TYPE	SIZE	LENGTH
ALPHA																		
A1	LTE	(E) ERICSSON – KRC118048-1	100°	41'-0"	1	(E) RRUS-11 B12	TOWER	–	–	–	–	–	–	–	4	(E) DC	3/4"	90'
A2	GSM/LTE	(E) CCI – HPA-65R-BUU-H8-K	100°	41'-0"	1	(E) RRUS-32 B2	TOWER	2	CCDP-410-W-B2	TOWER	–	–	1	DC6	2	(E) FIBER	3/8"	90'
A3	UMTS	(E) POWERWAVE – P65-17-XLH-RR	100°	41'-0"	–	–	–	–	–	–	2	KRY 112 76/1	–	–	4	(E) COAX	7/8"	90'
A4	LTE	(E) QUINTEL – QS8658-3	100°	41'-0"	1	(E) RRUS-32 B30	TOWER	–	–	–	–	–	–	–	–	–	–	–
BETA																		
B1	LTE	(E) ERICSSON – KRC118048-1	220°	41'-0"	1	(E) RRUS-11 B12	TOWER	–	–	–	–	–	–	–	–	–	–	–
B2	GSM/LTE	(E) CCI – HPA-65R-BUU-H8-K	220°	41'-0"	1	(E) RRUS-32 B2	TOWER	2	CCDP-410-W-B2	TOWER	–	–	1	DC6	–	–	–	–
B3	UMTS	(E) POWERWAVE – P65-17-XLH-RR	220°	41'-0"	–	–	–	–	–	–	2	KRY 112 76/1	–	–	4	(E) COAX	7/8"	90'
B4	LTE	(E) QUINTEL – QS8658-3	220°	41'-0"	1	(E) RRUS-32 B30	TOWER	–	–	–	–	–	–	–	–	–	–	–
GAMMA																		
C1	LTE	(E) ERICSSON – KRC118048-1	340°	41'-0"	1	(E) RRUS-11 B12	TOWER	–	–	–	–	–	–	–	–	–	–	–
C2	GSM/LTE	(E) CCI – HPA-65R-BUU-H8-K	340°	41'-0"	1	(E) RRUS-32 B2	TOWER	2	CCDP-410-W-B2	TOWER	–	–	1	DC6	–	–	–	–
C3	UMTS	(E) POWERWAVE – P65-17-XLH-RR	340°	41'-0"	–	–	–	–	–	–	2	KRY 112 76/1	–	–	4	(E) COAX	7/8"	90'
C4	LTE	(E) QUINTEL – QS8658-3	340°	41'-0"	1	(E) RRUS-32 B30	TOWER	–	–	–	–	–	–	–	–	–	–	–
															0	(E) UNUSED	–	–

NOTE:
(E) – EXISTING
(N) – NEW



1 EXISTING ANTENNA PLAN
SCALE: NOT TO SCALE

N

"LOOK UP" – CROWN CASTLE USA INC. SAFETY CLIMB REQUIREMENT:

THE INTEGRITY OF THE SAFETY CLIMB AND ALL COMPONENTS OF THE CLIMBING FACILITY SHALL BE CONSIDERED DURING ALL STAGES OF DESIGN, INSTALLATION, AND INSPECTION. TOWER MODIFICATION, MOUNT REINFORCEMENTS, AND/OR EQUIPMENT INSTALLATIONS SHALL NOT COMPROMISE THE INTEGRITY OR FUNCTIONAL USE OF THE SAFETY CLIMB OR ANY COMPONENTS OF THE CLIMBING FACILITY ON THE STRUCTURE. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO: PINCHING OF THE WIRE ROPE, BENDING OF THE WIRE ROPE FROM ITS SUPPORTS, DIRECT CONTACT OR CLOSE PROXIMITY TO THE WIRE ROPE WHICH MAY CAUSE FRICTIONAL WEAR, IMPACT TO THE ANCHORAGE POINTS IN ANY WAY, OR TO IMPEDE/BLOCK ITS INTENDED USE. ANY COMPROMISED SAFETY CLIMB, INCLUDING EXISTING CONDITIONS MUST BE TAGGED OUT AND REPORTED TO YOUR CROWN CASTLE USA INC. POC OR CALL THE NOC TO GENERATE A SAFETY CLIMB MAINTENANCE AND CONTRACTOR NOTICE TICKET.

NOTES:

1. REFERENCE C-3 FOR FINAL EQUIPMENT SCHEDULE.
2. REFERENCE C-4 FOR NEW EQUIPMENT SPECIFICATIONS.
3. CONTRACTOR TO VERIFY ALL ANTENNA TIP HEIGHTS DO NOT EXCEED BEACON BASE HEIGHT.
4. TOWER DOES NOT HAVE CLIMBING FACILITIES – MANLIFT REQUIRED FOR ELEVATED WORK.
5. ALL NEW EQUIPMENT TO BE PAINTED TO MATCH EXISTING

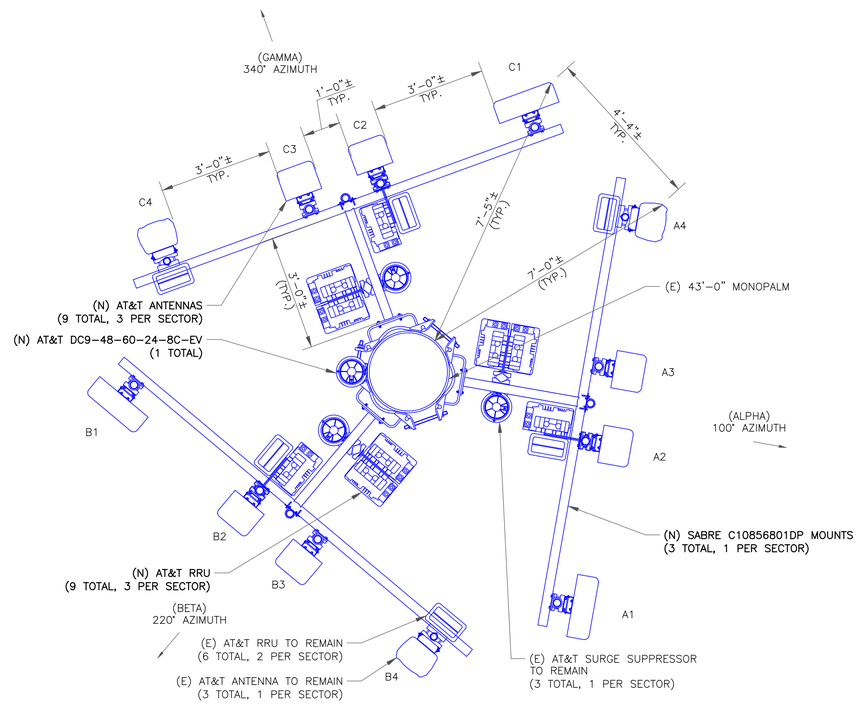
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FINAL EQUIPMENT SCHEDULE
(VERIFY WITH CURRENT RFDS)

POSITION	ANTENNA				RADIO			DIPLEXER			TMA			SURGE PROTECTION		CABLES			
	TECH.	STATUS/MANUFACTURER MODEL	AZIMUTH	RAD CENTER	QTY.	STATUS/MODEL	LOCATION	QTY.	STATUS	LOCATION	QTY.	STATUS	QTY.	STATUS/MODEL	QTY.	STATUS/TYPE	SIZE	LENGTH
ALPHA																		
A1	LTE/5G	**(N) KATHREIN – 800-10966K**	100°	41'-0"	1 1	**(N) 4449 B5/B12** **(N) RRUS-32 B66A**	TOWER	–	–	–	–	–	–	–	4	(E) DC	3/4"	90'
A2	LTE	**(N) QUINTEL – QS8658-3e**	100°	41'-0"	1 1	**(N) 4478 B14** (E) RRUS-32 B2	TOWER	–	–	–	–	–	1	DC6	2	(E) FIBER	3/8"	90'
A3	LTE/UMTS	**(N) QUINTEL – QS8658-3e**	100°	41'-0"	–	–	–	–	–	–	–	–	–	–	4	(E) COAX	7/8"	90'
A4	LTE	(E) QUINTEL – QS8658-3	100°	41'-0"	1 1	**(N) RRUS-E2 B29** (E) RRUS-32 B30	GROUND TOWER	–	–	–	–	–	–	–	–	–	–	–
BETA																		
B1	LTE/5G	**(N) KATHREIN – 800-10966K**	220°	41'-0"	1 1	**(N) 4449 B5/B12** **(N) RRUS-32 B66A**	TOWER	–	–	–	–	–	1	**(N)DC9-48-60-24-8C-EV**	**3**	**(N) DC**	**3/4"**	**90'**
B2	LTE	**(N) QUINTEL – QS8658-3e**	220°	41'-0"	1 1	**(N) 4478 B14** (E) RRUS-32 B2	TOWER	–	–	–	–	–	1	DC6	**1**	**(N) FIBER**	**3/8"**	**90'**
B3	LTE/UMTS	**(N) QUINTEL – QS8658-3e**	220°	41'-0"	–	–	–	–	–	–	–	–	–	–	4	(E) COAX	7/8"	90'
B4	LTE	(E) QUINTEL – QS8658-3	220°	41'-0"	1 1	**(N) RRUS-E2 B29** (E) RRUS-32 B30	GROUND TOWER	–	–	–	–	–	–	–	–	–	–	–
GAMMA																		
C1	LTE/5G	**(N) KATHREIN – 800-10966K**	340°	41'-0"	1 1	**(N) 4449 B5/B12** **(N) RRUS-32 B66A**	TOWER	–	–	–	–	–	–	–	–	–	–	–
C2	LTE	**(N) QUINTEL – QS8658-3e**	340°	41'-0"	1 1	**(N) 4478 B14** (E) RRUS-32 B2	TOWER	–	–	–	–	–	1	DC6	–	–	–	–
C3	LTE/UMTS	**(N) QUINTEL – QS8658-3e**	340°	41'-0"	–	–	–	–	–	–	–	–	–	–	4	(E) COAX	7/8"	90'
C4	LTE	(E) QUINTEL – QS8658-3	340°	41'-0"	1 1	**(N) RRUS-E2 B29** (E) RRUS-32 B30	GROUND TOWER	–	–	–	–	–	–	–	–	–	–	–
															0	(E) UNUSED	–	–

NOTE:
(E) – EXISTING
(N) – NEW



2 NEW ANTENNA PLAN
SCALE: NOT TO SCALE

N

at&t
575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE
200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE
INFRASTRUCTURE SERVICES
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SANTA FE SPRINGS, CA 90670

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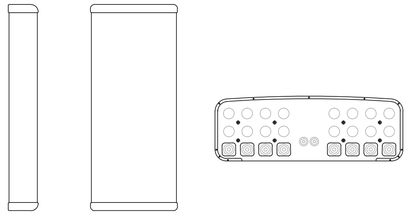
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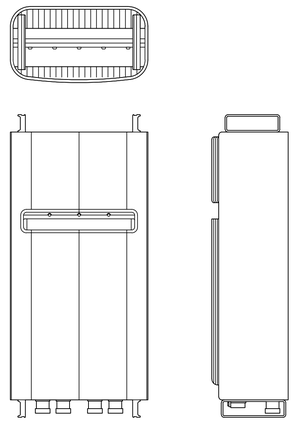
SHEET NUMBER: C-3

REVISION: 4



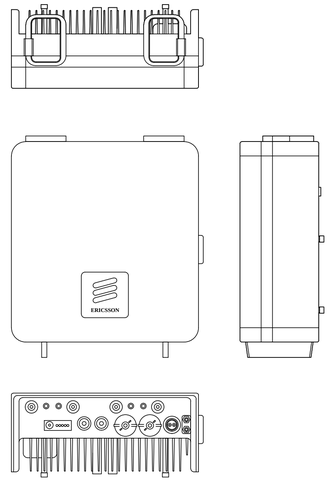
CCI – HPA-65F-BUU-H2-K
WEIGHT (WITHOUT MOUNTING HARDWARE): 13.8 LBS
SIZE (HxWxD): 21.4x14.4x7.3 IN.

1 KATHREIN – 800-10966 K
SCALE: NOT TO SCALE



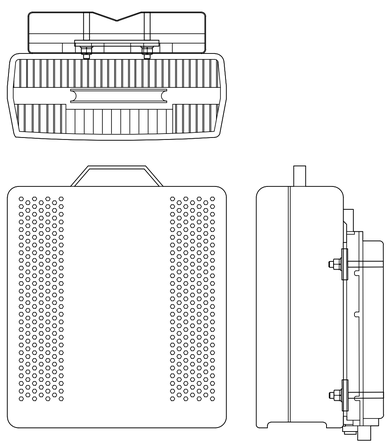
ERICSSON – RRUS 32 B66A
WEIGHT (WITHOUT MOUNTING HARDWARE): 52.9 LBS
SIZE (HxWxD): 27.20x12.05x7.00 IN.

2 ERICSSON – RRUS 32 B66A
SCALE: NOT TO SCALE



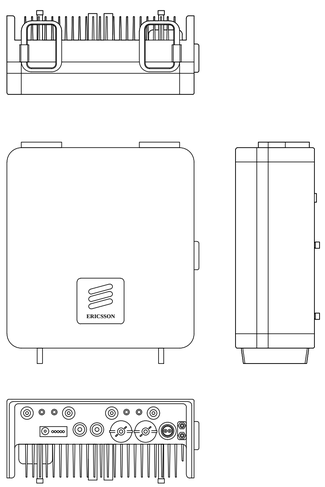
ERICSSON – RRUS 4478
WEIGHT: 60.0 LBS
SIZE (HxWxD): 15.0x13.0x8.0 IN.

3 ERICSSON – RRUS 4479 B5/B12
SCALE: NOT TO SCALE



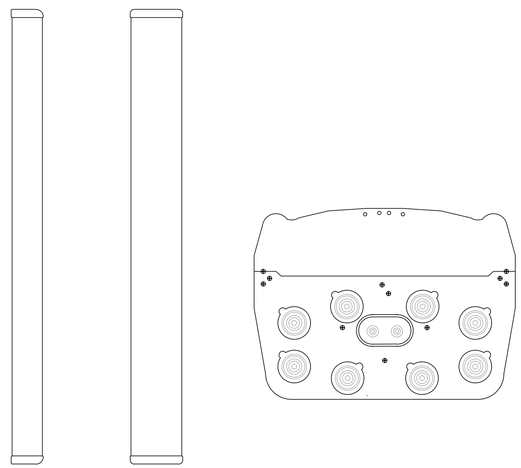
ERICSSON – RRUS-E2 B29
WEIGHT (FULLY EQUIPPED): 58.0 LBS
SIZE (HxWxD): 20.4x18.5x7.5 IN.

4 ERICSSON – RRUS-E2 B29
SCALE: NOT TO SCALE



ERICSSON – RRUS 4478 B14
WEIGHT: 60.0 LBS
SIZE (HxWxD): 15.0x13.0x8.0 IN.

5 ERICSSON – RRUS 4478 B14
SCALE: NOT TO SCALE



QUINTEL – QS8658-3e
WEIGHT (WITHOUT MOUNTING HARDWARE): 98.0 LBS
SIZE (HxWxD): 96.0x12.0x9.6 IN.
RATED WIND VELOCITY: 150.0 MPH

6 QUINTEL – QS8658-3e
SCALE: NOT TO SCALE

575 MOROSGO DRIVE
ATLANTA, GA 30319

200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
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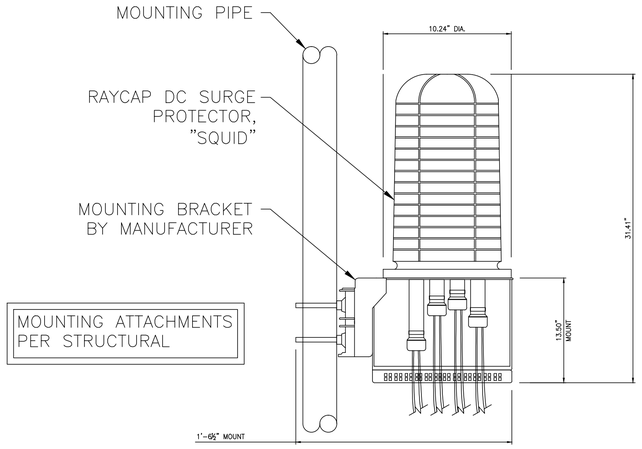
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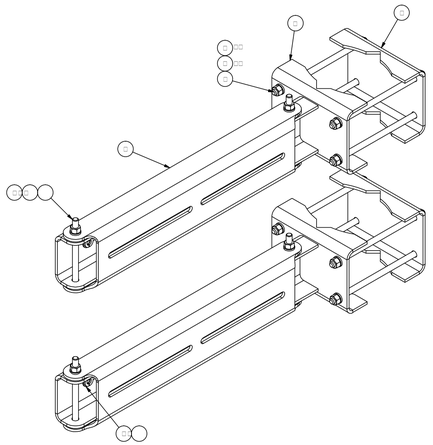
SHEET NUMBER: C-4

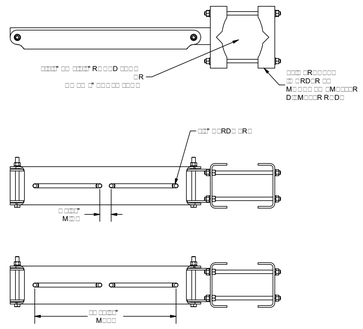
REVISION: 4

MANUF: RAYCAP
DESC: SURGE PROTECTOR "SQUID" (OR SIMILAR)
MODEL: DC9-48-60-24-8C-EV
WEIGHT: 26.2 LBS

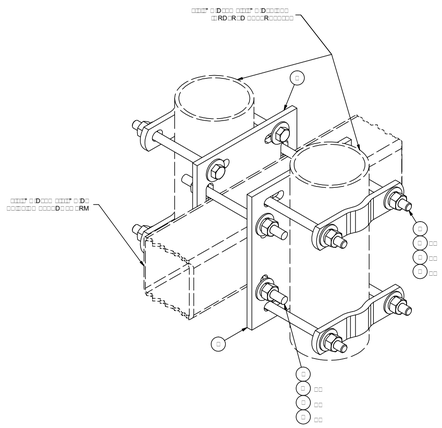


1 DC9-48-60-24-8C-EV SURGE SUPPRESSOR
SCALE: NOT TO SCALE

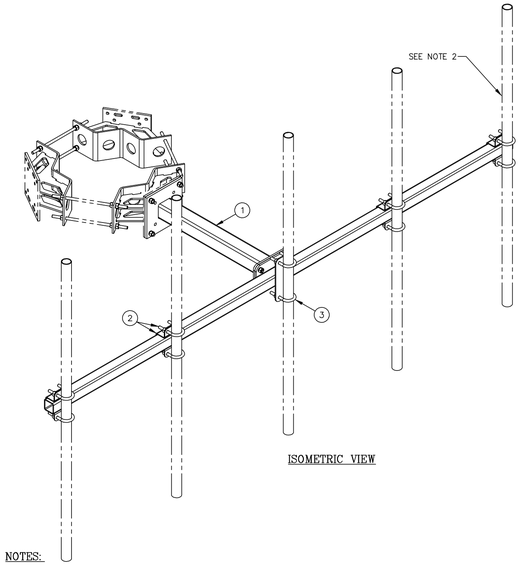




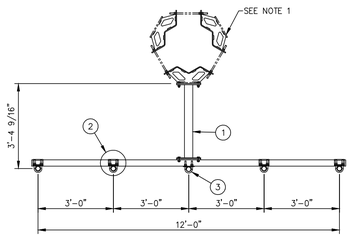
2 D220RRUDSM DUAL RRH MOUNT
SCALE: NOT TO SCALE



3 BBPM-U BACK TO BACK PIPE MOUNT
SCALE: NOT TO SCALE



ISOMETRIC VIEW



PLAN VIEW

NOTES:
1. TRI-COLLAR MOUNTS ARE SHOWN TYPICAL AND MUST BE PURCHASED SEPARATELY.
2. 2 3/8" O.D. MOUNTING PIPE MUST BE PURCHASED SEPARATELY.
3. QUANTITIES SHOWN IN LIST OF MATERIAL ARE FOR ONE (1) T-ARM ASSEMBLY ONLY.

4 SABRE - C10856801DP T-ARM ANTENNA MOUNT
SCALE: NOT TO SCALE

575 MOROSGO DRIVE
ATLANTA, GA 30319

200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

2227 W. PECOS ROAD. SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES./QA
A	10/14/19	JD	PRELIMINARY CDs	CW
0	12/9/19	JM	SUBMITTAL CDs	CW
1	03/30/20	JD	CLIENT REVISIONS	CW
2	06/04/20	JD	CLIENT REVISIONS	CW
4	06/19/20	JM	CLIENT REVISIONS	CW

REGISTERED PROFESSIONAL ENGINEER
TIM ALEXANDER
E18344
EXP. 3/31/2022
ELECTRICAL
STATE OF CALIFORNIA

SIGNED, 19 JUN 2020

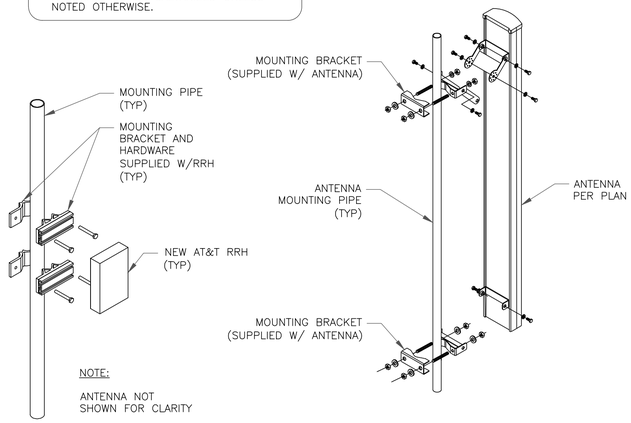
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SHEET NUMBER: C-5

REVISION: 4

INSTALLER NOTES:

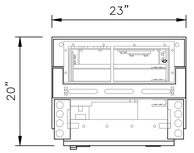
1. COMPLY WITH MANUFACTURERS INSTRUCTIONS TO ENSURE THAT ALL RRHs RECEIVE ELECTRICAL POWER WITHIN 24 HOURS OF BEING REMOVED FROM THE MANUFACTURER'S PACKAGING.
2. DO NOT OPEN RRH PACKAGES IN THE RAIN.
3. ALL PIPES, BRACKETS, AND MISCELLANEOUS HARDWARE TO BE GALVANIZED UNLESS NOTED OTHERWISE.



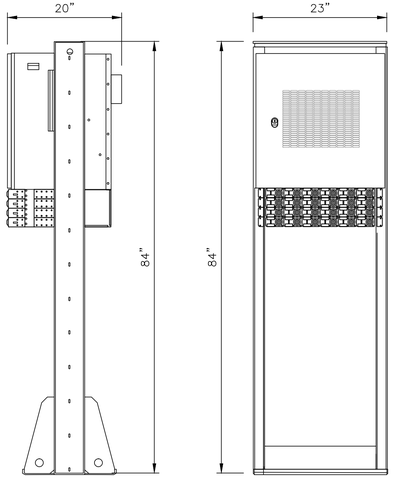
1 ANTENNA & RRU MOUNTING DETAIL
SCALE: NOT TO SCALE

VERTIV 7100 DC POWER SYSTEM

EMERSON NUMBER:	582127000
DIMENSIONS, HxWxD:	84"x23"x20"
SYSTEM VOLTAGE, NOMINAL:	-48 VDC
OUTPUT VOLTAGE, SECONDARY:	+24 VDC
BATTERY STRINGS:	–
BATTERY MODEL:	–
BREAKER DISCONNECT:	100A BREAKER PER STRING

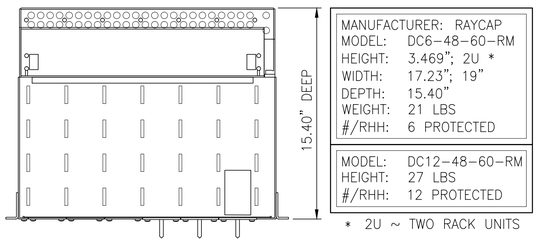


RACK MOUNTING DETAILS



SIDE VIEW FRONT VIEW

2 VERTIV 7100 POWER PLANT DETAIL
SCALE: NOT TO SCALE

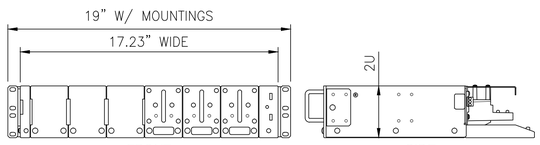


MANUFACTURER:	RAYCAP
MODEL:	DC6-48-60-RM
HEIGHT:	3.469"; 2U *
WIDTH:	17.23"; 19"
DEPTH:	15.40"
WEIGHT:	21 LBS
#/RHH:	6 PROTECTED

MODEL:	DC12-48-60-RM
HEIGHT:	27 LBS
#/RHH:	12 PROTECTED

* 2U ~ TWO RACK UNITS

TOP



FRONT SIDE

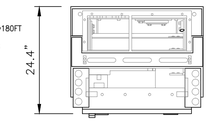
SCALE : NTS

DC SURGE SUPPRESSOR

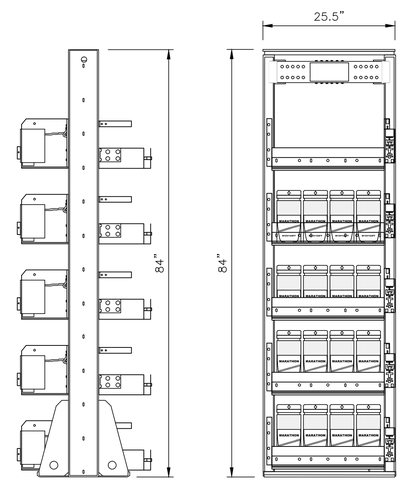
3 DC12-48-60-RM DETAIL
SCALE: NOT TO SCALE

VERTIV BATTERY RACK

EMERSON NUMBER:	48BA1200
DIMENSIONS, HxWxD:	84"x25.5"x24.4"
BATTERY STRINGS:	(3) 24V STRINGS
BATTERY MODEL:	NEQ.12090 MARATHON M12v18OFT TYP, OF 12
BREAKER DISCONNECT:	100A BREAKER PER STRING
OUTPUT CAPACITY:	1200 AMPS PER BAY



RACK MOUNTING DETAILS



SIDE VIEW FRONT VIEW

4 VERTIV BATTERY RACK DETAIL
SCALE: NOT TO SCALE

at&t
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4	06/19/20	JM	CLIENT REVISIONS	CW

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E18344
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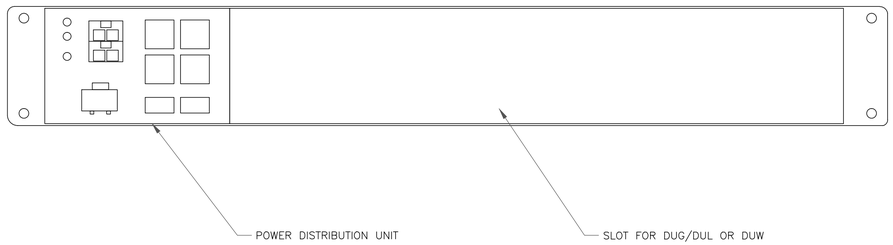
SHEET NUMBER: C-6

REVISION: 4

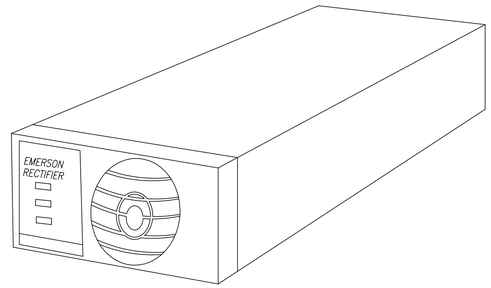
THE RBS 6601 MAIN UNIT IS DESIGNED FOR INDOOR ENVIRONMENTS, PREFERABLY MOUNTED IN A 19–INCH RACK. ONE DUW OR TWO DUG/DUL CAN BE HOUSED IN ONE RBS 6601 MAIN UNIT.

SOME OF THE KEY CHARACTERISTICS OF THE RBS 6601 MAIN UNIT ARE:
- POWER DISTRIBUTION OF –48 VDC TO DIGITAL UNITS
- CLIMATE SYSTEM INCLUDING BUILT–IN FANS AND CONTROL PART

IN ADDITION TO THE ABOVE RBS 6601 MAIN UNIT ALSO PROVIDES A LIMITED NUMBER OF BUILT–IN CUSTOMER ALARM CONNECTIONS AS WELL AS CONNECTION TO AN EXTERNAL SUPPORT ALARM UNIT (SAU).



1 6601 CHASSIS DETAIL
SCALE: NOT TO SCALE



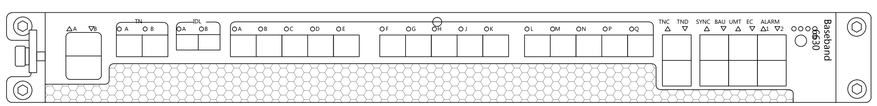
NEQ.15930 1R482000E3
RECTIFIER, NETSURE™ 512 & 721, HIGH EFFICIENCY,
–48 VDC, 40 A/2000 W, 120/208/240 VAC,
SINGLE–PHASE INPUT, 4.4 LBS.

2 1R482000E3 RECTIFIER DETAIL
SCALE: NOT TO SCALE

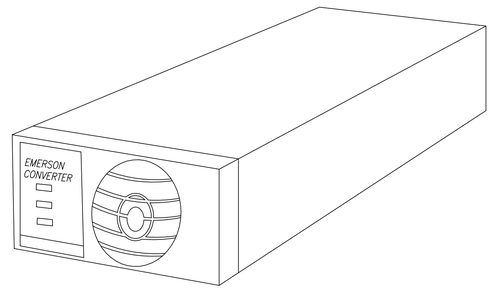
ERICSSON BASEBAND UNIT 6630

DC POWER SUPPLY	
NOMINAL VOLTAGE:	–48VDC
TEMPERATURE: DEG C	0 TO + 55
DIMENSION: 13.8"D	19" W X
WEIGHT:	14.3 lbs

15 CPRI PORTS
MAXIMUM OF 24 CELLS (18 WITH NB–IOT)
2 OPTICAL (1/10Gbps)/2 ELECTRICAL (1Gbps) PORTS



3 BB6630 BASEBAND UNIT DETAIL
SCALE: NOT TO SCALE



NEQ.15929 1C48241500
CONVERTER, NETSURE™ 512 & 721, HIGH EFFICIENCY,
–48 VDC TO +24 VDC, 62.5 A/1500 W, 4.4 LBS.

4 1C48241500 CONVERTER DETAIL
SCALE: NOT TO SCALE

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AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

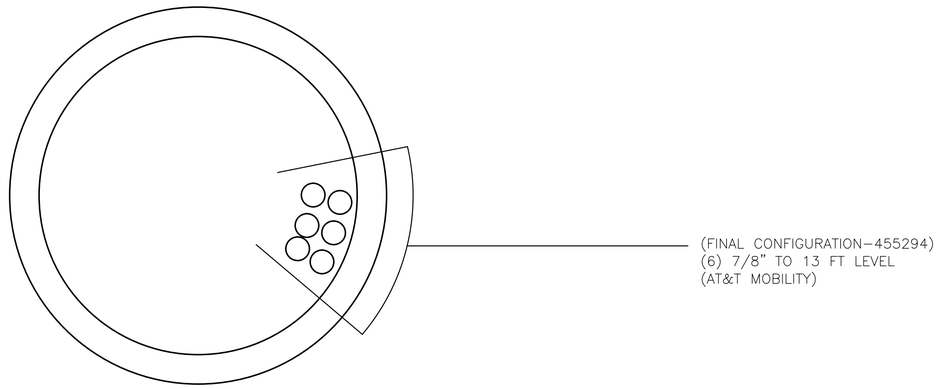
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1	03/30/20	JD	CLIENT REVISIONS	CW
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4	06/19/20	JM	CLIENT REVISIONS	CW

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E18344
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SHEET NUMBER: C-7

REVISION: 4



1 BASELEVEL
SCALE: NOT TO SCALE

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EXISTING 43'-0" MONOPALM

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2	06/04/20	JD	CLIENT REVISIONS	CW
4	06/19/20	JM	CLIENT REVISIONS	CW

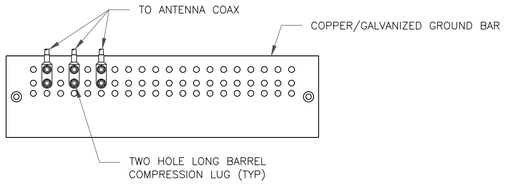
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SHEET NUMBER: C-8

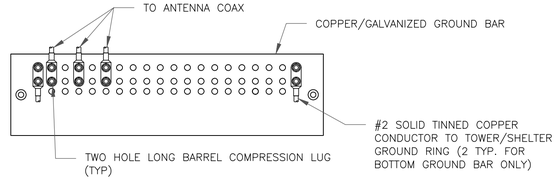
REVISION: 4



NOTES:

1. DOUBLING UP "OR STACKING" OF CONNECTIONS IS NOT PERMITTED.
2. EXTERIOR ANTIOXIDANT JOINT COMPOUND TO BE USED ON ALL EXTERIOR CONNECTIONS.
3. GROUND BAR SHALL NOT BE ISOLATED FROM TOWER. MOUNT DIRECTLY TO TOWER STEEL.

1 ANTENNA GROUND BAR DETAIL
SCALE: NOT TO SCALE

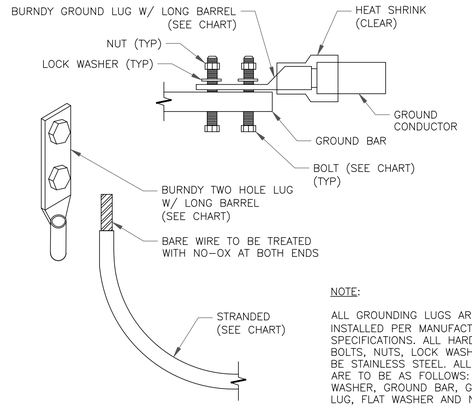


NOTES:

1. EXTERIOR ANTIOXIDANT JOINT COMPOUND TO BE USED ON ALL EXTERIOR CONNECTIONS.
2. GROUND BAR SHALL NOT BE ISOLATED FROM TOWER. MOUNT DIRECTLY TO TOWER STEEL (TOWER ONLY).
3. GROUND BAR SHALL BE ISOLATED FROM BUILDING OR SHELTER.

2 TOWER/SHELTER GROUND BAR DETAIL
SCALE: NOT TO SCALE

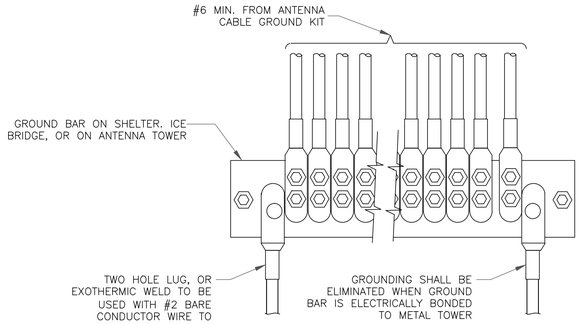
WIRE SIZE	BURNDY LUG	BOLT SIZE
#6 GREEN INSULATED	YA6C-2TC38	3/8" – 16 NC SS 2 BOLT
#2 SOLID TINNED	YA3C-2TC38	3/8" – 16 NC SS 2 BOLT
#2 STRANDED	YA2C-2TC38	3/8" – 16 NC SS 2 BOLT
#2/0 STRANDED	YA26-2TC38	3/8" – 16 NC SS 2 BOLT
#4/0 STRANDED	YA28-2N	1/2" – 16 NC SS 2 BOLT



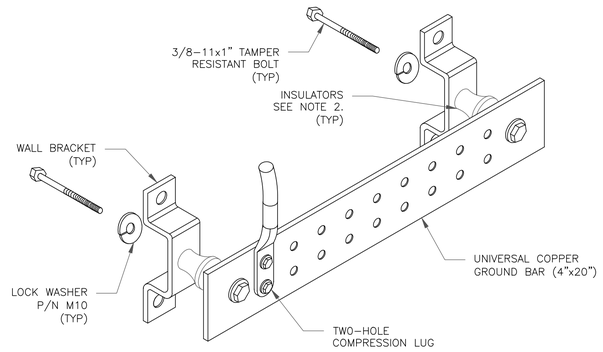
NOTE:

ALL GROUNDING LUGS ARE TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. ALL HARDWARE BOLTS, NUTS, LOCK WASHERS SHALL BE STAINLESS STEEL. ALL HARDWARE ARE TO BE AS FOLLOWS: BOLT, FLAT WASHER, GROUND BAR, GROUND LUG, FLAT WASHER AND NUT.

3 MECHANICAL LUG CONNECTION
SCALE: NOT TO SCALE



4 GROUNDWIRE INSTALLATION
SCALE: NOT TO SCALE

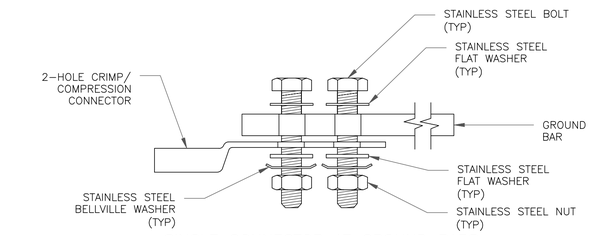


NOTES:

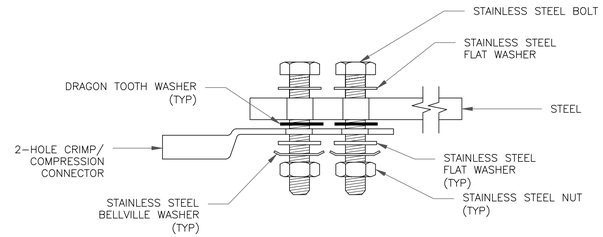
1. DOWN LEAD (HOME RUN) CONDUCTORS ARE NOT TO BE INSTALLED ON CROWN CASTLE USA INC. TOWER, PER THE GROUNDING DOWN CONDUCTOR POLICY QAS-STD-10091. NO MODIFICATION OR DRILLING TO TOWER STEEL IS ALLOWED IN ANY FORM OR FASHION, CAD-WELDING ON THE TOWER AND/OR IN THE AIR ARE NOT PERMITTED.

2. OMIT INSULATOR WHEN MOUNTING TO TOWER STEEL OR PLATFORM STEEL USE INSULATORS WHEN ATTACHING TO BUILDING OR SHELTERS.

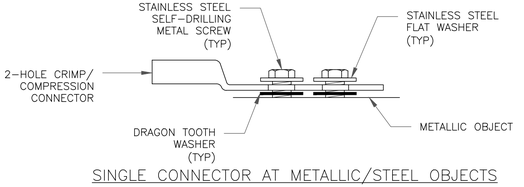
5 GROUND BAR DETAIL
SCALE: NOT TO SCALE



SINGLE CONNECTOR AT GROUND BARS

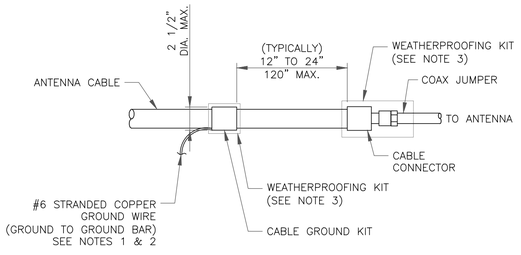


SINGLE CONNECTOR AT STEEL OBJECTS



SINGLE CONNECTOR AT METALLIC/STEEL OBJECTS

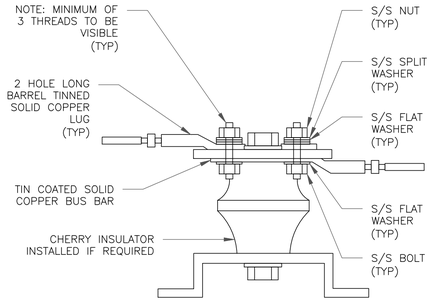
8 HARDWARE DETAIL FOR EXTERIOR CONNECTIONS
SCALE: NOT TO SCALE



NOTES:

1. DO NOT INSTALL CABLE GROUND KIT AT A BEND AND ALWAYS DIRECT GROUND WIRE DOWN TO GROUND BAR.
2. GROUNDING KIT SHALL BE TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED BY CABLE MANUFACTURER.
3. WEATHER PROOFING SHALL BE TWO-PART TAPE KIT, COLD SHRINK SHALL NOT BE USED.

6 CABLE GROUND KIT CONNECTION
SCALE: NOT TO SCALE



7 LUG DETAIL
SCALE: NOT TO SCALE

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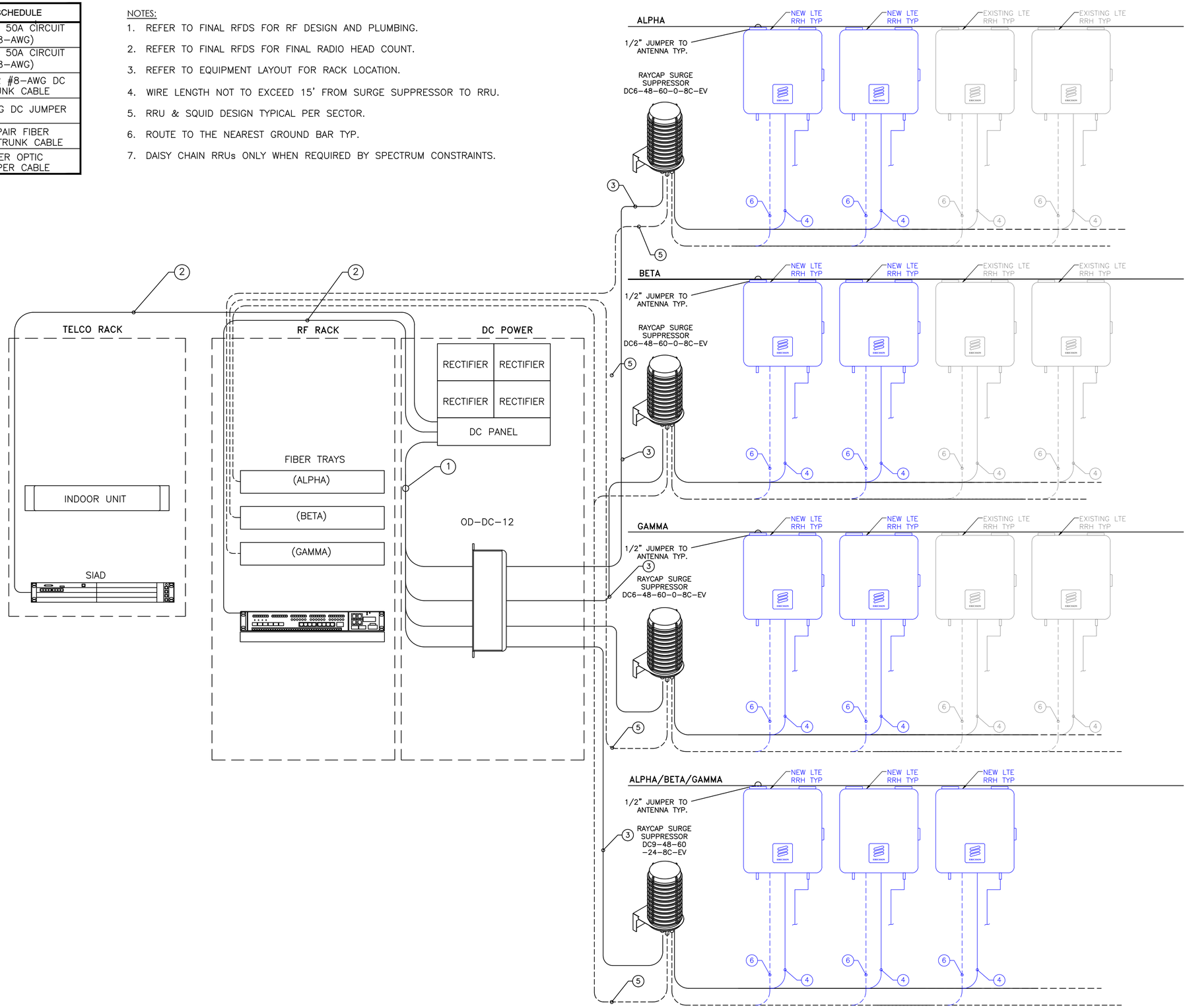
SHEET NUMBER: G-1

REVISION: 4

CIRCUIT SCHEDULE	
1	−48VDC 50A CIRCUIT (8−AWG)
2	−48VDC 50A CIRCUIT (8−AWG)
3	3 PAIR #8−AWG DC TRUNK CABLE
4	#8−AWG DC JUMPER
5	18 PAIR FIBER OPTIC TRUNK CABLE
6	FIBER OPTIC JUMPER CABLE

NOTES:

1. REFER TO FINAL RFDS FOR RF DESIGN AND PLUMBING.
2. REFER TO FINAL RFDS FOR FINAL RADIO HEAD COUNT.
3. REFER TO EQUIPMENT LAYOUT FOR RACK LOCATION.
4. WIRE LENGTH NOT TO EXCEED 15' FROM SURGE SUPPRESSOR TO RRU.
5. RRU & SQUID DESIGN TYPICAL PER SECTOR.
6. ROUTE TO THE NEAREST GROUND BAR TYP.
7. DAISY CHAIN RRUs ONLY WHEN REQUIRED BY SPECTRUM CONSTRAINTS.



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SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION	DES./QA
A	10/14/19	JD	PRELIMINARY CDs	CW
0	12/9/19	JM	SUBMITTAL CDs	CW
1	03/30/20	JD	CLIENT REVISIONS	CW
2	06/04/20	JD	CLIENT REVISIONS	CW
4	06/19/20	JM	CLIENT REVISIONS	CW

REGISTERED PROFESSIONAL ENGINEER
TIM ALEXANDER
E18344
EXP. 3/31/2022
ELECTRICAL
STATE OF CALIFORNIA

SIGNED, 19 JUN 2020

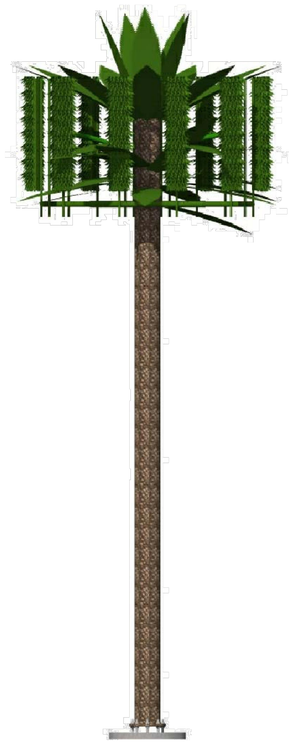
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET NUMBER: E-1

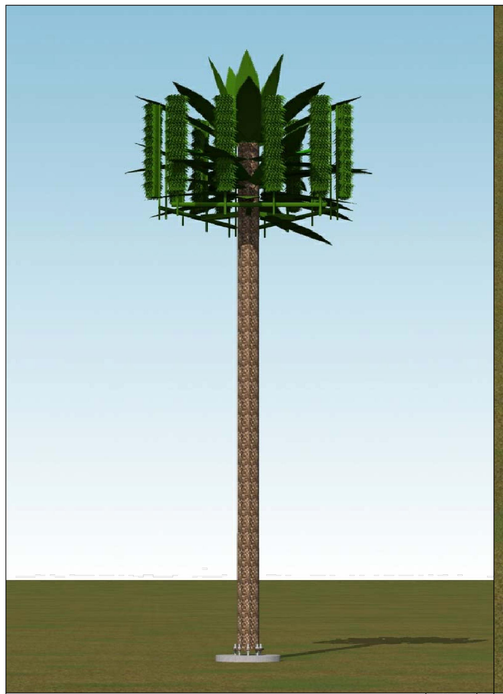
REVISION: 4



PLAN VIEW — SCALE: NONE — 1



ELEVATION VIEW — SCALE: NONE — 2



PERSPECTIVE VIEW — SCALE: NONE — 1



ISOMETRIC VIEW — SCALE: NONE — 2

575 MOROSGO DRIVE
ATLANTA, GA 30319

200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

2227 W. PECOS ROAD, SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

BU #: **845258**
SANTA FE SPRINGS

9500 1/2 NORWALK
BOULEVARD
SANTA FE SPRINGS, CA 90670

EXISTING 43'-0" MONOPALM

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4	06/19/20	JM	CLIENT REVISIONS	CW

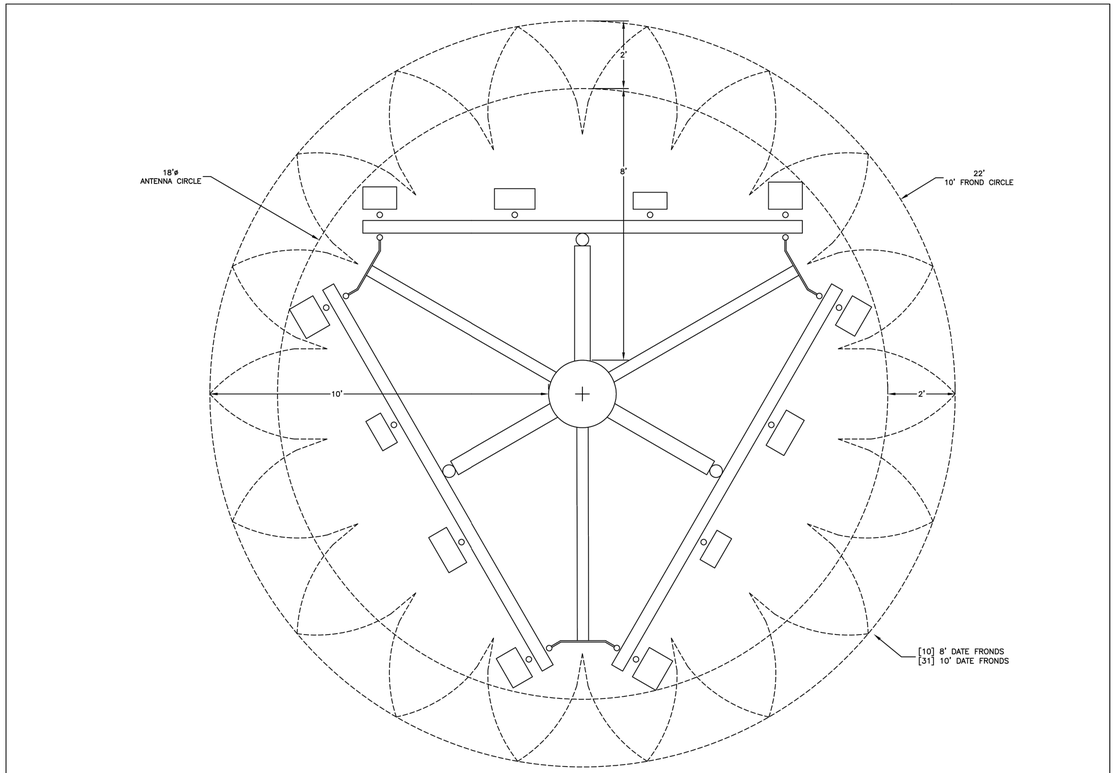
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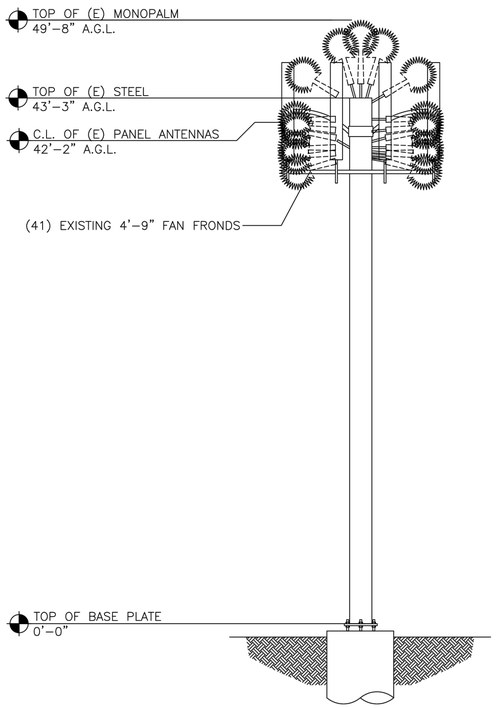
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SHEET NUMBER: SCI-1

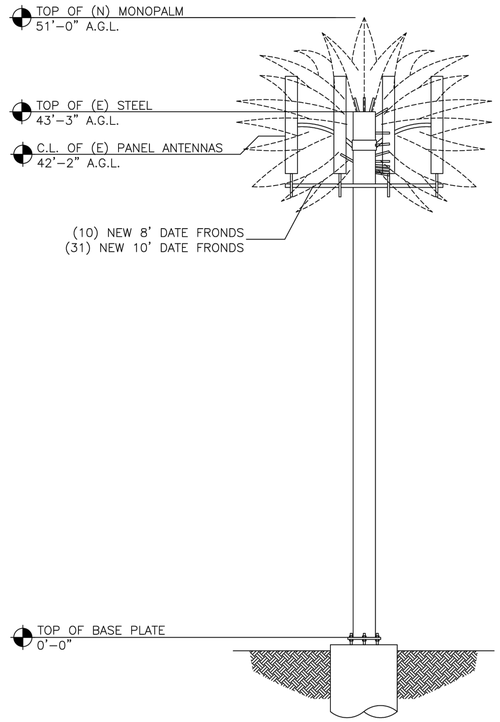
REVISION: 4



ANTENNA PLAN VEW — SCALE: NONE — 1



(E) ELEVATION VIEW — SCALE: NONE — 1



(N) ELEVATION VIEW — SCALE: NONE — 2

575 MOROSGO DRIVE
ATLANTA, GA 30319

200 SPECTRUM CENTER DRIVE,
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STATE OF CALIFORNIA

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SHEET NUMBER: SCI-2

REVISION: 4

#845258 SANTA FE SPRINGS / McCANN (EXISTING BRANCH LAYOUT)
SCI Branch Receptacle Fab Sheet -01/07/2020

level	branch	Quantity	Height AGL	Clock Settings 0	20	30	40	60	80	90	100	120	140	150	160	180	200	210	240	260	270	280	300	320	330
TOP CAP	4'-9"	1	43'-3"	[1] MOUNT AT 90 DEGREES																					
TOP CAP	4'-9"	6	43'-3"	[6] MOUNTS AT 75 DEGREES																					
9	4'-9"	9	42'-11"	30			30		30			30			30		30		30			30		30	
ANTENNAS			42'-2"	RAD CENTER OF TOP HAT FOR (12) PANEL ANTENNAS																					
8	4'-9"	6	41'-6"			0				0				0				0			0				0
7	4'-9"	3	40'-6"				5								5							5			
6	4'-9"	3	39'-8"		15								15							15					
5	4'-9"	6	39'-2"			0				30				0				30			0				30
4	4'-9"	2	38'-10"					-5											-5						
3	4'-9"	2	38'-7"														-5						-5		
2	4'-9"	2	38'-4"	-5							-5														
1	4'-9"	1	38'-3"																-10						
	Total	41	Receptacles																						

4'-9"	41
Total	41

Fan Fronds

EXISTING BRANCH LAYOUT — SCALE: NONE — 1

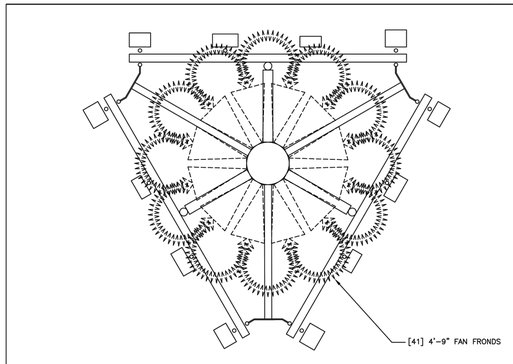
#845258 SANTA FE SPRINGS / McCANN (NEW BRANCH LAYOUT)
SCI Branch Receptacle Fab Sheet -01/07/2020

level	branch	Quantity	Height AGL	Clock Settings 0	20	30	40	60	80	90	100	120	140	150	160	180	200	210	240	260	270	280	300	320	330
TOP CAP	8'	1	43'-3"	[1] MOUNT AT 90 DEGREES																					
TOP CAP	8'	6	43'-3"	[6] MOUNTS AT 75 DEGREES																					
9	10'	9	42'-11"	30			30		30			30			30		30		30			30		30	
ANTENNAS			42'-2"	RAD CENTER OF TOP HAT FOR (12) PANEL ANTENNAS																					
8	10'	6	41'-6"			0				0				0				0			0				0
7	10'	3	40'-6"				5								5							5			
6	10'	3	39'-8"		15								15							15					
5	10'	6	39'-2"			0				30				0				30			0				30
4	10'	2	38'-10"					-5											-5						
3	10'	2	38'-7"														-5						-5		
2	8'	2	38'-4"	-5							-5														
1	8'	1	38'-3"																-10						
	Total	41	Receptacles																						

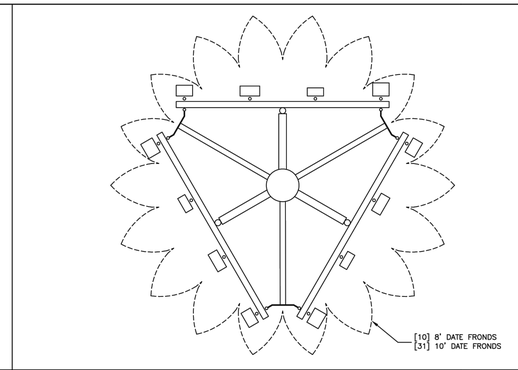
10'	31
8'	10
Total	41

Date Fronds

NEW BRANCH LAYOUT — SCALE: NONE — 2



EXISTING PLAN VIEW — SCALE: NONE — 1



NEW PLAN VIEW — SCALE: NONE — 2

PROJECT: Santa Fe Springs McCann Branch EPA

Monopalm Layout

Palm Fronds:

Length (ft)	Type	Qty	Elevation Start (ft)	Elevation Stop (ft)	Frond Wt. (lbs)	Wind Area (ft^2)
8	Date	10	42.17	42.17	120	16.6
10	Date	31	42.17	42.17	465	64.48

EPA VALUES — SCALE: NONE — 3

at&t
575 MOROSGO DRIVE
ATLANTA, GA 30319

CROWN CASTLE
200 SPECTRUM CENTER DRIVE,
SUITE 1700 & 1800
IRVINE, CA 92618

TELCYTE INFRASTRUCTURE SERVICES
2227 W. PECOS ROAD. SUITE 4,
CHANDLER AZ 85224

AT&T SITE NUMBER: **LAC926**

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SHEET NUMBER: SCI-3
REVISION: 4

PUBLIC HEARING

Categorical Exempt – CEQA Guidelines Section 15301, Class 32
Amendment to Conditional Use Permit (CUP) Case No. 61
Development Plan Approval (DPA) Case No. 983

Amendment to CUP Case No. 61: A request for approval to expand the existing truck terminal use; and

DPA Case No. 983: A request for approval to re-clad the existing approximately 12,500 square foot metal building.

The project site is located at 12133 Greenstone Avenue (APN: 8026-020-017) within the M-2, Heavy Manufacturing, Zone.
(Rexford Industrial – 12133 Greenstone, LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive any comments from the public regarding Amendment to Conditional Use Permit Case No. 61 and Development Plan Approval Case No. 983 and thereafter, close the Public Hearing; and
- 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 Ordinance and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set for in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit: and
- Find that the applicant's DPA request meets the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Find and determine that pursuant to Section 15332, Class 32 (In-fill Development Project) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Amendment to Conditional Use Permit Case No. 61 and Development Plan Approval Case No. 983, subject to the conditions of approval as contained within Resolution No. 191-2021; and
- Adopt Resolution No. 191-2021, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A.	Applicant:	Rexford Industrial – 12133 Greenstone, LLC 11620 Wilshire Blvd, Suite 610 Los Angeles, CA 90025
B.	Property Owner:	Same as Applicant
C.	Existing Zone:	M-2 (Heavy Manufacturing)
D.	General Plan:	Industrial
E.	CEQA Recommendation:	Categorically Exempt (Class 32 Infill Development Project)
F.	Staff Contact:	Cuong Nguyen, Senior Planner cuongnguyen@santafesprings.org

LOCATION / BACKGROUND

The subject property, located at 12133 Greenstone Avenue, is comprised of a single parcel (APN: 8026-020-017) measuring approximately 4.9-acres (217,764 sq. ft.), and located along the west side of Greenstone Avenue, just north of Sunshine Avenue. The property is zoned M-2 (Heavy Manufacturing) and is currently developed with an existing truck terminal that was originally allowed in 1966 via Conditional Use Permit Case No. 61. The site has been used by various trucking uses for over 50 years. Industrial uses are located on all four sides.

It should be noted that the property is located within the City's Methane Zone. In fact, the property is part of a former landfill (Kalico Dump No. 3) and, therefore, any proposed improvements on this property is also subject to review and approval by the Local Enforcement Agency (LEA). As such, because it is a former landfill, development of the site is very challenging and explains why the site has only been occupied by various trucking uses.

PROJECT DESCRIPTION:

The proposed project requires approval of the following entitlements:

Amendment to Conditional Use Permit (CUP) Case No. 61: A request for an expansion of an existing truck terminal.

*Development Plan Approval (DPA) Case No. 983***:** A request for development plan approval to re-clad the existing metal building.

AMENDMENT TO CONDITIONAL USE PERMIT CASE NO. 61

The applicant is requesting approval for an Amendment to the existing Conditional Use Permit (CUP 61) to allow various improvements and, thereafter, continue the operation and maintenance of an existing truck terminal use on property located at 12133 Greenstone Avenue (APN: 8026-020-017). The existing truck terminal, which was originally allowed in 1966 via Conditional Use Permit Case No. 61, is currently developed with two buildings: a 13,800 sq. ft. warehouse building and a 3,270 sq. ft. maintenance building. The site currently has a total of 96 parking stalls (46 truck stalls, 32 standard stalls, and 18 dock positions). It should be noted that, while the aerial shows that approximately 40 trucks are parked along the east portion of the site, staff could not find any records to acknowledge that said stalls were approved by the City. Unlike the remaining portions of the site, said area also remains unpaved.

The applicant is seeking approval to add a new four foot high loading dock, measuring 3,419 sq. ft., to the existing warehouse building, thus bringing the square footage of said building to 17,219 sq. ft. The applicant is also seeking approval to install new landscaping, fencing, lighting, and grading/paving the site to provide a total of 128 parking stalls (74 truck/trailer stalls, 4 truck tractor stalls, 33 standard stalls, 2 accessible stalls, and 15 dock positions). It should also be noted that, as part of the proposed work, the applicant will demolish the existing 3,270 sq. ft. maintenance building that is located along the southerly property line. The project will, therefore, have a net increase of 149 sq. ft. of building area and a total of 32 additional stalls, most of which are located on the east portion of the site where it is currently unpaved.

Proposed Site Plan

As mentioned previously, the approximately 4.9-acre site is currently developed with two buildings measuring 13,800 sq. ft. and 3,270 sq. ft. The applicant is proposing to demolish the existing 3,270 sq. ft. maintenance building and thereafter add a new four foot high loading dock measuring 3,419 sq. ft. to the existing warehouse 13,800 sq. ft. building. As proposed, the site will have a 17,219 sq. ft. truck terminal building located at the westerly rear portion of the site, setback approximately 650’ from Greenstone Avenue. There will be total of 128 parking stalls (74 truck/trailer stalls, 4 tractor stalls, 33 standard stalls, 2 accessible stalls, and 15 dock positions) provided throughout the site.

On-Site Circulation

A 36’ wide driveway will be provided along Greenstone Avenue for ingress and egress. The applicant will also provide a 115’ queuing area in front of the entrance gate. Nevertheless, staff has conditioned that vehicles do not queue on Greenstone Avenue or Sunshine Avenue, or otherwise use said streets as a staging area. Violations would result in the restriction or revocation of privileges granted under the subject CUP. Additionally, if deemed necessary, the applicant shall provide all

drivers with remote access or otherwise install a keypad and provide drivers with the entrance code.

Within the truck/trailer parking area, the proposed layout provides more than adequate space for truck maneuvering. On-site circulation conveys that trucks will be able to enter and exit the subject property in a forward manner as required by Section 155.490 (A) of the City's Zoning Ordinance.

Lastly, adequate circulation and backup distance (minimum 33') will be provided for standard and accessible parking stalls.

Parking Requirements

A 17,219 sq. ft. industrial building, provided the office area is less than 15%, is required to provide a total of 35 parking stalls. As proposed, the applicant will provide 35 parking stalls, including 2 ADA stalls. The project, therefore, meets the minimum requirements set forth by the City's Zoning Ordinance. While not necessarily required by the City's Code, in addition to the 15 dock positions, the applicant is proposing to stripe a total of 78 truck / trailer parking stalls for the truck terminal operations.

Proposed Screening

It should be noted that a 10' foot high vinyl fence, similar to the existing fence on the adjacent site immediately south of the subject property, will be installed along the east end of the truck yard to help screen the truck yard from public view. As suggested by staff, the applicant has removed the two easterly truck parking stalls from the proposed striping plan. Additionally, as shown on the conceptual landscape plans, the applicant will be installing eight Wester Redbud (*aka Cercis Occidentales*) trees to provide curb appeal and further screening. To help illustrate the effectiveness of the proposed screening, a line-of-sight drawing has been provided by the applicant (see attachment 6 – Full Set of Plans). Nevertheless, it should be noted that staff has also conditioned that the vinyl fence wrap around or otherwise continue along the northerly property line for a minimum length of 100 feet and shall also continue along the north side of the driveway entrance, up to the front gate.

Proposed Floor Plan

The subject truck terminal building, with the new 3,419 sq. ft. loading dock, will have a grand total of 17,219 sq. ft. (10,920 sq. ft. designated as warehouse space, 1,600 sq. ft. designated for office space, and remaining the 4,699 sq. ft. designated as the loading dock).

Proposed LFG Treatment Facility

As part of the overall project, since the subject property is part of a former landfill, the applicant will be installing a Landfill Gas (LFG) treatment facility along the

northwest portion of the site. Landfill gas (LFG) is a natural byproduct of the decomposition of organic material in landfills. LFG is composed of roughly 50 percent methane (the primary component of natural gas), 50 percent carbon dioxide (CO_2) and a small amount of non-methane organic compounds. The proposed LFG treatment facility will help reduce odors and other hazards associated with LFG emissions and also prevent methane from migrating into the atmosphere and contributing to local smog and global climate change. According to the applicant, the facility will continue to be operational until Methane is no longer an issue on the subject property. That time period is estimated to be approximately 20 years.

DEVELOPMENT PLAN APPROVAL CASE NO. 983

In accordance with the City's metal building ordinance, the applicant will be providing a non-metallic surface to the existing metal building. It should be noted that, while the subject building is substantially setback from Greenstone (more than 650'), it is still adjacent to an active railroad along the west side. The views from the railroad right-of-way therefore were of primary concern.

The proposed elevations clearly reveal the applicant's intent to enhance the west side of the building. In fact, the entire west side of the building is cladded and the applicant will be providing a new window along the west and south walls of the office area. For the remaining portions of the building, the applicant will be providing a sprayed elastomeric coating system over the existing metal portions of the building. Said area will be a contrasting gray to match the upper band provided throughout the building.

STREETS AND HIGHWAYS

The subject site is located on the west side of Greenstone Avenue. Greenstone Avenue is designated as a local industrial street, within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property is zoned M-2 (Heavy Manufacturing). The property has a General Plan Land Use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation, Land Use			
Direction	**Zoning District**	**General Plan**	**Land Use (Address/Business Name)**
North	M-2, Heavy Manufacturing, Zone	Industrial	Truck Yard - Satellite Parking Lot #7 (12017 Greenstone Avenue/FedEx) --- Trucking Storage and Repair 12027 Greenstone Avenue/R&R Transportation

South	M-2, Heavy Manufacturing, Zone	Industrial	Truck Yard – Satellite Parking Lot #6 (12211 Greenstone Avenue/FedEx)
East	M-2, Heavy Manufacturing, Zone	Industrial	Metal Drilling & Honing (12805 Sunshine Avenue./Roberts Honing and Gun Drilling)
West	M-2, Heavy Manufacturing, Zone	Industrial	Fence Contractor Storage Yard (12118 Bloomfield Ave./Crown Fence)

LEGAL NOTICE OF PUBLIC HEARING

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

Legal notice of the Public Hearing for the proposed project was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on June 30, 2021. The legal notice was also posted in Santa Fe Springs City Hall window, the City's Town Center Kiosk, the City's Library, and published in a newspaper of general circulation (Whittier Daily News) on July 1, 2021, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed project.

ZONING REQUIREMENTS

Conditional Use Permit

The procedures set forth in Section 155.243 (I) (5) of the Zoning Ordinance, states that a truck terminal use shall be permitted in the M-2 Zone, only after a valid Conditional Use Permit has first been issued.

Code Section:	Conditional Use Permit
155.243	Section 155.243 The following uses shall be permitted in the M-2 Zone only after a valid conditional use permit has first been issued: (I) Trucking, transit and transportation facilities of the following kinds: (5) Truck Terminal

As mentioned previously, the existing truck terminal was originally approved in 1966. The applicant is proposing to expand the capacity of the existing truck terminal beyond what was recognized in the original CUP. Said expansion therefore requires approval of the subject CUP amendment.

Development Plan Approval

The procedures set forth in Section 155.461 of the Zoning Ordinance, states that, while metal buildings are not permitted in any zones, they may be allowed on property composed of filled land, subject to a Development Plan Approval.

Code Section:	Development Plan Approval
155.461	Section 155.461 (A) Metal buildings shall not be permitted in any zone except in accordance with the following: (1) Metal buildings may be permitted subject to development plan approval on property composed of filled land where, due to geotechnical reasons, no other construction method is reasonably feasible.

ENVIRONMENTAL DOCUMENTS

After review and analysis, Staff made a preliminary determination that the project qualifies for a categorical exemption from CEQA. The specific exemption is Class 32, Section 15332 (In-fill Development Project). After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk (if the Planning Commission agrees), finding that the proposed project is Categorically Exempt pursuant to Class 32, Section 15332 (In-fill Development Project) of the California Environmental Quality Act (CEQA). The project is consistent with the applicable General Plan designation and policies, it will occur on a site of no more than 5-acres, has not value as a habitat for endangered, rare or threatened species, and the site can be adequately served by all required utilities and public services. The proposed project is also consistent with all applicable zoning regulations. Lastly, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

AUTHORITY OF PLANNING COMMISSION

Conditional Use Permit

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant or deny a Conditional Use Permit based on the evidence submitted and its own study and knowledge of the circumstances. All conditions of approval shall: be binding upon the applicants, their successors and assigns; run with the land; limit and control the issuance and validity of certificates of occupancy; and restrict and limit the construction, location, use and maintenance of all land and structures within the development.

Development Plan Approval

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

STAFF REMARKS

Based on the findings set forth in the attached Resolution No. 191-2021 (see Attachment 5), staff finds that the applicant's request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit. Staff also finds that the applicants request meets the criteria set for in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval. Staff is, therefore, recommending approval of Amendment to CUP 61 and DPA 983, subject to the conditions of approval.

CONDITIONS OF APPROVAL

Conditions of approval for Amendment to CUP 61 and DPA 983 are attached to Resolution 191-2021 as Exhibit A.

Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice
4. CEQA Categorical Exemption
5. Resolution No. 191-2021
    a. Exhibit A – Conditions of Approval
6. Full Set of Proposed Plans

Attachment #1: Aerial Photograph

CITY OF SANTA FE SPRINGS
AERIAL PHOTOGRAPH



12133 Greenstone Avenue (APN: 8026-020-017)

PROJECT

Amendment to Conditional Use Permit (CUP) Case No. 61; and
Development Plan Approval (DPA) Case No. 983

APPLICANT

Rexford Industrial – 12133 Greenstone LLC

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: July 11, 2021

Attachment #2: Public Hearing Notice

FILE COPY

CITY OF SANTA FE SPRINGS
11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 www.santafesprings.org
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CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
AMENDMENT TO CONDITIONAL USE PERMIT CASE NO. 61; AND
DEVELOPMENT PLAN APPROVAL CASE NO. 983

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

AMENDMENT TO CONDITIONAL USE PERMIT CASE NO. 61 - A request for approval to expand the existing truck terminal use.

DEVELOPMENT PLAN APPROVAL CASE NO. 983 - A request for approval to re-clad the existing approximately 12,500 square foot metal building.

PROJECT SITE: The project site is located at 12133 Greenstone Avenue (APN: 8026-018-017) within the M-2, Heavy Manufacturing, Zone.

APPLICANT: Rexford Industrial – 12133 Greenstone, LLC

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, July 12, 2021 at 6:00 p.m.**

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 32, Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA). The project is consistent with the applicable General Plan designation and policies, it will occur on a site of no more than 5-acres, has not value as a habitat for endangered, rare or threatened species, and the site can be adequately served by all required utilities and public services. Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

ALL INTERESTED PERSONS are invited to attend the Public Hearing before the Planning Commission and express their opinion on the subject item(s) listed above. It should be noted that if you challenge the afore-mentioned item(s) 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 office of the Commission at, or prior to, the Public Hearing.

John M. Mora, Mayor • Annette Rodriguez, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Raymond R. Cruz

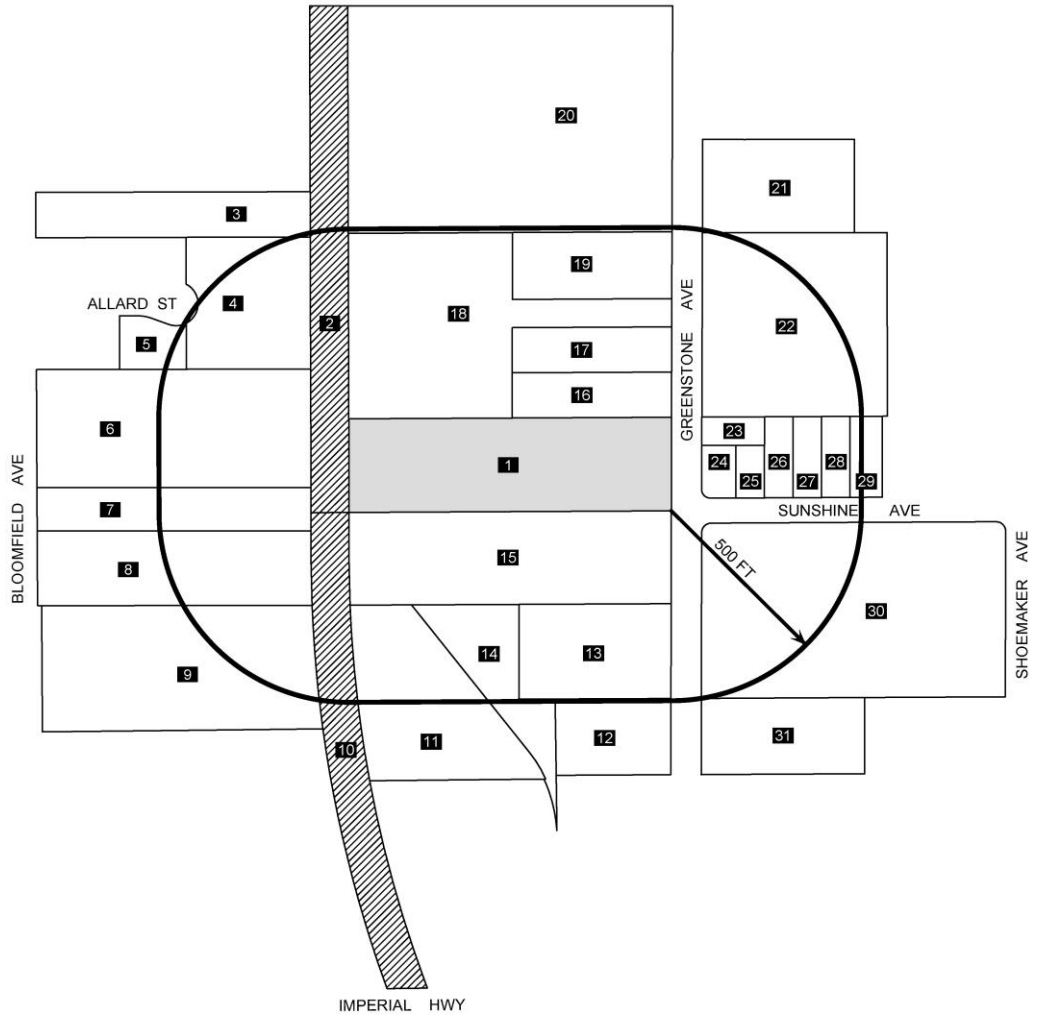
Attachment #2: Public Hearing Notice (Cont.)

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 7359, cuongnguyen@santafesprings.org.

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

John M. Mora, Mayor • Annette Rodriguez, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Raymond R. Cruz

Attachment #3: Radius Map for Public Hearing Notice



RADIUS MAP	PROJECT SITE	APPLICANT	REQUESTING AGENCY		PREPARED BY
500 FT ON ASSESSOR'S PARCEL BASE	12133 GREENSTONE AVE SANTA FE SPRINGS, CA 90670 APN: 8026-020-017	REXFORD INDUSTRIAL - 12133 GREENSTONE, LLC, A DELAWARE LIMITED LIABILITY COMPANY	CITY OF SANTA FE SPRINGS	10/23/2020	CITY RADIUS MAPS ROBERT SIMPSON 818-850-3382 P 20587 Copyright CRM

Attachment #4: CEQA Categorical Exemption

CEQA CATEGORICAL EXEMPTION

REXFORD PROJECT
AMENDMENT TO CONDITIONAL USE PERMIT (CUP) 61 & DEVELOPMENT PLAN APPROVAL (DPA) 983
12133 GREENSTONE AVENUE
SANTA FE SPRINGS, CALIFORNIA

CITY OF SANTA FE SPRINGS

LEAD AGENCY:

CITY OF SANTA FE SPRINGS
COMMUNITY DEVELOPMENT DEPARTMENT
11710 E. TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

APRIL 19, 2021

SFSP 072

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CATEGORICAL EXEMPTION

NAME: Rexford Project, Amendment to Conditional Use Permit (CUP) 61 & Development Plan Approval (DPA) 983

ADDRESS: The project site's legal address is 12133 Greenstone Avenue, Santa Fe Springs, California 90670. The Assessor Parcel Number (APN) associated with this project is 8026-020-017.

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

APPLICANT: Mr. RJ Rieves, PE, Project Manager. Rexford Industrial Realty, Inc. 11620m Wilshire Boulevard, Suite 1000, Los Angeles, California, 90025.

PROJECT: The proposed project would involve the expansion of an existing truck terminal with a total land area of approximately 4.7-acres. As proposed, the lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet as the proposed building will be a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, new fencing along Greenstone Avenue will be constructed and the demolition of the 3,270 square foot maintenance building with the removal of the temporary office trailer. This property has a General Plan and Zoning designation for Industrial (M-2).

CONCLUSIONS: The environmental analysis provided in the attached Categorical Exemption (CE) indicates that the proposed project would not result in any significant adverse unmitigable impacts to the physical and human environment. These conclusions and the supporting findings are provided in the attached Categorical Exemption. The requisite environmental analysis is also provided in the attached CE.

EXEMPTION: The project qualifies as exempt pursuant to Section 15132 (Infill Exemption).

STATUS:

___ Ministerial (Section 21080 (b)(1); (Section No. _____);
___ Declared Emergency (Section 21080 (b)(3); (Section No. _____);
___ Emergency Project (Section 21080 (b)(4); (Section No. _____);
___ Statutory Exemption (Section No. _____);
√ Categorical Exemption (Section No. 15132);
___ The activity is not subject to CEQA (Section No. _____);
___ Other

_____ _____

Signature
City of Santa Fe Springs, Planning Division

Date

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3 Applicable CEQA Exemption 8
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5 Environmental Setting 12
6 Project Description 12
7 Discussion of Findings Supporting the Applicable CEQA Exemptions 16

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3 Local Map 11
4 Aerial Map 13
5 Conceptual Site Plan 15

APPENDICES

Appendix Letter. **Page**

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1. PURPOSE & SCOPE

The City of Santa Fe Springs, in its capacity as Lead Agency, is considering an application for the construction of a new development of a new truck trailer parking lot with a total land area of approximately 4.7-acres. The proposed project would provide 80 parking spaces for trucks and trailers, 35 spaces would be provided for automobiles and 15 parking spaces for docking positions. In addition, an existing warehouse and maintenance building, consisting of 17,219 square feet of floor area, will be refurbished with a new four-foot-high loading dock. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines) will be installed, new lighting will be installed, new fencing along Greenstone Avenue and the demolition of the existing 3,270 square foot maintenance building along with the removal of the temporary office trailer. In addition, a new fence around the site's perimeter will be constructed. The site address is 12133 Greenstone Avenue and the corresponding assessor's parcel number (APN) is 8026-020-017. This property has a General Plan and Zoning designation for Industrial (M-2).[1]

For this project, the City of Santa Fe Springs has reviewed the proposed project and has determined that it is categorically exempt and qualifies for a Class 32 Infill Exemption (refer to [California Environmental Quality Act] CEQA Guidelines §15332). While this Categorical Exemption (CE) has been prepared with the assistance of an environmental consultant, the findings of the analysis represent the independent judgment of the City of Santa Fe Springs, in its capacity as Lead Agency for the project. Questions and/or comments should be submitted to the following contact person:

Cuong Nguyen, Senior Planner
City of Santa Fe Springs Planning Department
11710 E. Telegraph Road
Santa Fe Springs, California 90670

2. CATEGORICAL EXEMPTION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Categorical Exemption (CE) may be prepared if the City of Santa Fe Springs, in its capacity as the Lead Agency, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a CE must contain the following information:

- A brief description of the project;
- The location of the project (either by street address and cross street for a project in an urbanized area);
- A finding that the project is exempt from CEQA, including a citation to the State Guidelines section or statute under which it is found to be exempt;
- A brief statement of reasons to support the finding; and,
- The applicant's name.[2]

This CE provides a description of the proposed project, indicates the applicable sections of CEQA that support the findings for the CEQA exemption, and discusses the Lead Agency's findings that are applicable to the proposed project. This CE represents the independent judgment and position of the City of Santa Fe

[1] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

[2] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15300).

Springs, acting as the Lead Agency. An environmental assessment is provided in Appendix A that includes an environmental analysis of key issue areas to support the conclusion that the proposed project will not result in any significant environmental impacts associated with the proposed project's implementation.

3. APPLICABLE CEQA EXEMPTION

The preparers of this document (Blodgett Baylosis Environmental Planning) have determined that a CE is appropriate based on the findings contained herein. Additionally, the preparers have determined that the proposed project is categorically exempt and qualifies for a Class 32 Infill Development Project (CEQA Guidelines §15332). The Class 32 exemption consists of projects characterized as an infill development that meets the following conditions:[3]

- The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations;
- The proposed undertaking will occur within the corporate boundaries of the City of Santa Fe Springs on a project site of no more than five acres (the site has a total land area of just 4.7-acres) that is surrounded by urban development;
- The project site has no value as a habitat for endangered, rare, or threatened species;
- The approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and,
- The site can be adequately served by all required utilities and public services.

4. PROJECT LOCATION

The project site is located in the central portion of the City of Santa Fe Springs. The City 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 the City of Whittier and unincorporated West Whittier; on the east by Whittier, La Mirada, and unincorporated 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 Puente Hills Preserve (located approximately 3.5 miles northeast of the site), the North Fork of Coyote Creek (La Canada Verde Creek), which is located approximately three-quarters of a mile east of the project site, and the San Gabriel River which is located approximately three miles west of the site.[4]

Regional access to the City of Santa Fe Springs and the project site is provided by two freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway extends along the City's western and southern portions in a northwest-southeast orientation, and the I-605 Freeway extends along the City's westerly side in a southwest-northeast orientation. The location of Santa Fe Springs in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2. The proposed project site is located on the west side of Greenstone Avenue between Imperial Highway (on the south) and Lakeland Avenue (on the north). The project site is located approximately 1,400 feet north of Imperial Highway. The project site's legal addresses are 12133 Greenstone Avenue, Santa Fe Springs, California 90670. The Assessor Parcel Number (APN) associated with this project is 8026-020-017. A local map is provided in Exhibit 3.

[3] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 153332).

[4] Google Earth. Website accessed February 1, 2021.

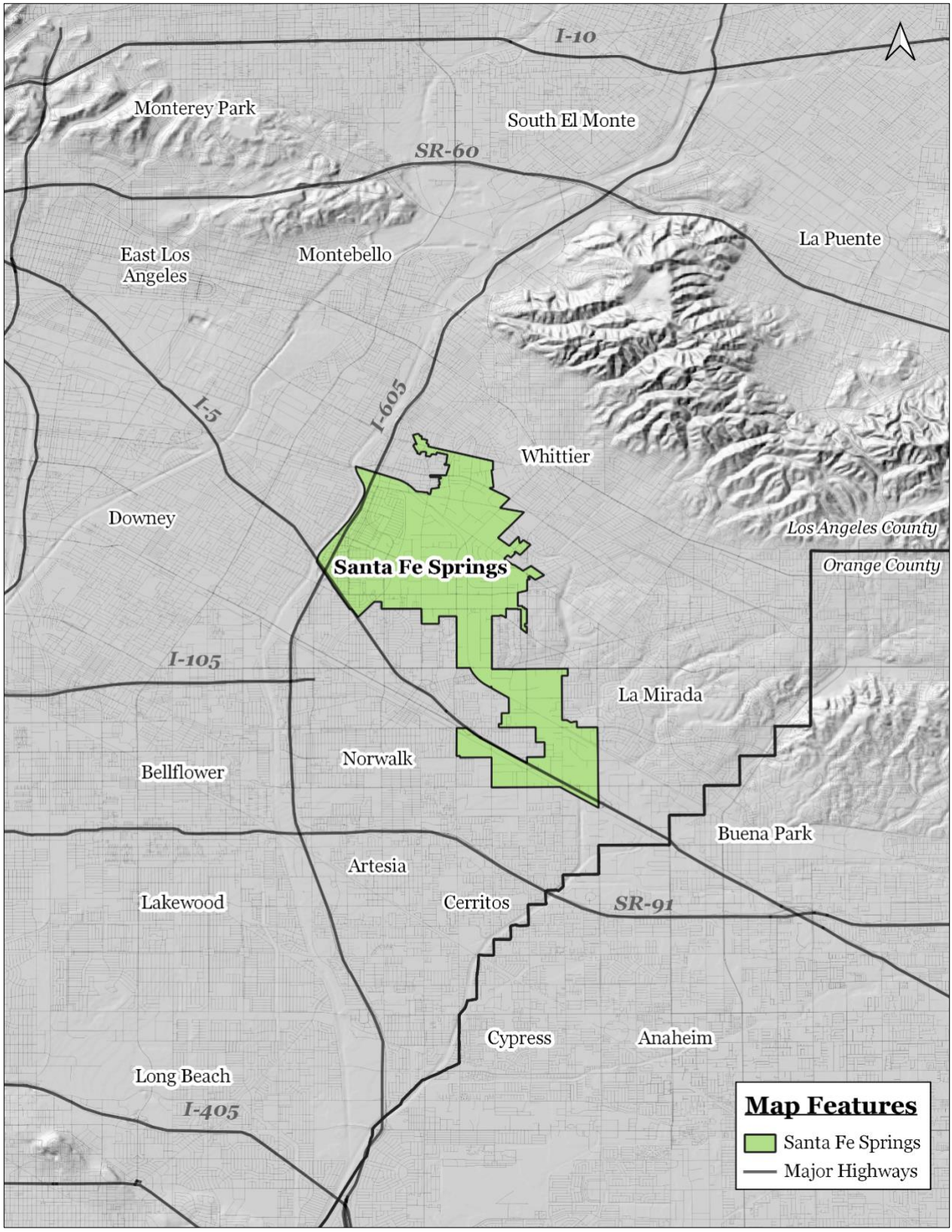


EXHIBIT 1
REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

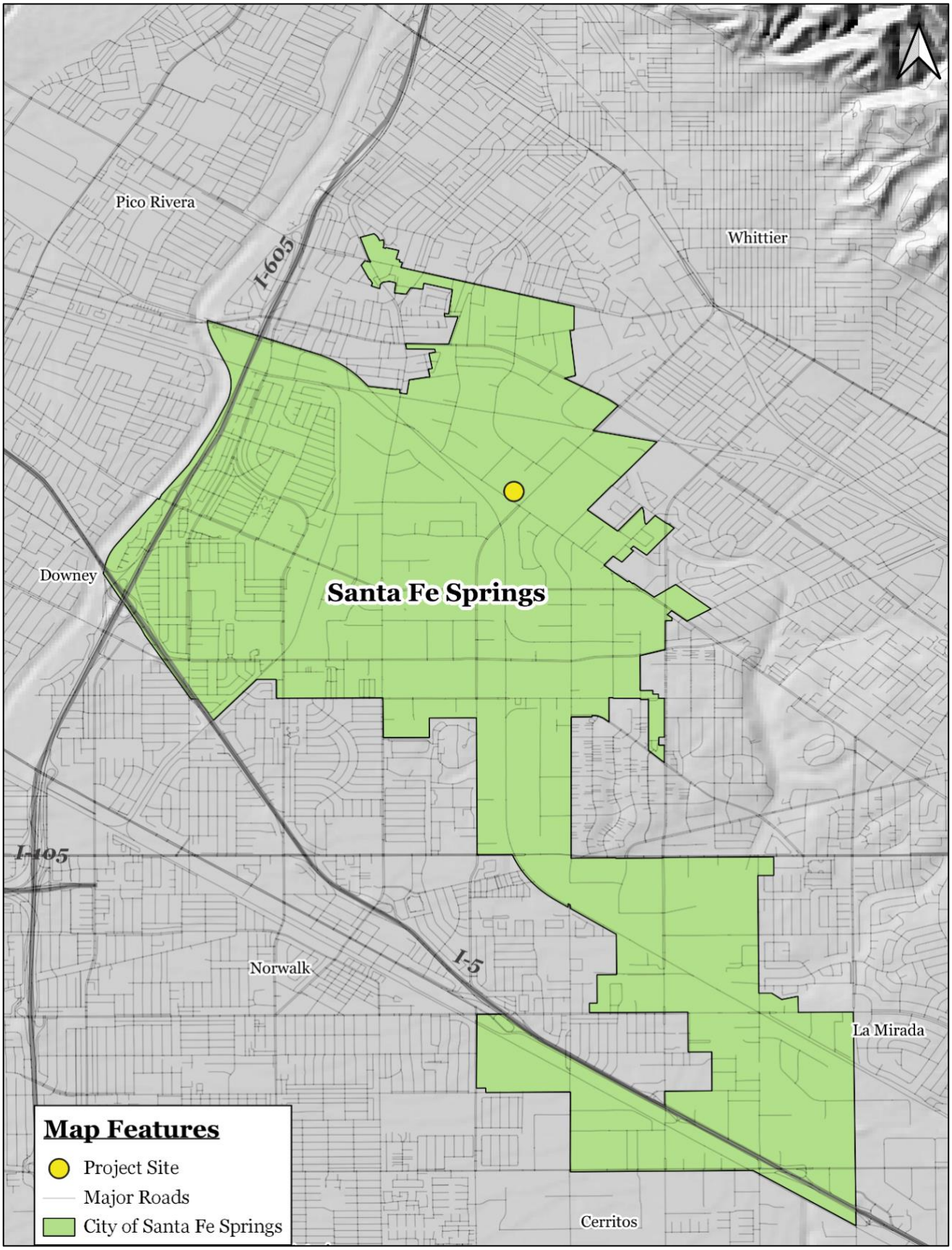


EXHIBIT 2
CITYWIDE MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



EXHIBIT 3
LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

5. ENVIRONMENTAL SETTING

The proposed project site's legal address is 12133 Greenstone Avenue. The project site consists of approximately 4.7-acres and is located in the midst of an industrial area in the northeastern portion of the City that extended along Greenstone Avenue. The following land uses are located near the project site:[5]

- *North of the project site*. A truck yard is located to the north of the project site (12027 Greenstone Avenue). The site is occupied by R&R Transportation.

- *East of the project site*. Greenstone Avenue extends along the site east side. Further east, opposite the project site, is a small industrial park.

- *South of the project site*. A truck yard is located to the south of the project site.

- *West of the project site*. A railroad right-of-way extends along the project site's west side. Further west, west of the aforementioned railroad ROW, is a large manufacturing use (Crown Fence, 12118 Bloomfield Avenue).

Other significant land uses in the area includes John Glenn High School, located approximately 4,300 feet to the southeast of the project site; the Santa Fe Springs Civic Center, located approximately 3,800 feet to the southwest; and the Norwalk-Santa Fe Springs Transportation Center, located approximately 1,650 feet to the south. The nearest residential neighborhood to the project site is located approximately 1,300 feet to the east in unincorporated East Whittier, east of Shoemaker Avenue.[6]

The project site itself is developed and occupied by a trucking use not unlike the one that is being proposed. The existing 12,586 building will be refurbished. A number of smaller buildings along the south property line and three trailers used for driver sleeping quarters will be removed. The uses that will be removed are assumed to be approximately 4,000 square feet. An aerial photograph of the surrounding area is provided in Exhibit 4.

6. PROJECT DESCRIPTION

The proposed project would involve the rehabilitation of an existing truck terminal within a 4.7-acre project site. Key elements of the proposed project are summarized below:

- *Project Site*. The proposed project would include the development of a single 4.7-acre parcel. The site address is 12133 Greenstone Avenue and the corresponding assessor's parcel number (APN) is 8026-020-017. The existing 12,586 square foot building would remain and would be refurbished while the existing three smaller buildings located along the site's south side would be demolished and three trailers used for sleeping quarters would be removed. The building lot coverage would be approximately 9% following development. The project site's zoning designation is Heavy Industrial (M-2).[7]

[5] Google Earth. Website accessed on February 1, 2021.

[6] Ibid.

[7] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.



EXHIBIT 4
AERIAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *Proposed Structure*. The existing 12,586 square foot building will remain. This existing building will be refurbished, and a new four-foot-high loading dock will be constructed along the building's west and south elevation. In addition, three small existing buildings located along the south property line will be demolished. The truck maneuvering and dock-high doors would be located along the building's south and west facing elevation. A total of 15 loading positions will be provided.[8]

- *Parking*. The proposed project would provide 80 parking spaces for trucks and trailers, 35 spaces would be provided for automobiles and 15 parking spaces for docking positions. These spaces would be located in the western portion of the site near the warehouse building as shown in Exhibit 5 (Conceptual Site Plan).[9]

- *Access and Circulation*. Vehicular access to the project site will be provided by a single driveway connection with the west side of Greenstone Avenue. This driveway will have a curb-to-curb width of 36-feet and will accommodate both trucks and passenger vehicles. Gated access is set back from Greenstone Avenue by approximately 75-feet. An internal roadway drive aisle will be used for both access to the parking stalls and truck maneuvering.[10]

- *Landscaping*. Landscaped areas will total approximately 8,000 square feet and will be installed along the site's frontage with Greenstone Avenue. This landscaped area will serve as a stormwater vegetated swale to accommodate stormwater runoff.[11]

- *Utilities*. A new storm drain inlet will transect the site and will ultimately connect to the proposed drainage swale. In addition, a new sanitary sewer line and water line will be installed. These new lines will connect to existing lines in Greenstone Avenue.[12]

- *Security*. A new decorative fence will be installed along the Greenstone Avenue frontage. A new 8-foot-high security fence will be installed along the property's south and north side. A new retaining wall and 10-foot-high fence will be located along the site's west property line, there will also be security fences installed within the interior of the site to secure the trailer parking area. New lighting will also be installed throughout the site.[13]

The proposed project's site plan is illustrated in Exhibit 5

[8] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

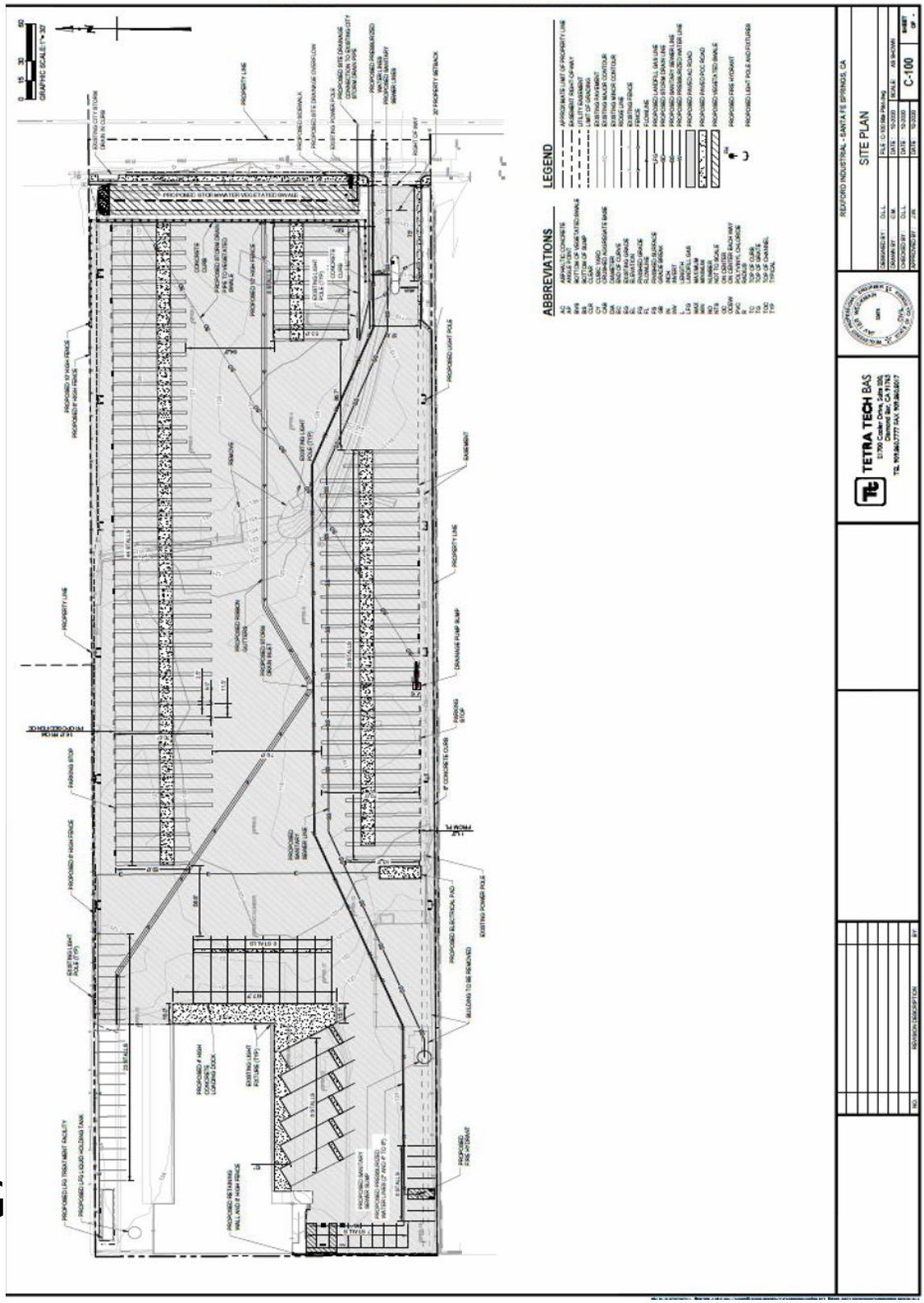
[9] Ibid.

[10] Ibid.

[11] Ibid.

[12] Ibid.

[13] Ibid.



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EXHIBIT 5
CONCEPTUAL SITE PLAN
SOURCE: TETRA TECH BAS

7. DISCUSSION OF FINDINGS SUPPORTING THE APPLICABLE CEQA EXEMPTIONS

The City of Santa Fe Springs, in its capacity as Lead Agency, is considering an application for the rehabilitation of an existing truck and trailer terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers, 35 standard parking stalls, and 15 stalls for docking. In addition, an existing warehouse and maintenance building, consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet as the proposed building will be a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines) will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[14]

The City of Santa Fe Springs has determined, following a detailed evaluation, that the proposed project would not result in any significant effects on the environment. This finding is supported by the analysis provided in the remainder of this section and in the appendices. The City of Santa Fe Springs makes the following findings in support of the Infill Exemption (refer to CEQA Guidelines §15332):[15]

- *The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.* The proposed project would not require a general plan amendment or zone change as part of its implementation. The proposed project would not result in any land use conflicts (refer to Appendix A, Environmental Analysis and Checklist, Land Use).

- *The approval of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality*. The proposed project will not result in any significant increase in traffic, noise, or air quality impact (refer to Appendix A, Environmental Analysis and Checklist). The proposed project would involve the rehabilitation of an existing truck and trailer terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of truck and trailers, 35 standard parking stalls, and 15 stalls for docking. In addition, an existing warehouse and maintenance building, consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. This building's new total floor area will total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[16]

- *The site can be adequately served by all required utilities and public services*. The proposed project will not result in any significant adverse impacts on utilities and public services (refer to Appendix A, Environmental Analysis and Checklist, Utilities, Public Services, and Service Systems). The water, sewer, and power lines that serve the existing use can adequately serve the proposed use.

- *The proposed project will be limited to the project site and no dislocation of off-site structural improvements will be required to accommodate the proposed project.* The project's construction and operation will be restricted to the project site and no off-site improvements other than the continued access

[14] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

[15] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 153332).

[16] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

to Greenstone Avenue will be required to accommodate the proposed use (refer to Appendix A, Environmental Analysis and Checklist).

- *The project site does not contain any sensitive environmental resources.* No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations (refer to Appendix A, Environmental Analysis and Checklist, Biological Resources). The site utility as a habitat is further constrained by the site's small land area, the location of major roadways adjacent to the site and the presence of surrounding urban development. The site is currently being used as a truck yard.

- *The project site is located within an urban area of the City of Santa Fe Springs.* No scenic resources or scenic corridors will be affected by the proposed project (refer to Appendix A, Environmental Analysis and Checklist, Aesthetics). As a result, the project will not result in any impacts to sensitive visual resources in the area.

- *The project site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous wastes.* The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).

- *The proposed project will not result in any adverse impacts on historic resources.* A review of the U.S. National Park Service's National Register of Historic Places and the State registrar indicated that there are no Federal- or State-recognized historic structures located within the project site. (refer to Appendix A, Environmental Analysis and Checklist, Cultural Resources).

- *The proposed project will not require any review by a State trustee or responsible agency.* No State trustee and responsible agencies are required as part of this project's environmental review.

Based on the analysis provided in this Categorical Exemption, the project meets and complies with the conditions and requirements of CEQA Guidelines Section 15332 (Class 32 – Infill Exemption) and will not have any significant environmental impacts. As indicated above, an Environmental Analysis and Checklist is included in Appendix A.

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APPENDIX A
ENVIRONMENTAL ANALYSIS & CHECKLIST

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AESTHETICS

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?				**X**
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				**X**
C. Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				**X**
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				**X**

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers, 35 standard parking stalls, and 15 stalls for docking. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. Following these improvements, the total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[17] The project site is currently being used as a truck trailer parking facility. In addition, the project site is surrounded on all sides by industrial developments. Once redeveloped, public viewsheds of the surrounding areas would continue to be visible from the public right-of-way. The proposed project will facilitate the redevelopment of a site occupied with two older industrial buildings and a temporary office trailer. As a result, no impacts will occur.

B. According to the California Department of Transportation (Caltrans), Greenstone Avenue is not located within close proximity to a designated State or County designated scenic highway.[18] The closest designated scenic highway to the project site is a 7-mile segment of the Orange Freeway (SR-57), located approximately 12 miles to the east of the project site.[19] Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: the Clarke Estate

[17] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

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

[19] Google Earth. Website accessed November 23, 2020.

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. The project sites do not contain any buildings listed in the State or National registrar. As a result, no impacts will occur.

C. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers, 35 standard parking stalls, and 15 stalls for docking. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. Following these improvements, the total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[20] As part of the site's development, three smaller and older existing buildings will be demolished, and the existing 16,720 square foot warehouse/maintenance building will be refurbished. The net increase in floor area for the proposed project will be slightly less compared to the existing onsite improvements. As a result, no impacts will occur.

D. Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The project site is surrounded on all sides by industrial development. No light sensitive uses are located within 1,000 feet of the project site. Any potential light and glare from the parking areas would be required to comply with Section 155.496 of the City of Santa Fe Springs Municipal Code. As a result, no significant impacts are anticipated to result.

[20] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

AGRICULTURE & FORESTRY RESOURCES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				**X**
C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code section §12220(g)), timberland (as defined by Public Resources Code section §4526), or timberland zoned Timberland Production (as defined by Government Code section §51104(g))?				**X**
D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				**X**
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or the conversion of forest land to a non-forest use?				**X**

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers, 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[21] The project site is currently developed as a truck parking facility. The implementation of the proposed project would not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.

B. The site is currently developed as a truck trailer parking facility and is zoned for Heavy Manufacturing (M-2). According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[22] There are no agricultural uses located within the site that would be affected by the project's implementation. As a result, no impacts will occur.

[21] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

[22] California Department of Conservation. *State of California Williamson Act Contract Land.*

C. No forest lands are located within the vicinity of either site. Furthermore, the site's existing zoning designation does not contemplate forest land uses. As a result, no impacts will occur.

D. No forest lands are located within the project site or surrounding area. No loss or conversion of forest lands to urban uses would result from the proposed project's implementation. As a result, no impacts will occur.

E. The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farmland or forest land. As a result, no impacts will occur.

AIR QUALITY

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				**X**
B. Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation?			**X**	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			**X**	
D. Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?				**X**

A. The proposed project would involve the development of an existing truck and trailer terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers, as well as 35 standard parking stalls with 15 stalls for docking. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[23] 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:[24]

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

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

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 A-1 and A-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 Transportation Plan/Sustainable

[23] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

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

Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. The proposed project will not result in any exceedance of the SCAG's employment projections for the City. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2016.3.2). As shown in Table A-1, daily construction emissions will not exceed the SCAQMD significance thresholds.

Table A-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	3.16	31.44	21.56	0.03	1.55	1.44
Demolition (off-site)	0.06	0.04	0.56	--	0.16	0.04
Total Demolition	**3.22**	**31.48**	**22.12**	**0.03**	**1.71**	**1.48**
Site Preparation (on-site)	3.88	40.49	21.15	0.03	9.09	5.75
Site Preparation (off-site)	0.07	0.04	0.67	--	0.20	0.05
Total Site Preparation	**3.95**	**40.53**	**21.82**	**0.03**	**9.29**	**5.80**
Grading (on-site)	2.29	24.73	15.85	0.02	3.54	2.36
Grading (off-site)	0.06	0.04	0.56	--	0.16	0.04
Total Grading	**2.35**	**24.77**	**16.41**	**0.02**	**3.70**	**2.40**
Building Construction (on-site)	1.90	17.43	16.57	0.02	0.95	0.90
Building Construction (off-site)	0.46	1.70	4.10	0.01	1.22	0.33
Total Building Construction	**2.36**	**19.13**	**20.67**	**0.03**	**2.15**	**1.23**
Paving (on-site)	1.09	10.83	12.26	0.01	0.57	0.53
Paving (off-site)	0.08	0.05	0.75	--	0.22	0.06
Total Paving	**1.17**	**10.88**	**13.01**	**0.01**	**0.79**	**0.59**
Architectural Coatings (on-site)	32.09	1.52	1.81	--	0.09	0.09
Architectural Coatings (off-site)	0.08	0.05	0.75	--	0.22	0.06
Total Architectural Coatings	**32.17**	**1.57**	**2.56**	**--**	**0.31**	**0.15**
Maximum Daily Emissions	**32.17**	**40.54**	**22.13**	**0.04**	**9.29**	**5.80**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod V. 2016.3.2.

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. 2016.3.2 computer model. Table A-2 depicts the estimated operational emissions generated by the proposed project.

Table A-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	4.73	0.13	11.48	--	0.06	0.06
Energy (lbs/day)	0.06	0.57	0.24	--	0.04	0.04
Mobile (lbs/day)	1.78	9.23	24.66	0.09	7.85	2.14
Total (lbs/day)	**6.57**	**9.93**	**36.38**	**0.09**	**7.95**	**3.14**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: CalEEMod 2016.3.2.

As indicated in Table A-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 contractors will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.[25] The contractors will be responsible for being familiar with and implementing any pertinent best available control measures. These are SCAQMD Rules that will be standard conditions. Therefore, the impacts will be less than significant.

C. 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 A-1 and A-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. 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/Sustainable Communities Strategy). As a result, the potential air quality impacts related to the generation of criteria pollutants are less than significant.

D. 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.[26] The proposed project will not result in the generation of any odors. In addition, construction truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[27] Furthermore, the project's contractors must adhere to SCAQMD rules and regulations that govern fugitive dust during site preparation which will significantly reduce the generation of fugitive dust. As a result, no impacts will occur.

[25] South Coast Air Quality Management District. *Rule 403, Fugitive Dust.* As Amended June 3, 2005.

[26] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

[27] California, State of. *California Code of Regulations, Title 13, Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.*

BIOLOGICAL RESOURCES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project, either directly or through habitat modifications, have a substantial adverse effect 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. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural communities 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. Would the project have a substantial adverse effect on State or Federally protected wetlands as defined (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
D. Would the project interfere substantially with the movement of any native resident or migratory fish, wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				**X**
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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 plans?				**X**

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers, 35 standard parking stalls and 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[28] 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 six 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:

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

[28] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

[29] California Department of Fish and Wildlife. *Bios Viewer*.

absence of coastal sage scrub, the coastal California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[30]

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.[31]

- The *Santa Ana Sucker* will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site.[32] The nearest body of water is the La Canada Verde Creek, located approximately 0.54 miles east of the project site.

- The *Bank Swallow* lives in a riparian habitat and nests along rivers or streams. The nearest stream or body of water is the La Canada Verde Creek, located approximately 0.54 miles east of the project site; therefore, it is not likely that the Bank Swallow will be found on the project site. Additionally, the current level of development in the surrounding area is not an ideal environment for the Bank Swallow.[33]

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is low due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.[34]

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[35] As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons.

The proposed project will have no impact on the aforementioned species because the project site is located in the midst of an urban area. In addition, the site is currently being used as a truck trailer parking lot. The project site and the 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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[30] Audubon. *California Gnatcatcher (Polioptila californica)*.

[31] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus)*.

[32] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on November 23, 2020.

[33] Audubon. *Bank Swallow (Riparia riparia).*

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[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*.

B. According to the United States Fish and Wildlife Service, there are no riverine areas located within the project boundary or adjacent parcels.[36] The project site and the surrounding properties are developed in industrial uses. In addition, the site is currently being used as a truck trailer parking lot. There is no riparian habitat located on-site or in the surrounding areas and no offsite riverine areas would be affected by the proposed development since the project's construction would be limited to the project site. As a result, no impacts will occur.

C. No sensitive wetland habitats (e.g., vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations. In addition, according to the United States Fish and Wildlife Service there are no riverine areas located within the project boundary or adjacent parcels. No offsite riverine areas would be affected by the proposed development since the project's construction would be limited to the proposed project site. As a result, no impacts will occur.

D. The project site has no utility as a wildlife migration corridor due to the proposed site location in the midst of an urban area. Given the disturbed character of the project site, no impacts will occur.

E. General Regulations of the City of Santa Fe Springs Municipal Code Tree Ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). Any plans to cut, trim, prune, plant, remove, injure or interfere with any tree, shrub or plant upon any street, alley or public right-of-way within the city must be approved in advance by the City. No trees will be removed with the implementation of the proposed project. As a result, no impacts will occur.

F. The project sites and the surrounding areas are urban. In addition, the site is currently being used as a truck trailer parking lot. The proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 3.3 miles northeast from the project site. 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.

[36] United States Fish and Wildlife Service. *National Wetlands Inventory.*

CULTURAL RESOURCES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				**X**
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?			**X**	
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			**X**	

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[37] Historic structures and sites are defined by local, State, and Federal criteria. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are 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.[38]

The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: 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. The proposed project site is not within proximity to either of these historic landmarks and is presently vacant and undeveloped with the exception of a previous asphalt parking area. The project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).[39] Since the project's

[37] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

[38] U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. Website accessed on February 2, 2021.

[39] California Department of Parks and Recreation. *California Historical Resources*. Website accessed on February 2, 2021.

implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

B. 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. Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin. Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: Naxaaw'na and Sehat. The sites of Naxaaw'na and Sehat are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River. In the unlikely event that human 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. There are no dedicated cemeteries located within the vicinity of the project site.[40] The proposed project will be restricted to the project site and will not affect any dedicated cemeteries within the surrounding area. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all excavation and grading activities shall be halted, and the Los Angeles County Sherriff's Department would be contacted (the Department would then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

> "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

[40] Google Earth. Website accessed February 2, 2021.

ENERGY

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy, resources, during project construction or operation?			**X**	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			**X**	

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The new lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[41]. Following development, the net increase in floor area will be slightly less than the existing. The project site is served by Southern California Edison (electricity) and the Southern California Gas Company (SCG). The project Applicant will work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. As a result, the impact will be less than significant.

B. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts will be less than significant.

[41] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

GEOLOGY & SOILS

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?			**X**	
B. Would the project result in substantial soil erosion or the loss of topsoil?			**X**	
C. Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			**X**	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property?			**X**	
E. Would the project 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**
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?			**X**	

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[42]

The City of Santa Fe Springs is located within a seismically active region. Many major and minor local faults traverse the entire Southern California region and earthquakes from several active and potentially active faults in the Southern California region could affect the project site. The site is located within a seismically active region prone to occasional damaging earthquakes. The nearest active fault is the Whittier Fault, located approximately three miles northeast of the project site. In addition, the project will comply with the 2020 California Building Code, which is effective in minimizing any potential seismic-related impacts to structures. 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

[42] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

in water pressure following seismic activity. The project site is not located in an area that is subject to liquefaction. Lastly, the project site is not subject to the risk of landslides because there are no hills or mountains within the vicinity of the project site. As a result, the potential impacts in regard 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. The project site is underlain by artificial fill that was previously part of a landfill. The material consists largely of crushed rock. The project must comply with all pertinent requirements of the California Building Code. It is also important to note that no new habitable structures will be constructed on the site. As a result, the potential impacts would be less than significant.

C. The project's construction will not result in soil erosion since the project's contractors must implement the construction best management practices (BMPs) identified in the mandatory storm water pollution prevention plan (SWPPP). The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is not located within an area that could be subject to landslides or liquefaction.[43] The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics become sticky when wet and expand according to the moisture content present at the time. Since the soils have a low shrink-swell potential, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project will not result in the direct extraction of groundwater located below ground surface (BGS). As a result, the potential impacts will be less than significant.

D. The site is underlain by artificial fill to a depth of approximately 45 feet. The project contractors will be required to comply with the structural engineer's recommendations. As a result, the potential impacts will be less than significant.

E. No septic tanks will used for the proposed project since the new development will be connected to the sanitary sewer system. The existing building is using a septic tank system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

F. According to the State of California Geological Survey, the site's geology is classified as Urban Land-Thums-Pierview complex. Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development, the demolition activities within the property, and the other on-site activities. Furthermore, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. Thus, the proposed project is not anticipated to disturb any paleontological resources and the impacts are less than significant.

[43] United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Website accessed February 2, 2021.

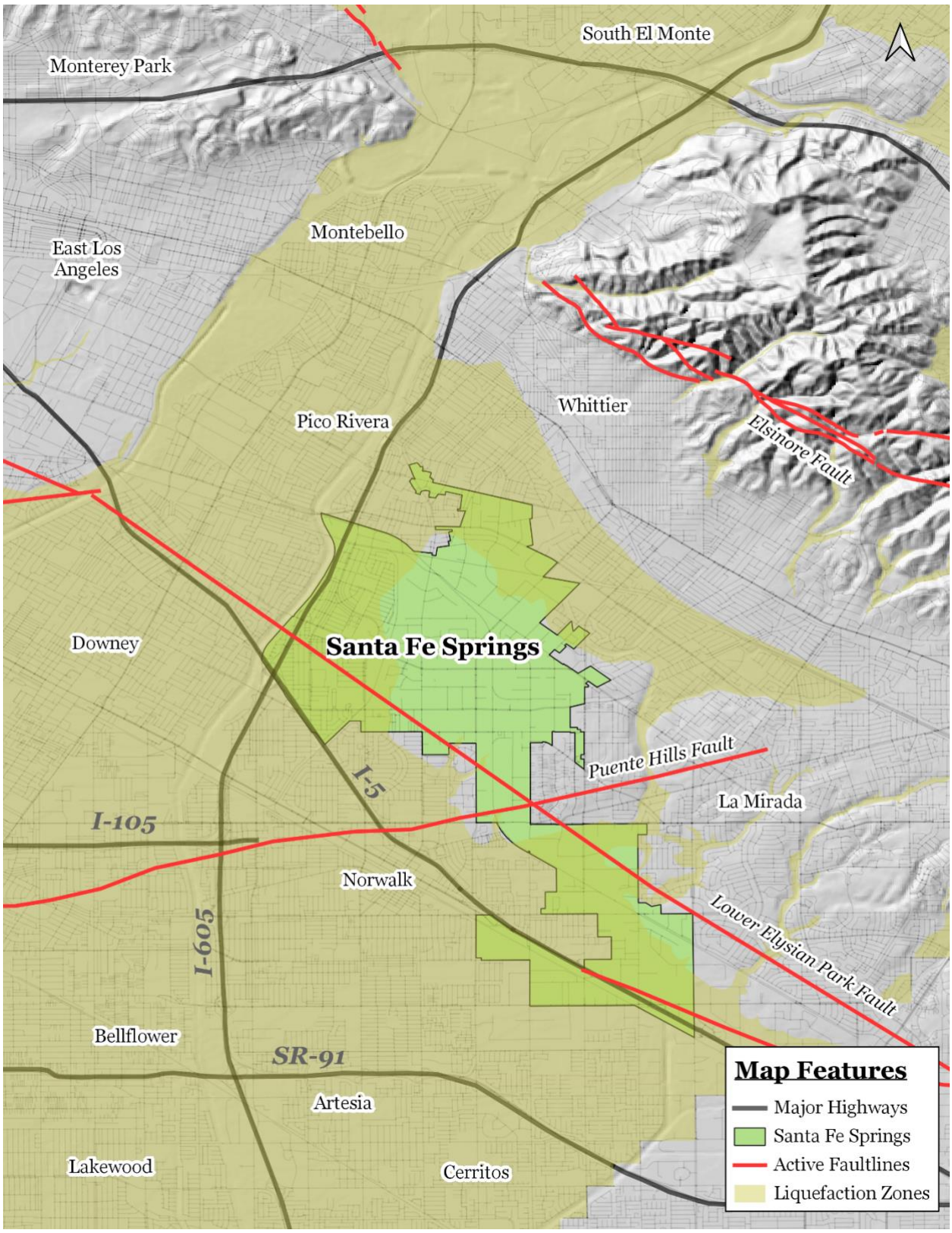


EXHIBIT 6
GEOLOGY MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

GREENHOUSE GAS EMISSIONS

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				**X**

A. Greenhouse gasses (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 South Coast Air Quality Management District (SCAQMD) has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons of CO_2E ($MTCO_2E$) per year for commercial projects, 3,500 $MTCO_2E$ per year for residential projects, 3,000 $MTCO_2E$ per year for mixed-use projects, and 10,000 $MTCO_2E$ per year for industrial projects. Table A-3 summarizes annual greenhouse gas (CO_2E) emissions from build-out of the proposed project.[44] Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table A-3, the CO_2E total for the project is 10,374.34 pounds per day or 4.66 $MTCO_2E$ per day. This translates into an annual emission of 1,703.98 $MTCO_2E$, which is well below the aforementioned threshold.

Table A-3
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Demolition	3,747.94	1.05	--	3,774.31
Construction Phase - Site Preparation	3,685.65	1.19	--	3,715.45
Construction Phase - Grading	2,871.92	0.92	--	2,895.14
Construction Phase - Construction	2,533.36	0.61	--	2,568.76
Construction Phase - Paving	1,804.55	0.56	--	1,818.72
Construction Phase - Coatings	281.44	0.01	--	281.93
Long-term Area Emissions	20.64	0.01	--	21.14
Long-term Energy Emissions	732.06	0.01	0.01	736.41
Long-term Mobile Emissions	9,605.84	0.41	--	9,616.79
Total Long-term Emissions	**10,358.55**	**0.43**	**0.01**	**10,374.34**

Source: CalEEMod V.2016.3.2.

[44] The CalEEMod Air Quality Worksheets are provided in Appendix B.

This figure (1,703.98 $MTCO_2E$) does not take into account the implementation of Low Impact Development (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. For this reason, the project's use of trip reduction incentives (the use of alternative forms of transportation, the installation of electric vehicle charging stations and bicycle racks, and other TDM measures will be important). The project is also an infill development within an urban area. Therefore, the project's GHG impacts are less than significant.

B. AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% 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% reduction in greenhouse gas emissions below 1990 levels by 2030.[45] The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and no impacts will occur.

[45] Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.*

HAZARDS & HAZARDOUS MATERIALS

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
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?				**X**
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?				**X**
D. Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code §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 or excessive noise for people residing or working in the project area?				**X**
F. Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				**X**

A. The proposed project would involve the development of an existing truck terminal with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines) will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[46] The project site was a former landfill that is presently closed. In addition, waste disposal sites have the potential for subsurface migration of landfill gas (LFG) through the porous surrounding soils. Monitoring probes are typically installed in accordance with CalRecycle and the South Coast Air Quality Management District (SCAQMD) requirements to monitor gas migration in surrounding land areas. Monitoring probes have not been installed at the project site in accordance with CalRecycle and the SCAQMD requirements. Temporary subsurface monitoring probes should be installed in order to determine the

[46] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

potential of subsurface migration of landfill gas, in the absence of a complete monitoring network. Lastly, it should be noted that according to Los Angeles County Solid Waste Management Program, the project site would be subject to regulations and redevelopment activities similar to that on the south adjoining property (southern half of Kalico 3) which have included construction of site perimeter security improvements, site grading and drainage improvements and the installation of a landfill gas extraction and treatment system. This work has been subject to review and permitting by the City of Santa Fe Springs, the County of Los Angeles Department of Public Works Environmental Health, the SCAQMD, and the Los Angeles Regional Water Quality Control Board (LARWQCB). The landfill gas system consists of 14 perimeter monitoring probes, and 11 gas extraction wells, delivering extracted gas to a granular activated carbon treatment system and operating under an SCAQMD Rule 1150.1 permit. The requirements will be conditions of approval. As a result, the impacts will be less than significant.

B. The project site comprises the northern portion of Kalico Dump No. 3. The three contiguous sites were originally excavated in the mid-1950s as borrow pits to supply clean fill soil for construction of ramps and embankments for the nearby Santa Ana Freeway (Interstate 5). The sites were operated separately as cut and cover dumps between 1954 and 1972. Since their closure, the sites have been used for such commercial or industrial activities as storage yards, trucking terminal facilities, and asphalt crushing operations. The combined solid waste solid waste assessment test (SWAT) investigation addressed the three sites collectively due to their contiguous spatial relationship, small size and similarity in historical disposal operations. This collective or combined approach was approved by the California RWQCB with the agreement of the various site owners and/or potential responsible parties. The Kalico Dump No. 3, which the project site is the northern portion of, was reportedly operated as a borrow pit and a cut and cover dump by the Mojave Corporation from 1956 to 1960 and is known to have been operated as a dump site by Kalico, Inc., from 1960 to 1962. Kalico, Inc.'s operation of the property is well documented. During this time period (1960 to 1962), the dump was open to the public and was used by commercial refuse haulers and private individuals. The Industrial Waste Permit No. 2265 for the Kalico Dump No. 3 indicates that solid, liquid and semiliquid materials were permitted for disposal at the Kalico Dump No. 3 during operation by Kalico, Inc (1960 to 1962). With the adherence to the pertinent protocols, the impacts will be less than significant.

C. The nearest schools in the area include John Glenn High School located and Carmela Elementary School approximately 4,400 feet to the southeast and northeast of the project site, respectively. The nearest residential neighborhood to the project site is located approximately 1,000 feet to the east in unincorporated East Whittier, east of Shoemaker Avenue.[47] As a result, no impacts are anticipated.

D. The California Department of Toxic Substances Control (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) *EnviroStor* database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including military facilities, and State Superfund; Voluntary Clean-up sites; and school sites. *EnviroStor* provides similar information to the information that was available in CalSites, and provides additional site information including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts

[45] Google Maps. Website Accessed February 2, 2021.

to public health and the environment at contaminated sites. A search of the 2019 *EnviroStor* Database identified twenty-three (23) sites within the 1.0-mile database search range. The closest site, Life Paint Company located at 12911 Sunshine Avenue (approximately 355 feet east of the subject Property), is a closed site. Based on its status (no further remedial action planned (NFRAP)), it is unlikely that this site represents an environmental concern to the project site. It is unlikely that the remaining sites represent an environmental concern to the project site due to their distance (>0.114 miles) from the project site, their regulatory status (certified as having been satisfactorily remediated or no further action required), and/or their cross- or down-gradient locations with respect to groundwater flow direction.

The Cortese list contains hazardous waste and substance sites compiled pursuant to Assembly Bill 3750 (Cortese, Chapter 1048, Statutes of 1986). The information included in this list comes from the State Department of Health Services (public drinking water wells with detectable levels of contamination; hazardous substance sites selected for remedial action; historic Cortese sites; and sites with known toxic material identified through the abandoned site assessment program). This includes the State Water Resources Control Board (sites with known Underground Storage Tanks having a reportable release), and the California Waste Management Board (solid waste disposal facilities from which there is a known migration). A search of the 2001 Historic Cortese database and the 2019 Cortese database identified twenty-five (25) sites including the subject Property (a former tenant- Keddaway Truck Lines at 12133 Greenstone Avenue), within the 0.5-mile database search range. The Keddaway Truck Lines listing is due to the removal of former USTs on the project site. As a result, the impacts will be less than significant.

E. Fullerton Airport is located approximately 5.17 miles southeast of the project site and the Long Beach Airport is located approximately 8.98 miles to the southwest.[48] 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 local airports. 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 residing or working in the project area. As a result, no impacts are anticipated.

F. At no time will Greenstone Avenue be completely closed to traffic during the project's construction. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

G. The project site is not located within a "very high fire hazard severity zone."[49] The project site and all of the surrounding properties are all developed. As a result, no impacts are anticipated.

[48] Toll-Free Airline. *Los Angeles County Public and Private Airports, California*.

[49] CalFire. *Very High Fire Hazard Severity Zone Map for Los Angeles County*

HYDROLOGY & WATER QUALITY

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				**X**
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 or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?			**X**	
D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[50] In the absence of any requirements or regulations, a significant number of impervious surfaces (i.e., buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants. The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The contractors would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the contractors to implement over the life of the project. Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for

[50] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the contractors would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. With the above-mentioned standard conditions, the impacts would be reduced to levels that are considered to be less than significant.

B. A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results.[51] According to an August 6, 2018 Tetra Tech BAS (Tetra Tech) *Phase II Environmental Site Assessment Report* for the Kalico Dump #1 at 11811 Greenstone Avenue (located approximately 500 feet north of the project site), the depth to shallow groundwater was reported to be approximately 125-135 feet below ground surface (bgs) and the groundwater flow was measured to the southwest. 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. The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The site is currently occupied and developed as a trucking use. No grading and/or excavation into the local aquifer will occur. No additional undisturbed land will be affected. As a result, the potential impacts will be less than significant.

D. As indicated previously, the impervious surfaces (asphalt and concrete surfaces, building slabs, etc.) that will be constructed will result in the generation of storm water runoff. However, the project will be properly drained and is not expected to result in flooding on-or off-site. A City-approved grading plan will be used, which will ensure that the site will be graded so that storm water runoff will be directed to the curbs and gutters and the on-site detention. Vehicular access to the project site will be provided by a single driveway connection with the west side of Greenstone Avenue. This driveway will have a curb-to-curb width of 36-feet and will accommodate both trucks and passenger vehicles. Gated access is set back from Greenstone Avenue by approximately 75-feet. An internal roadway drive aisle will be used for both access to the parking stalls and truck maneuvering.[52] Landscaped areas will total approximately 8,000 square feet and will be installed along the site's frontage with Greenstone Avenue. This landscaped area will serve as a stormwater vegetated swale to accommodate stormwater runoff.[53] A new storm drain inlet will transect the site and will ultimately connect to the proposed drainage swale. As a result, less than significant impacts are anticipated.

[51] Geotracker GAMA. Website accessed November 24, 2020.

[52] Ibid.

[53] Ibid.

E. The proposed project will be in compliance with the City of Santa Fe Springs Municipal Code that outlines the local requirements for the implementation of the NPDES and MS4 stormwater runoff requirements. As a result, no impacts will occur.

LAND USE & PLANNING

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?			**X**	
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet. The total floor area of this building will be 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[54] The project site consists of approximately five acres and is located in the midst of an industrial area in the northeastern portion of the City that extended along Greenstone Avenue. The following land uses are located near the project site:[55]

- *North of the project site.* A truck yard is located to the north of the project site (12027 Greenstone Avenue). The site is occupied by R&R Transportation.

- *East of the project site.* Greenstone Avenue extends along the site east side. Further east, opposite the project site, is a small industrial park.

- *South of the project site.* A truck yard is located to the south of the project site.

- *West of the project site.* A railroad right-of-way extends along the project site's west side. Further west, west of the aforementioned railroad ROW, is a large manufacturing use (Crown Fence, 12118 Bloomfield Avenue).

Other significant land uses in the area include John Glenn High School and Carmela Elementary School, located approximately 4,400 feet to the southeast and northeast of the project site, respectively, the Santa Fe Springs Civic Center, located approximately 3,800 feet to the southwest; and the Norwalk-Santa Fe Springs Transportation Center, located approximately 1,650 feet to the south. The nearest

[54] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

[55] Google Earth. Website accessed on February 1, 2021.

residential neighborhood to the project site is located approximately 1,300 feet to the east in unincorporated East Whittier, east of Shoemaker Avenue.[56]

The project site itself is developed and occupied by trucking use not unlike the one that is being proposed. The existing 12,586 square foot building that will be refurbished adding 4,633 square feet as the proposed building for a total of 17,219 square feet. A number of smaller buildings along the south property line will be demolished.

B. As indicated in the previous subsection, the proposed industrial use will not require the approval of either a Zone Change or a General Plan Amendment. The proposed project is consistent with the zoning and general plan land use designations that are applicable to the project site. As a result, no impacts will occur.

[56] Google Earth. Website accessed on February 1, 2021.

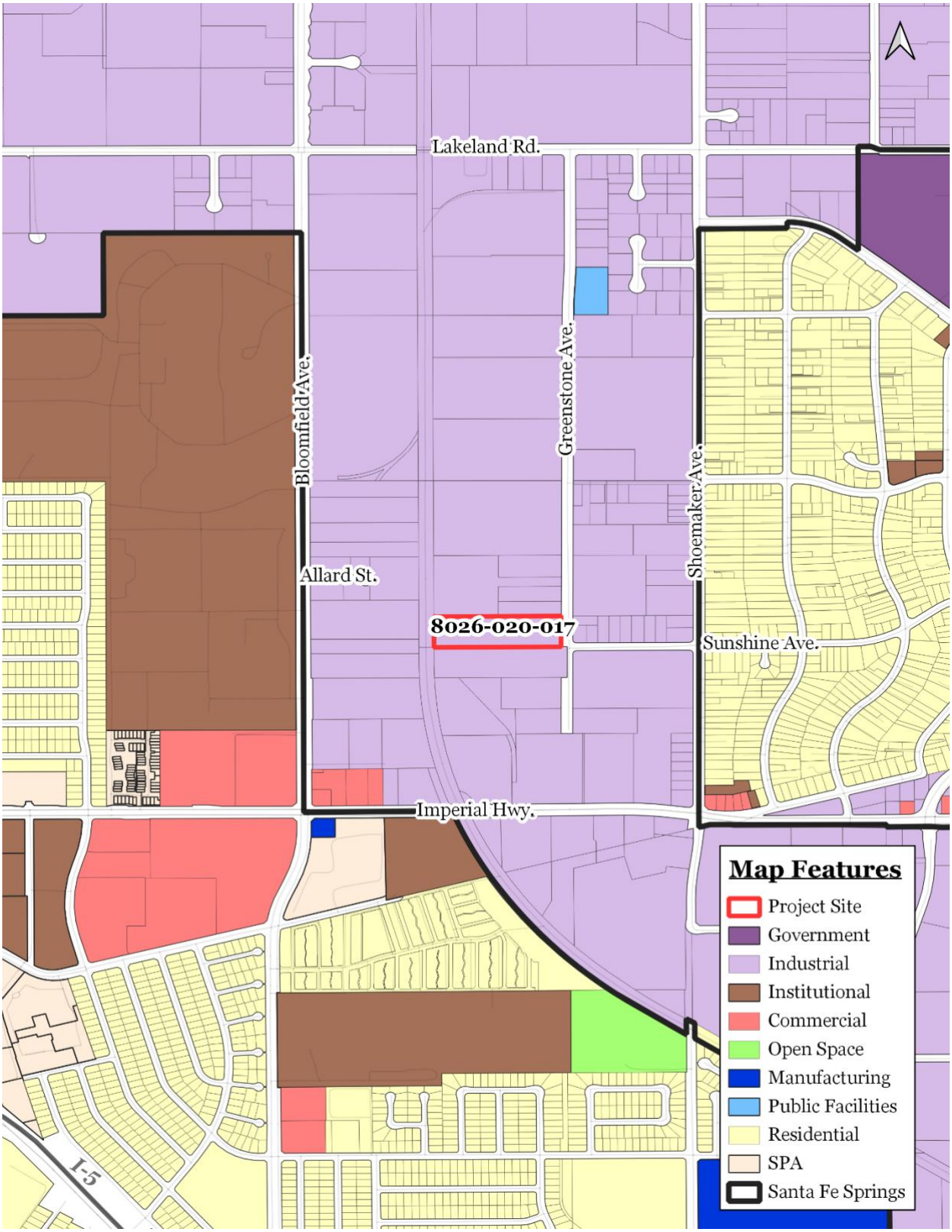


EXHIBIT 7
LAND USE MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

MINERAL RESOURCES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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?				**X**
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?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[57]

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located within the site boundaries. There are five plugged wells located within the site located to the east of the project site.[58] The project site is located within Mineral Resource Zone (MRZ-3A), which means there may be significant mineral resources present.[59] As indicated previously, the site is developed and occupied. In addition, there are no active mineral extraction activities occurring on-site or in the adjacent properties. As a result, no impacts to mineral resources will occur.

B. As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

[57] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

[58] California, State of. Department of Conservation. California *Oil, Gas, and Geothermal Resources Well Finder*.

[59] California Department of Conservation. *Mineral Land Classification Map for the Santa Fe Springs Quadrangle*. Map accessed November 24, 2020.

NOISE

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
B. Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?			**X**	

A. 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. Changes of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[60]

The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[61] The project site is located in the midst of an industrial area in the northeastern portion of the City. No noise sensitive land uses are located within 1,000 feet of the project site. The nearest noise sensitive receptors in the area include John Glenn High School and Carmela Elementary School, located approximately 4,400 feet to the southeast and northeast of the project site, respectively. The nearest residential neighborhood to the project site is located approximately 1,300 feet to the east in unincorporated East Whittier, east of Shoemaker Avenue.[62]

A change in noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As shown in Table A-4, the project is anticipated to generate approximately 290 trips per day, with 31 trips occurring during the morning (AM) peak hour and 32 trips occurring during the evening (PM) peak

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

[61] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

[62] Google Earth. Website accessed on February 1, 2021.

hour. The traffic generation existing use is essentially the same as the proposed use. As a result, less than significant impacts will occur.

B. Construction activities for the proposed project have the potential to generate low levels of ground-borne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. No noise sensitive land uses are located within 1,000 feet of the project site. The nearest noise sensitive receptors in the area include John Glenn High School and Carmela Elementary School, located approximately 4,400 feet to the southeast of the project site, respectively. The nearest residential neighborhood to the project site is located approximately 1,300 feet to the east in unincorporated East Whittier, east of Shoemaker Avenue.[63]

The operation of equipment or the construction of projects is prohibited in between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day when the project is located within a radius of 500 feet from a residential area. The City of Santa Fe Springs has not adopted policies or guidelines relative to ground-borne vibration resulting from construction. The City Municipal Code (Section 155.428) states, "Every use shall be so operated that the ground vibration generated by said use is not harmful or injurious to the use or development of surrounding properties. No vibration shall be permitted which is perceptible without instruments at any use alone the property line on which said use is located."[64] However, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. As a result, the potential ground-borne noise impacts are considered to be less than significant.

[63] Google Earth. Website accessed on February 1, 2021.

[64] City of Santa Fe Springs Municipal Code. *Title XV, Land Usage.* Chapter 155, Code 155.428.

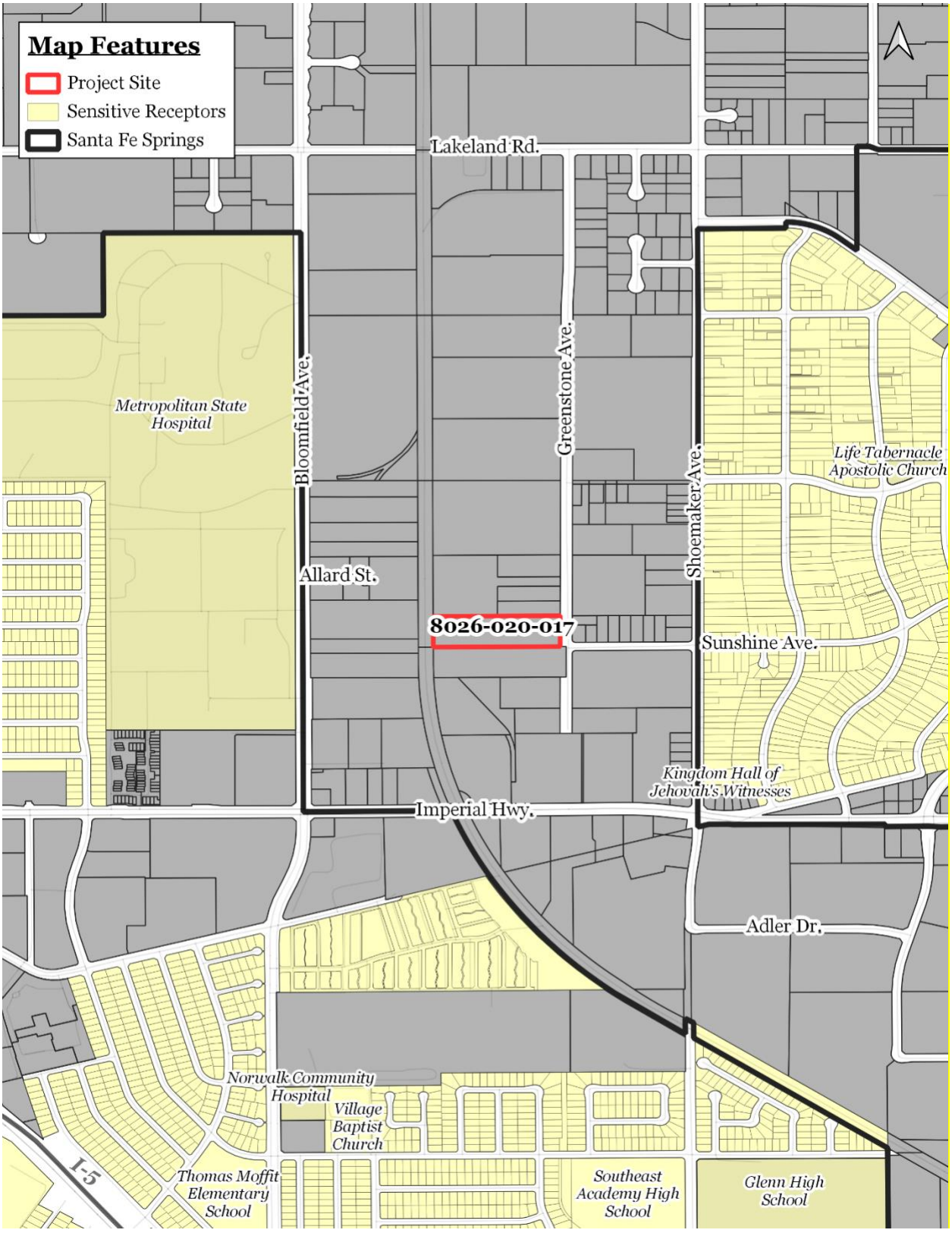


EXHIBIT 8
NOISE SENSITIVE RECEPTORS MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

POPULATION & HOUSING

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly or indirectly?				**X**
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[65] The project site is located in the midst of an industrial area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The site is currently developed as a trucking use and is surrounded on all sides by industrial land uses.

- *Extension of roadways and other transportation facilities.* No roadway extensions will be required to accommodate the proposed development.

- *Extension of infrastructure and other improvements*. The installation of any new utility lines will not lead to subsequent offsite development since these utility lines will serve the proposed project only.

- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.

- *The removal of housing requiring replacement housing elsewhere.* There are no housing units located on either property. As a result, no replacement housing will be required.

[65] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

- *Additional population growth leading to increased demand for goods and services.* The project's construction would result in a limited increase in construction employment which can be accommodated by the local labor market.

- *Short-term growth-inducing impacts related to the project's construction*. The project will result in temporary employment during the construction phase. Given the area's unemployment rate, this additional employment demand will be beneficial.

The proposed project will not induce substantial unplanned population growth in an area. As a result, no impacts will occur.

B. No housing units will be displaced as a result of the proposed project's implementation. As a result, no housing displacement impacts will occur, and no impacts will result.

PUBLIC SERVICES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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 in *fire protection services?*			**X**	
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 in *police protection services?*			**X**	
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, response times, or other performance objectives in *school services?*			**X**	
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 in o*ther public facilities?*				**X**

The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[66]

A. 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

[66] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

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. 1. 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 only place an incremental demand on fire services since the project will involve the construction of modern structures that will be subject to all pertinent fire and building codes. Like all development projects within the City, 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. Compliance with the abovementioned requirement, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to local roadways and potentially requiring partial lane closures during street improvements and utility installations. However, at no time will Greenstone Avenue or any nearby street be completely closed to traffic. All construction staging areas will be located within the project site. As a result, the project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and less than significant impacts are associated with the proposed project's implementation.

B. 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 support personnel. The proposed project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. The building and layout design of the development would include crime prevention features, such as nighttime security lighting and secure parking facilities (such as the proposed gate next to the trailer parking area). Adherence to the abovementioned requirement will reduce potential impacts to levels that are less than significant.

C. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. The proposed project's school impacts will be offset by the school fees that will be paid by the developer and as a result, the impacts will be less than significant.

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

RECREATION

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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?			**X**	
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[67] Due to the non-residential nature of the proposed project, the proposed project is not expected to place an incremental demand for recreational open space and services. As a result, the impacts anticipated are less than significant.

B. The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. As a result, no impacts are anticipated.

[67] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

TRANSPORTATION & CIRCULATION

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy establishing measures addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?			**X**	
B. For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)?				**X**
C. For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(2)?				**X**
D. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
E. Would the project result in inadequate emergency access?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[68]

According to the owner of the property, the previous tenant would typically have up to 135 trailers parked on the site on any given day. In addition, approximately 18 trailers would be loaded and unloaded at the warehouse on an average day. This translated into 154 trailers located onsite on any given day.[69]

The trip generation was estimated using trip generation rates derived from the Institute of Transportation Engineer's (ITE) 10th Edition Trip Generation Handbook. The project's daily trips are presented in Table A-4. As shown in Table A-4, the project is anticipated to generate approximately 190 trips per day, with 16 trips occurring during the morning (AM) peak hour and 16 trips occurring during the evening (PM) peak hour. The traffic generation existing use is essentially the same as the proposed use.

[68] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

[69] R. J. Rieves, P.E.. Rexford Industrial, Inc. email dated April 16, 2021.

Table A-4
Project Trip Generation

Description/Variable	Average Daily Trips	AM Peak Hour	PM Peak Hour
Trip Rates (Warehouse, ITE Code 150) 17,219 sq. ft.	1.74 trips/1,000 sq. ft.	0.17 trips/ADT	0.19 trips/ADT
Trip Rates (Trailer Parking) 80 spaces	2.0 trips/space	0.1 trips/ADT	0.1 trips/ADT
Existing			
Trip Generation – Warehouse (estimated)	18 trips/day	3 AM trips	3 PM trips
Trip Generation – Trailer Parking Lot (estimated)	135 trips/day	14 AM trips	14 PM trips
Subtotal	153 trips/day	17 AM trips	17 PM trips
Future			
Trip Generation – Warehouse	30 trips/day	5 AM trips	6 PM trips
Trip Generation – Trailer Parking Lot	160 trips/day	16 AM trips	16 PM trips
Subtotal	190 trips/day	21 AM trips	22 PM trips
Difference Δ			
Existing - Future	37 trips/day	4 AM trips	5 PM trips

As indicated in Table A-4, the net increase in daily trips will be minimal: 37-day trips, 4 AM peak hour trips, and 5 PM peak hour trips. The number of project-related trips that will be added will not impact any streets or intersection's level of service (LOS) given the project only involves the minor expansion of the existing truck terminal use. As a result, the potential impacts are less than significant when considering the proposed expansion involves an existing truck terminal use. As a result, the potential impacts are considered to be less than significant.

B. According to CEQA Guidelines *§15064.3 subdivision (b)(1),* vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. 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 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 nearest CMP-designated intersection to the project site is Imperial Highway/Carmenita Road. This intersection was not analyzed within the traffic impact analysis and will not experience more than 50 peak hour trips at a freeway intersection. As a result of the projected traffic conditions, no impacts on CMP arterial roadways or intersections are anticipated.

C. The proposed project is an expansion of an existing truck terminal use. The proposed project is not a roadway or similar transportation facility improvement project. As a result, no impacts on this issue will result.

D. Vehicular access to the project site will be provided by a single driveway connection with the west side of Greenstone Avenue. This driveway will have a curb-to-curb width of 36-feet and will accommodate both trucks and passenger vehicles. Gated access is set back from Greenstone Avenue by approximately 75-feet. An internal roadway drive aisle will be used for both access to the parking stalls and truck maneuvering.[70] The design of driveways will be based on City Code, which sets standards for such design. The proposed project will not drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. As a result, no impacts are anticipated.

E. The project would 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.

[70] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

TRIBAL CULTURAL RESOURCES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.?			**X**	

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[71] The proposed project site is currently being used as a trucking use similar to that which is proposed. A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

[71] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan*. October 2020.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Adherence to the standard condition presented under Cultural Resources will minimize potential impacts to levels that are less than significant.

UTILITIES & SERVICE SYSTEMS

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental impacts?				**X**
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				**X**
C. Would the project result in a determination by the wastewater treatment provider, which 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**
D. Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?				**X**
E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				**X**

A. The proposed project would involve the development of an existing truck terminal parking lot with a total land area of approximately 4.7-acres. The existing lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an addition of 4,633 square feet for a total of 17,219 square feet. Finally, the site will be repaved, new infrastructure improvements (water, drainage, and sewer lines will be installed, new lighting will be installed, and new fencing along Greenstone Avenue and the site's perimeter will be constructed.[72]

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

[72] Tetra Tech BAS. Rexford Industrial, Santa Fe Springs. *Site Plan. C-100 Site Plan.* October 2020.

concrete mixing. The remainder of the effluent is discharged to the San Gabriel River. 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.[73] The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 20.36 mgd. As indicated in Table A-5, the future development is projected to generate 1,894 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

Table A-5
Wastewater (Effluent) Generation (gals/day)

Use	Total Units	Factor	Generation
Existing Use	20,720 sq. ft.	0.11 gallons/day/sq. ft.	2,279 gals/day
Future Use	17,219 sq. ft.	0.11 gallons/day/sq. ft	1,894 gals/day
Net Difference			-385 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, no significant impacts are anticipated.

B. 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 the local well and disinfects this water with chlorine before distributing it to 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. Table A-6 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 2,411 gallons of water on a daily basis.

Table A-6
Water Consumption (gals/day)

Use	Total Units	Factor	Generation
Existing Use	20,720 sq. ft.	0.14 gallons/day/sq. ft.	2,901 gals/day
Future Use	17,219 sq. ft.	0.14 gallons/day/sq. ft	2,411 gals/day
Net Difference			-490 gals/day

Source: Blodgett Baylosis Environmental Planning.

[73] Los Angeles County Sanitation Districts.

The existing water supply facilities can accommodate this additional demand. 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. The County of Los Angeles, acting as the Los Angeles County Flood Control District (LACFCD), has the regional, County-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site proposes new internal roadways and hardscape areas that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. As a result, no significant impacts are anticipated.

D. As previously indicated, Table A-6 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 2,411 gallons of water on a daily basis. The existing water supply facilities can accommodate this because the existing use has the ability to consume up to 2,901 gallons of water on a daily basis. As a result, no significant impacts are anticipated.

E. 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.[74] 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. Table A-7 indicates the solid waste generation for the proposed project. The proposed project is projected to generate approximately 103 pounds of solid waste on a daily basis.

Table A-7
Solid Waste Generation (lbs/day)

Use	Total Units	Factor	Generation
Existing Use	20,720 sq. ft.	6 lbs./day/1,000 sq. ft.	124 lbs./day
Future Use	17,219 sq. ft.	6 lbs./day/1,000 sq. ft.	103 lbs./day
Net Difference			-21 lbs./day

Source: Blodgett Baylosis Environmental Planning.

[74] Los Angeles County Sanitation Districts. *Solid Waste Facilities*.

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.[75] 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-Wel Disposal Company. The proposed project will contribute a limited amount to the waste stream. As a result, no impacts on solid waste generation are anticipated.

[75] Los Angeles County Sanitation Districts. *Solid Waste Facilities*.

WILDFIRE

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project impair an adopted emergency response plan or emergency evacuation plan?				**X**
B. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
C. Would the project require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
D. Would the project expose people or structure to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

A. The proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

B. The project site is slated for development. The proposed project may be exposed to particulate emissions generated by wildland fires in the surrounding region. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

C. The project will not require, nor will it involve the extension of new utility lines such as gas lines, water lines, etc. other that connections to the site itself. As a result, no impacts will result.

D. There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. Therefore, the project will not result in any impacts related to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

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Attachment #5: Resolution No. 191-2021
a. Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 191-2021
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING AMENDMENT TO CONDITIONAL USE PERMIT CASE NO. 61 AND DEVELOPMENT PLAN APPROVAL CASE NO. 983

WHEREAS, a request was filed for an Amendment to Conditional Use Permit Case No. 61 to allow the expansion of the existing truck terminal use on the subject property; and

WHEREAS, a request was concurrently filed for Development Plan Approval Case No. 983 for approval to re-clad the existing approximately 12,500 square foot metal building on the subject property; and

WHEREAS, The subject property is located on the west side of Greenstone Avenue, north of Sunshine Avenue, at 12133 Greenstone Avenue, with an Accessor's Parcel Number of 8026-020-0117, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner and applicant is Rexford Industrial – 12133 Greenstone, LLC 11620 Wilshire Boulevard, Suite 610, Los Angeles CA 90670; and

WHEREAS, the proposed Amendment to Conditional Use Permit Case No. 61 and Development Plan Approval Case No. 983 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, the proposed project meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-Fill Development Project). The project is consistent with the applicable General Plan designation and policies, it will occur on a site of no more than 5-acres, has not value as a habitat for endangered, rare or threatened species, and the site can be adequately served by all required utilities and public services. Consequently, no further environmental review is required.

WHEREAS, on July 1, 2021, the City of Santa Fe Springs Planning Department published a legal notice in the *Whitter Daily News,* a local paper of general circulation, indicating the date and time of the public hearing. On June 30, 2021, said notice was also 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 and also posted in the Santa Fe Springs City Hall window, the City's Town Center kiosk, and the City's Library; and

WHEREAS, the City of Santa Fe Springs Planning Commission has reviewed and considered the written and oral staff report, the testimony, written comments, and other materials presented at the public hearing on July 12, 2021; and

WHEREAS, on July, 2021, the City of Santa Fe Springs Planning Commission conducted a duly noticed public hearing and considered public testimony concerning Amendment to Conditional Use Permit Case No. 61 and Development Plan Approval Case No. 983.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

Pursuant to Section 15301, Class 32 (In-Fill Development Project) of the California Environmental Quality Act (CEQA), the Planning Commission hereby finds and determines that the project is categorically exempt, in that the project is consistent with the applicable General Plan designation and policies, it will occur on a site of no more than 5-acres, has not value as a habitat for endangered, rare or threatened species, and the site can be adequately served by all required utilities and public services. The proposed project is also consistent with all applicable zoning regulations. Therefore, it has been determined that additional environmental analysis is not necessary to meet the requirements of CEQA.

SECTION II. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the Zoning Ordinance, in studying any application for a Conditional Use Permit, the Commission shall give consideration to the following:

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

The subject property is currently developed with an existing truck terminal use that was originally allowed in 1966 via Conditional Use Permit Case No. 61. The site has therefore been used by various trucking uses for over 50 years. The existing facility includes two buildings: a 13,800 sq. ft. warehouse building and a 3,270 sq. ft. maintenance building. The site currently has a total of 96 parking stalls (46 truck stalls, 32 standard stalls, and 18 dock positions.

The applicant proposed expansion includes a new four foot high loading dock measuring 3,419 sq. ft., new landscaping in the front setback and entry area, new fencing, and new lighting. Additionally, the applicant is seeking approval to grade and pave the entire site and thereafter stripe the lot to provide a total of 128 parking stalls (74 truck/trailer stalls, 4 truck tractor stalls, 33 standard stalls, 2 accessible stalls, and 15 dock positions. As part of the project, the applicant will be demolishing the existing 3,270 sq. ft. maintenance building located along the southerly property line.

In all, the proposed expansion will result in a net increase of 149 sq. ft. of building area and a total of 32 additional stalls, most of which are located on the east portion

of the site where it is currently unpaved. As indicated in Table A-4 of the Categorical Exemption that was included as an attachment to the staff report, it is estimated that the proposed project will create a net increase of 37 trips per day (*from 153 trip/day to 190 trips/day*), with 4 additional AM peak hour trips (*17 AM trips to 21 AM trips*), and 5 additional PM peak hour trips (*17 PM trips to 22 PM trips*). With a net increase of just 149 sq. ft. and 32 additional stalls, the extent of the proposed expansion is considered minimal and therefore traffic impacts related to the projects are considered negligible.

Considering that the subject truck terminal use has continued to exist on the subject site without incident for over 50 years, and provided the applicant operates in strict compliance with the required conditions of approval, the proposed expansion of the existing truck terminal use should continue to be harmonious with adjoining properties and surrounding uses. In fact, the vinyl fence, landscape and lighting upgrades, along with the improvements to the existing metal building will be a welcomed enhancement to the subject property. The Planning Commission, therefore, finds that the proposed project will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

B) 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.

As mentioned previously, the applicant will be installing a new vinyl fence and new landscaping along the front portion of the site to upgrade the curb appeal and help screen the truck yard activities. The applicant is also installing new lighting throughout and will be providing architectural enhancements to the existing metal building in accordance with the City's Zoning Ordinance. More importantly, the project meets all development standards for properties within the M-2 zone and thus does not requirements any zone variances. For the reason mentioned, staff finds that the considerations made to enhance the overall appearance and visual impact of proposed truck terminal expansion will preserve the general appearance and welfare of the community.

SECTION III. DEVELOPMENT PLAN APPROVAL FINDINGS

Pursuant to Section 155.739 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission has made the following findings:

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

The proposed project is located within the M-2, Heavy Manufacturing, Zone. Pursuant to Section 155.240 of the Zoning Ordinance, "The purpose of the M-2 Zone is to preserve the lands of the city appropriate for heavy industrial uses, to protect these

lands from intrusion by dwellings and inharmonious commercial uses, to promote uniform and orderly industrial development, to create and protect property values, to foster an efficient, wholesome and aesthetically pleasant industrial district, to attract and encourage the location of desirable industrial plants, to provide an industrial environment which will be conducive to good employee relations and pride on the part of all citizens of the community and to provide proper safeguards and appropriate transition for surrounding land uses."

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.

2. The proposed project will bring an existing non-conforming metal building into conformance with the City's Zoning/Metal Building Ordinance.

3. The project will not only enhance the existing metal building but the various improvements (i.e. landscaping, lighting, vinyl fence) will significant improve the curb appeal for the subject property.

4. As part of the project conditions of approval, the applicant is required to widen the west side of Greenstone Avenue to match the existing width at the north end of the property. As a result, the street improvements from curb to curb will be uniform with the rest of Greenstone Avenue.

5. The proposed improvements to the existing truck terminal (i.e. screened and fully secure truck yard area, improved loading dock area and on-site circulation, and additional truck/trailer parking capacity) will help the applicant attract a tenant whom may be more willing to sign a long-term lease to occupy site while the ongoing remediation of the landfill site occurs.

(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.

As part of the proposed expansion of the existing truck terminal, the applicant will be providing a non-metallic surface to the existing metal building. It should be noted that, while the subject building is substantially setback from Greenstone (more than 650'), it is still adjacent to an active railroad along the west side. The views from the railroad right-of-way therefore were of primary concern. The proposed elevations clearly reveal the applicant's intent to enhance the west side of the building. In fact, the entire west side of the building is cladded and the applicant will be providing a new window along the west and south walls of the office area. For the remaining portions of the building, the applicant will be providing a sprayed elastomeric coating system over the existing metal portions of the building. Said area will be a contrasting gray to match the upper band provided throughout the building. As a result of the project, one more non-conforming metal building will be brought into conformance with the City's metal building ordinance.

(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.*

The subject metal building is currently utilized for warehouse, office and truck loading purposes. The proposed project will both bring the existing metal building into compliance with the City's metal building ordinance and also provide a loading dock that allows for better overall truck circulation. At this time, the subject building does not have a specific tenant; however, the building is now more suitable for its intended purpose. The improvements provides appropriate enhancements to the subject building and throughout the property thus will allow a new user to continue using the site for a truck terminal use as it has been for over 50 years.

(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.*

Extensive consideration has been given to the landscaping, fencing and other elements associated with the project to achieve harmony with the City's Zoning Ordinance. As mentioned previously, the applicant is providing new landscaping along the front setback area, new lighting through the site, and new fencing that will not only add significant curb appeal to the subject property but also help screen the truck yard activities. It should be noted that wheel stops have been provided in front of each light standard to reduce the potential for trucks to back up into them.

(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.*

Since the existing metal building is over 650' from Greenstone Avenue, the enhancements to the subject building was strategically planned to provide maximum aesthetic value for the views from the railroad right-of-way. The style and architecture of the building will remain relatively the same. Nevertheless, the proposed re-clad is a nice improvement to the existing building, but more importantly will bring one more non-conforming metal building into conformance with the City's metal building ordinance.

(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.*

Pursuant to Section 155.736 of the Zoning Ordinance "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general." As proposed, the project meets all developments standards required of an M-2 zoned property. It will also bring an existing non-conforming metal building into compliance with the City's metal building ordinance. As a result, the Planning

Commission believes that proper attention has been given to both the proposed re-clad of the existing metal building and the various improvements related to the expansion and upgrade of the existing truck terminal use.

(G) *As a means of encouraging residential development projects to incorporate units affordable to extremely low income households and consistent with the city's housing element, the city will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low income units. For purposes of this section, extremely low income households are households whose income does not exceed the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state's Department of Housing and Community Development pursuant Cal. Health and Safety Code § 50106.*

The Planning Commission finds that the proposed project is not a residential development and, therefore, the requirements pertaining to low income units do not apply.

SECTION IV. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 191-2021 to determine that the proposed project is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) Section 15332, Class 32 (In-Fill Development Project), and to approve an Amendment to Conditional Use Permit Case No. 61 to allow the expansion of an existing truck terminal use and Development Plan Approval Case No. 983 to re-clad the existing approximately 12,500 square foot metal building on property located at 12133 Greenstone Avenue, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of July, 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Ken Arnold, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

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EXHIBIT A

Rexford Industrial – 12133 Greenstone LLC

Amendment to Conditional Use Permit (CUP) Case No. 61 and
Development Plan Approval (MOD) Case Nos. 983
12133 Greenstone Avenue (APN: 8026-020-017)

CONDITIONS OF APPROVAL:

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

STREETS

1. That the applicant shall pay a flat fee of $21.860.00 to reconstruct/resurface the existing street frontage to centerline for Greenstone Avenue.

2. That the applicant shall design and construct the removal and replacement of driveway approach, curb, and gutter per City standard R-6.4C on southernmost driveway approach along Greenstone Avenue.

3. That applicant shall replace all concrete street pavement panels disrupted in the installation of all new utility services. Concrete pavement replacement to be full panel, from joint to joint, or joint to score line as needed. Panels to be nine inches thick minimum, and joined to existing street per latest S.P.P.W.C. (Greenbook) Standard. Subgrade to match exiting street section.

4. That the owner/ developer shall prepare street improvements plans for the modification of Greenstone Avenue. Said plans will include the widening of the west side of Greenstone Avenue to match existing width at north end of property. Plans will include the removal of asphalt walkway and curb, to be replaced with concrete sidewalk and curb. Said street improvements to join and match existing street conditions. Said plans shall be reviewed and approved by the City Engineer. Construction shall be paid for by the owner/ developer. The owner/developer will dedicate an easement for roadway purposes and shall be shown on the Parcel/Tract Map. Furthermore, said roadway improvements shall be shown on both the civil and landscape plans. A soils report shall be prepared and submitted to the City Engineer. The applicant shall construct a new pavement structural section consisting of 9 inches of Portland cement concrete over 6 inches of new crushed miscellaneous base along property frontage where the objective is to have a uniform street width from curb to curb.

5. 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.

6. 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

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City will install the offsite signs and the applicant shall pay $600.00 to install (3) new signs.

7. That the applicant shall pay to the City, $15,000.00, the entire cost of design, engineering, installation and inspection of (1) street light on Greenstone Avenue. The City will design and cause construction of said street light(s).

8. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.

CITY UTILITIES

9. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Greenstone Avenue. Storm drain plans shall be approved by the City Engineer.

10. 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.

11. 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.

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

13. 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.

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

15. That the landscape irrigation system shall be connected to reclaimed water, if available, on Greenstone Avenue. Separate meter(s) shall be installed to accommodate connection or future connection of irrigation systems to the reclaimed water line.

16. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by

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the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

TRAFFIC

17. 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.

FEES

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 $3,700 per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

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.

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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) and Low Impact Development Plan (LID).

POLICE SERVICES DEPARTMENT:
(Contact: Luis Collazo 562.409-1850 x3335)

25. 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.

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

27. That trucks are not to back-in from the street or block traffic at any time; drivers are subject to citations.

28. That off-street parking areas shall not be reduced or encroached upon at any time. Additionally, the off-street parking areas shall not be used for storage of items, equipment, boxes, containers or the such.

29. 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.

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30. 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. This requirement shall be waived if the current address number is maintained and visible during the construction phase.

31. That it shall be the responsibility of the job-supervisor to maintain the job site in a clean and orderly manner. Dirt and debris that has migrated to the street or neighboring properties shall be immediately cleaned. Porte-potties, or equal, shall not be visible from the public street and maintained on a regular basis.

32. That all construction debris shall be placed in trash/recycle bins at the end of every work day and shall not be left out visible from public view.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Chad Van Meeteren 562.944-9713 x3811)

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

34. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the California Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.

35. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Department of Fire-Rescue 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.

36. 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.

37. That signs and markings required by the Department of Fire-Rescue shall be installed along the required Department of Fire-Rescue access roadways.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Eric Scott 562.944-9713 x3812)

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38. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.

39. 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.

40. 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.

WASTE MANAGEMENT:
(Contact: Maribel Garcia 562.868-0511 x7569)

41. 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.

42. All projects are subject to the requirements of Chapter 50 to reuse or recycle 75% of the project waste. For more information, please contact the City's Environmental Consultant, MuniEnvironmental at (562) 432-3700.

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

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

44. The applicant understands that the existing metal building located at the rear of the subject property at 12133 Greenstone Avenue (APN: 8026-020-017) is subject to approval of a Development Plan Approval (DPA Case No. 983) from the City's Planning Commission.

45. The applicant understands that, because the property is part of a former landfill, the applicant agrees to obtain all necessary permits from and comply with all applicable requirements of the Local Enforcement Agency, Regional Water Quality Control Board, and all other applicable local, State, and Federal agencies prior to occupying the site.

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46. The applicant understands that trucks shall not be parked or otherwise stored on the new subject property until the site has been improved and striped substantially in accordance with the site plan submitted by the applicant and on file with the case.

47. The loading doors along the north side of the warehouse building shall be used exclusively by forklifts, as needed.

48. The washing of trucks, containers, and other equipment associated with the operation shall not be permitted at any time.

49. The applicant shall be responsible for ensuring that information contained in construction drawings and/or landscape & irrigation plans are consistent among architectural, structural, electrical, mechanical, plumbing, fire, utility and public improvement plans as well as other civil drawings. This responsibility may be transferred by the applicant to the project architect. While the City aims to correct inconsistencies, it is the ultimate responsibility of the applicant/project architect to remedy, up to and including completion of construction revisions prior to receiving final occupancy approvals.

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

51. All trucks and/or trailers shall be parked in designated stalls and specifically those that are large enough to accommodate the dimensions of such vehicles. No vehicles shall not be parked in a manner whereby they will impact existing driveways, parking stalls, or on-site circulation.

52. All vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. No on-street parking is allowed on Greenstone Avenue or Sunshine Avenue. Violations to this rule may result in the restriction or revocation of privileges granted under this Permit.

53. The applicant shall not allow vehicles to queue on Greenstone Avenue or Sunshine Avenue, use said street as a staging area, or to back up onto the street from the subject property. In addition, any vehicles associated with the property shall not obstruct or impede any traffic. The applicant understands that violations to this rule may result in the restriction or revocation of privileges granted under this Permit. If necessary, the applicant shall install a keypad and thereafter provide all drivers with access to the front gate.

54. A minimum 10’ high vinyl fence shall be installed immediately following the front setback area (*measured 20’ from the front property line, following any required street dedications*). Said fence shall continue along the northerly side property line

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for a minimum length of 100 feet and shall also continue along the north side of the driveway, up to the proposed security gate.

55. The applicant agrees to work with the City to find an acceptable type and color for the proposed vinyl fence.

56. A minimum 8’ high fence shall be provided around the remaining perimeter of the subject site. Also, the proposed security gate shall be a minimum 8’ high. No razor wire shall be used.

57. The applicant understands that all trucks and trailers shall be screened from public view at all times. The applicant understands that violations to this condition may result in the restriction or revocation of privileges granted under this Permit.

58. No portion of the off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services, and the Fire Marshall.

59. The design of the sidewalk, parkway landscape, and any landscape proposed within the front setback area shall be reviewed and approved by the Planning Department and Public Works Department prior to installation. A detailed landscape and irrigation plan shall therefore be submitted for review and approval within 90 days.

60. The location and type of lighting proposed for the subject site shall be reviewed and approved by the Planning Department and the Police Services Department prior to installation.

61. All fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.

62. The applicant shall ensure that the subject site shall be continually maintained free of trash, junk, debris, etc., and in an otherwise neat and orderly manner.

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

64. Prior to occupancy of the property/building, the applicant or otherwise future tenant, 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 the Finance Department at (562) 868-0511, extension 7520, or through the City’s web site (www.santafesprings.org).

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65. 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.

66. The Conditional Use Permit Case No. 61, shall be subject to a compliance review in two (2) years, on or before July 12, 2023, to verify continued compliance with the established conditions and also analyze the current parking demands to ensure parking and any traffic related impacts are properly mitigated so as to not become a nuisance for nearby properties. Regardless of the above date, the applicant understands that at any point that the city finds and determines that parking related to the truck terminal use has become an issue, the applicant shall immediately begin working with the planning staff to mitigate the problem as expeditiously as possible.

67. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the subject project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, agencies, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof.

68. That the applicant shall submit a $75 check made out to "L.A. County Registrar-Recorder**/**County Clerk" to the Planning Department to file a Categorical Exemption from California Environmental Quality Act, prior to or within two (2) days following Planning Commission approval.

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69. That if there is evidence that any of the conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the use permit to the Planning Commission for review. Upon such review, if the Commission finds that any of the results above have occurred, the Commission may modify or revoke the subject use permit.

70. That the applicant understands and agrees that this approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include, but are not limited to, Applicant's failure to comply with any condition of approval contained herein.

71. That the applicant understands and agrees that if any term or condition of this approval is determined in whole or in part to be invalid or unenforceable, such determination shall not affect the validity or enforceability of any other term or condition contained herein.

I understand and hereby agree to comply with the attached Conditions of Approval for CUP 61 and DPA 983.

Carlos Serra EVP

(Name of Applicant – Print name)

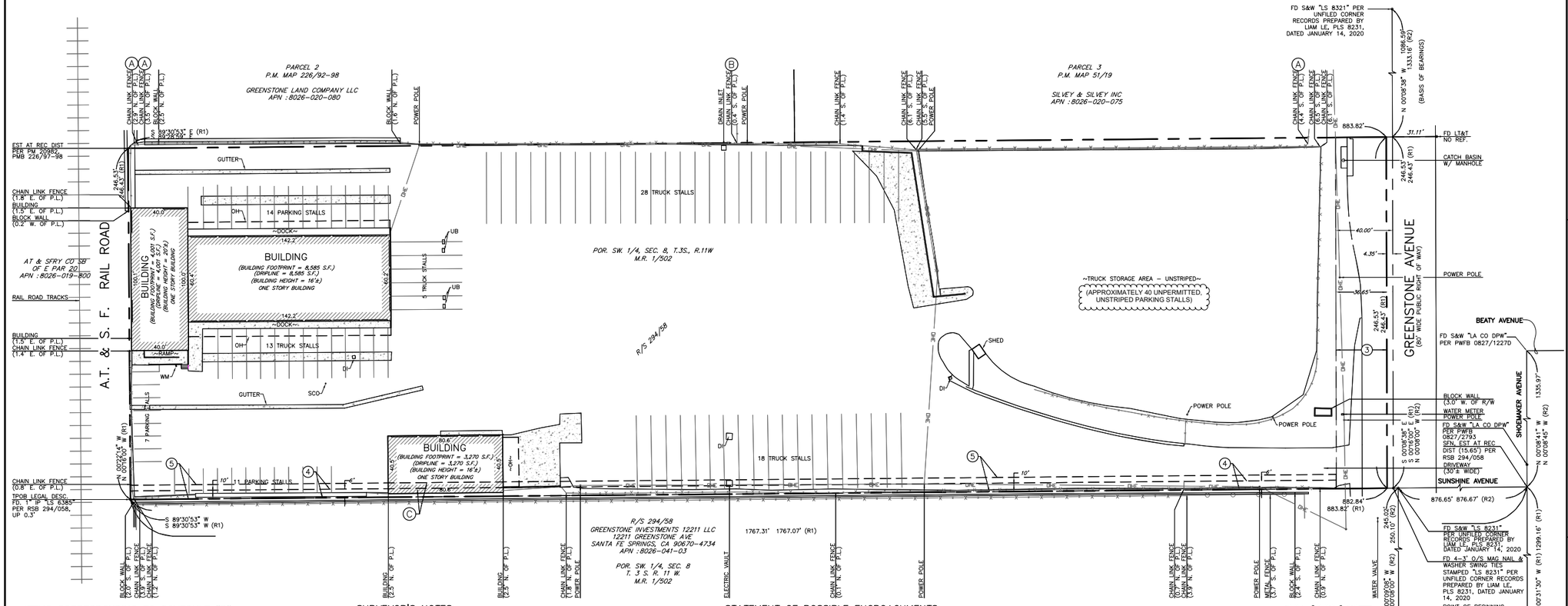
Carlos Serra **Date** Jun 25, 2021 | 3:07 PM PDT

(Signature of Authorized Agent)

Attachment #6: Full Set of Proposed Plans

ALTA/NSPS LAND TITLE SURVEY

12133 GREENSTONE AVENUE
SANTA FE SPRINGS, CA



ITEMS CORRESPONDING TO SCHEDULE "B":

BY: CHICAGO TITLE COMPANY — ORDER NO.: 00122120-994-LT2-JC
725 SOUTH FIGUEROA STREET, SUITE 200, — TITLE OFFICER: JORDAN CURIEL
LOS ANGELES, CA 90017 — DATED: FEBRUARY 7, 2020
PHONE: (213) 488-4300

THE FOLLOWING ITEMS WERE FOUND IN SAID COMMITMENT AND ARE REFERENCED ON THIS MAP. COVENANTS AND AGREEMENTS LISTED HEREON CONTAIN NUMEROUS ITEMS THAT AFFECT THE SUBJECT PROPERTY, CONTENTS SHOULD BE REVIEWED TO DISCERN SPECIFICS

1. *WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS. **THE EXTENT TO WHICH THIS ITEM AFFECTS THE SUBJECT PROPERTY CAN NOT BE DETERMINED FROM THE TITLE REPORT OR DOCUMENTS PROVIDED AND IS NOT PLOTTED HEREON.***
3. *EASEMENT FOR STREET, PUBLIC UTILITY, AND MUNICIPAL PURPOSES, RECORDING DATE: DECEMBER 07, 1964, RECORDING NO: 689 OF OFFICIAL RECORDS. **THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON. ASSUMING THE EASTERLY 35.65'.***
4. *EASEMENT FOR COMMUNICATION FACILITIES, RECORDING DATE: FEBRUARY 08, 1968, RECORDING NO: 1678 OF OFFICIAL RECORDS. **THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.***
5. *EASEMENT FOR AERIAL AND UNDERGROUND ELECTRIC AND COMMUNICATION LINES RECORDING DATE: FEBRUARY 13, 1968 RECORDING NO: 4786 OF OFFICIAL RECORDS. **THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.***
6. *THE AGREEMENTS, COVENANTS AND PROVISIONS CONTAINED IN EACH OF THE DOCUMENTS, RECORDED JULY 20, 1977 AS INSTRUMENT NOS. 77-784457, 77-784458, AND 77-784459. ALL OF OFFICIAL RECORDS. EXECUTED BY WILLIAM H. PERLOFF, CAROL CAPPER, AND LOUIS RANTZ, RESPECTIVELY, WHEREIN SAID PARTIES STATE THAT THEY ARE THE OWNERS OF SAID LAND. **THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.***

ITEMS #'S SHOWN HEREON ARE STATED AS EXCEPTIONS ON ABOVE REFERENCED COMMITMENT. NO RESPONSIBILITY FOR THE COMPLETENESS, ACCURACY, OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SANTA FE SPRINGS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 502 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE NORTH 00°31'30" EAST 1299.16 FEET ALONG THE EASTERLY LINE OF SAID QUARTER SECTION; THENCE NORTH 89°50'53" WEST 1767.07 FEET TO THE EASTERLY LINE OF THE 100 FOOT RIGHT OF WAY OF THE CALIFORNIA CENTRAL RAILWAY COMPANY (ATCHISON, TOPEKA AND SANTA FE COMPANY), AS PER DEED FROM J. B. NICHOLS, ET AL., TO THE CALIFORNIA CENTRAL RAILWAY COMPANY, RECORDED JANUARY 03, 1888 IN BOOK 359, PAGE 284 OF DEEDS, SAID LAST MENTIONED POINT BEING THE TRUE POINT OF BEGINNING; THENCE FROM SAID TRUE POINT OF BEGINNING, NORTH 00°16'00" EAST 246.43 FEET ALONG THE EASTERLY LINE OF SAID 100 FOOT RIGHT OF WAY; THENCE SOUTH 89°50'53" EAST 883.82 FEET; THENCE SOUTH 00°16'00" WEST 246.43 FEET TO A POINT IN A LINE WHICH BEARS SOUTH 89°50'53" EAST 883.82 FEET TO SAID TRUE POINT OF BEGINNING; THENCE NORTH 89°50'53" WEST 883.82 FEET TO SAID TRUE POINT OF BEGINNING.

EXCEPT A ONE-HALF INTEREST IN AND TO ALL OIL, GAS, OR OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, AS RESERVED IN THE DEED FROM ARTHUR J. WHITE, RECORDED AUGUST 31, 1945 IN BOOK 22208, PAGE 283 OF OFFICIAL RECORDS.

ALSO EXCEPT A ONE-FOURTH INTEREST IN AND TO ALL OIL, GAS, OR OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT RIGHT TO DRILL AND BORE FOR SAID SUBSTANCES, AS RESERVED IN THE DEED FROM JOHN METZ RECORDED MARCH 13, 1953 AS INSTRUMENT NO. 1871, IN BOOK 41204, PAGE 37 OF OFFICIAL RECORDS.

APN: 8026-020-017

SURVEYOR'S NOTES:

– *THERE WERE NO MONUMENTS FOUND OR SET AT THE PROPERTY LINE CORNERS UNLESS OTHERWISE NOTED.*

– *THE INFORMATION, COURSES AND DISTANCES SHOWN ON THIS SURVEY PRINT ARE TRUE AND CORRECT. THIS SURVEY ACCURATELY REPRESENTS THE BOUNDARIES AND AREA OF THE PREMISES DESCRIBED ON THE TITLE ORDER REFERENCED HEREON AND IS THE SAME PROPERTY AS DESCRIBED THEREIN.*

– *AT THE TIME OF SURVEY, NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR ADDITIONS WERE OBSERVED UNLESS OTHERWISE NOTED HEREON.*

– *NO RECENT CHANGES IN STREET RIGHTS-OF-WAY WERE OBSERVED AT THE TIME OF THE SURVEY UNLESS OTHERWISE NOTED HEREON.*

– *THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES ONLY. THIS SURVEY DOES NOT CONTAIN SUFFICIENT DETAIL FOR DESIGN PURPOSES. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT ONLY.*

– *UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.*

– *JRN CIVIL ENGINEERS ASSUMES NO LIABILITY FOR THE ACCURACY OR COMPLETENESS OF ANY THIRD PARTY INFORMATION REFERENCED OR REPRESENTED HEREON. ANY OF SAID INFORMATION SHOWN HEREON HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.*

– *THERE WERE NO OFFSITE APPURTENANT EASEMENTS OR SERVITUDES DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THIS OFFICE.*

– *THERE WERE NO WETLANDS MARKINGS OBSERVED DURING THE COURSE OF THIS SURVEY. IT IS THE RESPONSIBILITY OF THE CLIENT TO HAVE THE WETLANDS MARKED BY A QUALIFIED SPECIALIST, IF REQUIRED.*

– *AS OUTLINED IN SECTION 8770.6 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA "THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER IN THE PRACTICE OF PROFESSIONAL ENGINEERING OR LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.*

BASIS OF BEARINGS:

THE BEARING OF N 00°08'38" W ALONG THE CENTERLINE OF GREENSTONE AVENUE PER RSB 294/58 IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

FLOOD NOTE:

ZONE – "X" PER FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 06037C1841F, EFFECTIVE ON 09/26/2008.

ZONE "X" DENOTES AREAS SUBJECT TO MINIMAL FLOODING

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.

STATEMENT OF POSSIBLE ENCROACHMENTS:

NOTE: THE FOLLOWING IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NEITHER IMPLIED NOR THE INTENT OF THIS LISTING.

(A) — *CHAIN LINK FENCE LIES 2.9' UP TO 4.4' NORTH OF P.L.*

(B) — *CHAIN LINK FENCE LIES 0.4' SOUTH OF P.L.*

(C) — *BUILDING LIES OVER SCHEDULE B ITEM NOS. 4 & 5.*

PARKING SPACE TABLE	
TYPE OF SPACE	TOTAL EXISTING
STANDARD	32
HANDICAP	0
TRUCK	64
TOTAL	96

ZONING INFORMATION:

ZONE: M-2, HEAVY MANUFACTURING.

CITY OF SANTA FE SPRINGS
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CA 90670
(8653)868-0511

LETTER DATED: JANUARY 27, 2020

DATUM STATEMENT:

BENCH MARK NUMBER: EY11461

DESCRIPTION: MMD DISK IN N CB @ BCR NW COR IMPERIAL HWY & SHOEMAKER AVE MKD (OJA 53 1968)

ELEVATION: 123.684 (NAVD88)

LAND AREA:

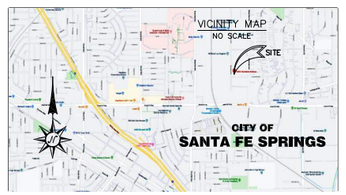
NET AREA:
208,976 SQUARE FEET
4.80 ACRES

GROSS AREA:
217,764 SQUARE FEET
5.00 ACRES

REFERENCE:

(R1) – INDICATES RECORD DATA PER LEGAL DESCRIPTION

(R2) – INDICATES RECORD DATA PER RSB 294/58



SURVEYOR'S CERTIFICATE:

TO: REXFORD INDUSTRIAL REALTY, L.P., REXFORD INDUSTRIAL – 12133 GREENSTONE, LLC, ITS SUCCESSORS AND ASSIGNS, AND CHICAGO TITLE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 7(A), 7(B)(1), 7(C), 8, 9, 13, 14, 16, 17, 18, 19, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 21, 2020.

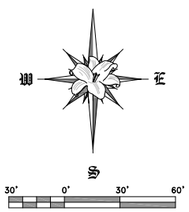
DATE OF PLAT OR MAP: JANUARY 29, 2020.

JEFFERY L. MAYS — L.S. NO. 6379

PROFESSIONAL LAND SURVEYOR — JEFFERY L. MAYS — No. 6379 — STATE OF CALIFORNIA

LEGEND:

(TYP)	–	TYPICAL
AC	–	ASPHALTIC CONCRETE
APN	–	ASSESSOR'S PARCEL NUMBER
BK.	–	BOOK
BW	–	BLOCK WALL
CLF	–	CHAIN LINK FENCE
D/W	–	DRIVEWAY
DI	–	DRAIN INLET
E.	–	EAST
FD.	–	FOUND
FT.	–	FOOT
LP	–	LIGHT POLE
LT&T	–	LEAD TACK & TAG
L.S.	–	LICENSED SURVEYOR
M.R.	–	MISCELLANEOUS RECORD
N.	–	NORTH
NE.	–	NORTHEAST
NW.	–	NORTHWEST
OH	–	OVERHANG
OHE	–	OVERHEAD ELECTRIC LINES
O.R.	–	OFFICIAL RECORDS
PG.	–	PAGE
P.L.	–	PROPERTY LINE
P.S.	–	PARKING STALL(S)
R.	–	RANGE
S.	–	SOUTH
SCO	–	SEWER CLEAN OUT
SE.	–	SOUTHEAST
S.F.	–	SQUARE FEET
SW.	–	SOUTHWEST
T.	–	TOWNSHIP
T.R.	–	TITLE REPORT
UB	–	UTILITY BOX
W.	–	WEST
W/	–	WITH



SCALE: 1" = 30'

REVISIONS
02/03/2020: ADDED ZONING INFORMATION.
02/05/2020: REVISED ADDRESS.
02/25/2020: REVISED PER NEW TITLE REPORT.

JRN CIVIL ENGINEERS
232 AVENIDA FABRICANTE, STE. 107
SAN CLEMENTE, CALIFORNIA 92672
PHONE (949) 248-4685
FAX (949) 248-4687
JESUS OSUNA (JOSUNA@JRNCIVIL.COM)

ALTA/NSPS LAND TITLE SURVEY

ADDRESS: 12133 GREENSTONE AVENUE SANTA FE SPRINGS, CA

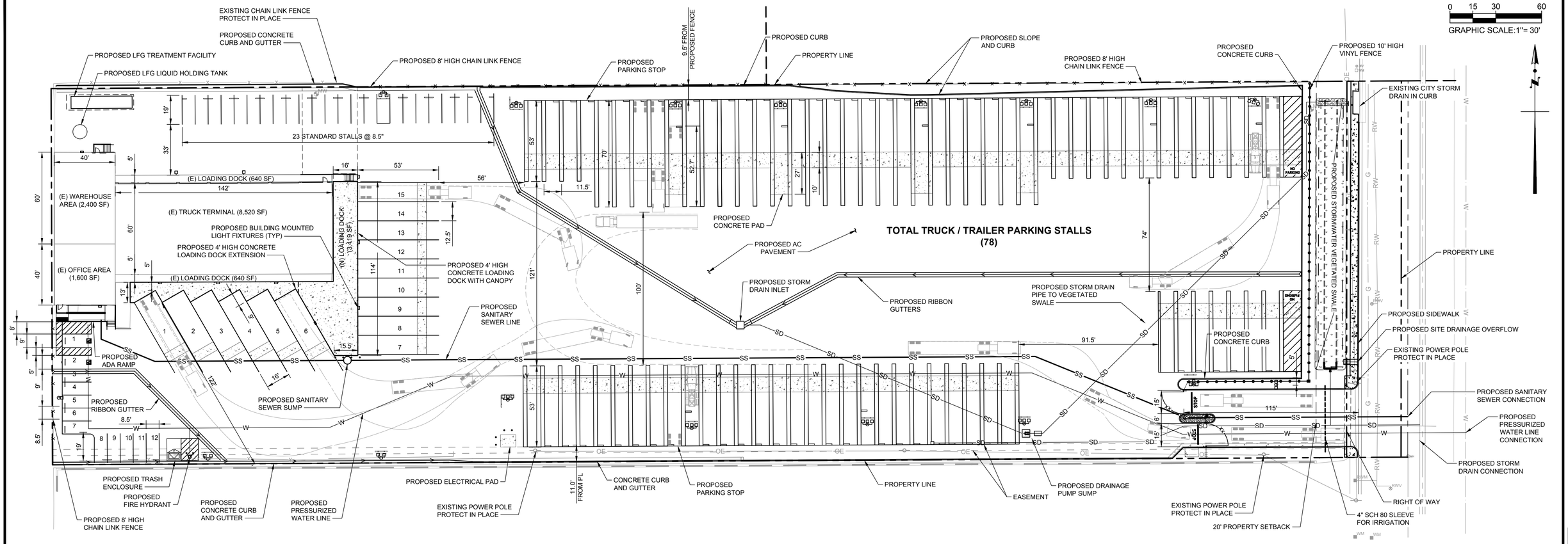
CLIENT: REXFORD INDUSTRIAL REALTY

PROJECT COORDINATOR:

SCALE: 1" = 30'
DATE: 01/29/2020
DRAWN BY: JJO
CHKD. BY: JRN

SHEET 1 OF 2

FILE NO. 18996



DRAFT 04-29-2021

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
(E)	EXISTING
LFG	LANDFILL GAS
(N)	NEW (PROPOSED)
PL	PROPERTY LINE
SF	SQUARE FEET
TYP	TYPICAL

LEGEND

- APPROXIMATE LIMIT OF PROPERTY LINE
- EASEMENT RIGHT-OF-WAY
- 20' PROPERTY SETBACK
- CENTERLINE OF ROAD
- UTILITY EASEMENT
- EXISTING FENCE
- EXISTING RECYCLED WATER MAIN
- EXISTING WATER MAIN
- EXISTING HIGH PRESSURE GAS MAIN
- PROPOSED FENCE
- FLOWLINE
- PROPOSED LANDFILL GAS LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED PRESSURIZED WATER LINE
- PROPOSED PAVED AC ROAD
- PROPOSED PAVED PCC ROAD
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE AND FIXTURES

EXISTING BUILDING AREA:

(E) OFFICE:	4,000 SF
(E) TRUCK TERMINAL:	8,500 SF
(E) LOADING DOCK AREA:	1,280 SF
TOTAL AREA:	13,800 SF

PROPOSED BUILDING AREA:

(N) OFFICE:	1,600 SF
(N) WAREHOUSE:	2,400 SF
(E) TRUCK TERMINAL:	8,520 SF
(E) LOADING DOCK AREA:	1,280 SF
(N) LOADING DOCK AREA:	3,419 SF
TOTAL AREA:	17,219 SF

CAR PARKING:
0 - 20,000 SF: ONE PARKING SPACE PER 500 SQUARE FEET
REQUIRED PARKING: 17,219 / 500 = 35

TOTAL PROVIDED: STANDARD STALLS (8' - 6" X 19' - 0"): 33
ACCESSIBLE STALLS: 2

TRUCK AND TRAILER PARKING:
TRAILER PARKING STALLS: 74
TRUCK TRACTOR PARKING STALLS: 4

TRUCK TERMINAL LOADING POSITIONS:
DH POSITIONS: 15
GL POSITIONS: 1

NO.	REVISION DESCRIPTION	DATE
2	RESPONSE TO CUP COMMENTS #2	04/2021
1	RESPONSE TO CUP COMMENTS #1	01/2021

TETRA TECH
21700 Copley Drive, Suite 200
Diamond Bar, CA 91765
TEL 909.860.7777 FAX 909.860.8017

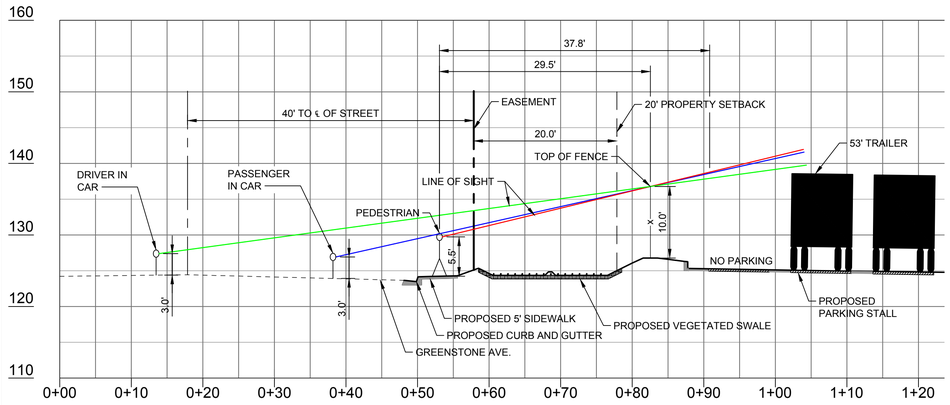
REGISTERED PROFESSIONAL ENGINEER JAVIER WECKMAN 33678 CIVIL STATE OF CALIFORNIA

REXFORD INDUSTRIAL - SANTA FE SPRINGS, CA

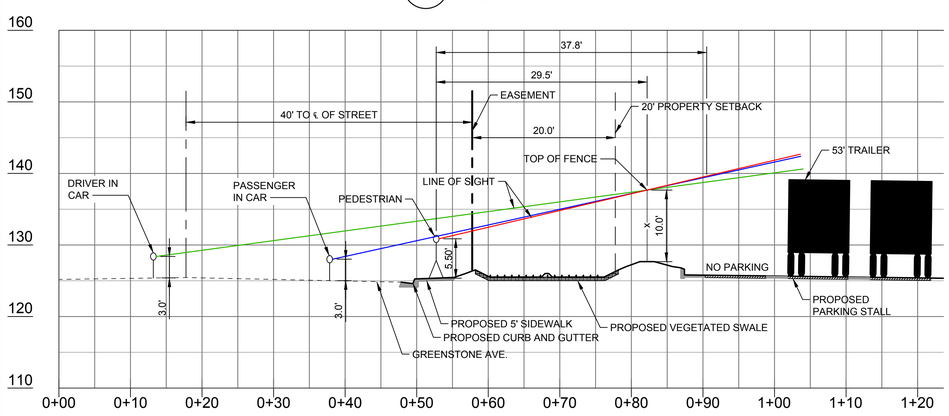
SITE PLAN

DESIGNED BY :	C.L.M	FILE : C-100 Site Plan.dwg	
DRAWN BY :	C.L.M.	DATE : 02-2021	SCALE: AS SHOWN
CHECKED BY :	J.W.	DATE : 02-2021	C-100
APPROVED BY :	J.W.	DATE : 02-2021	SHEET OF

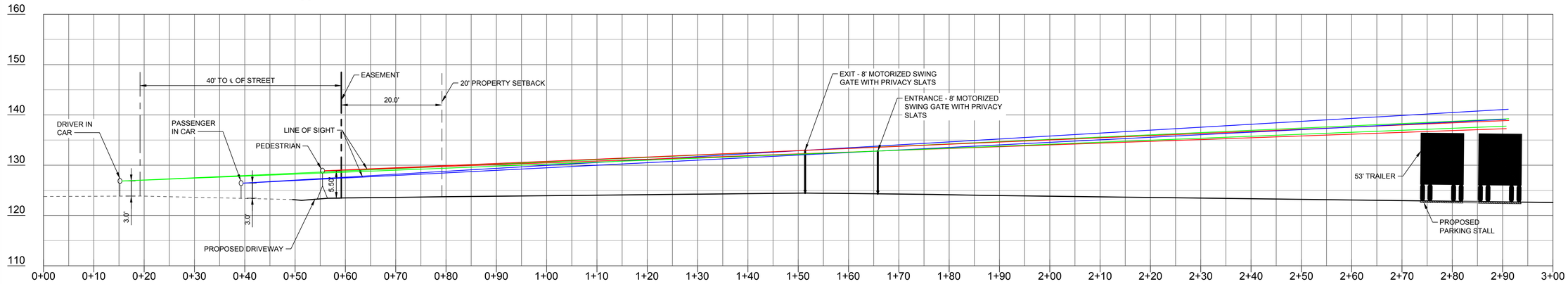
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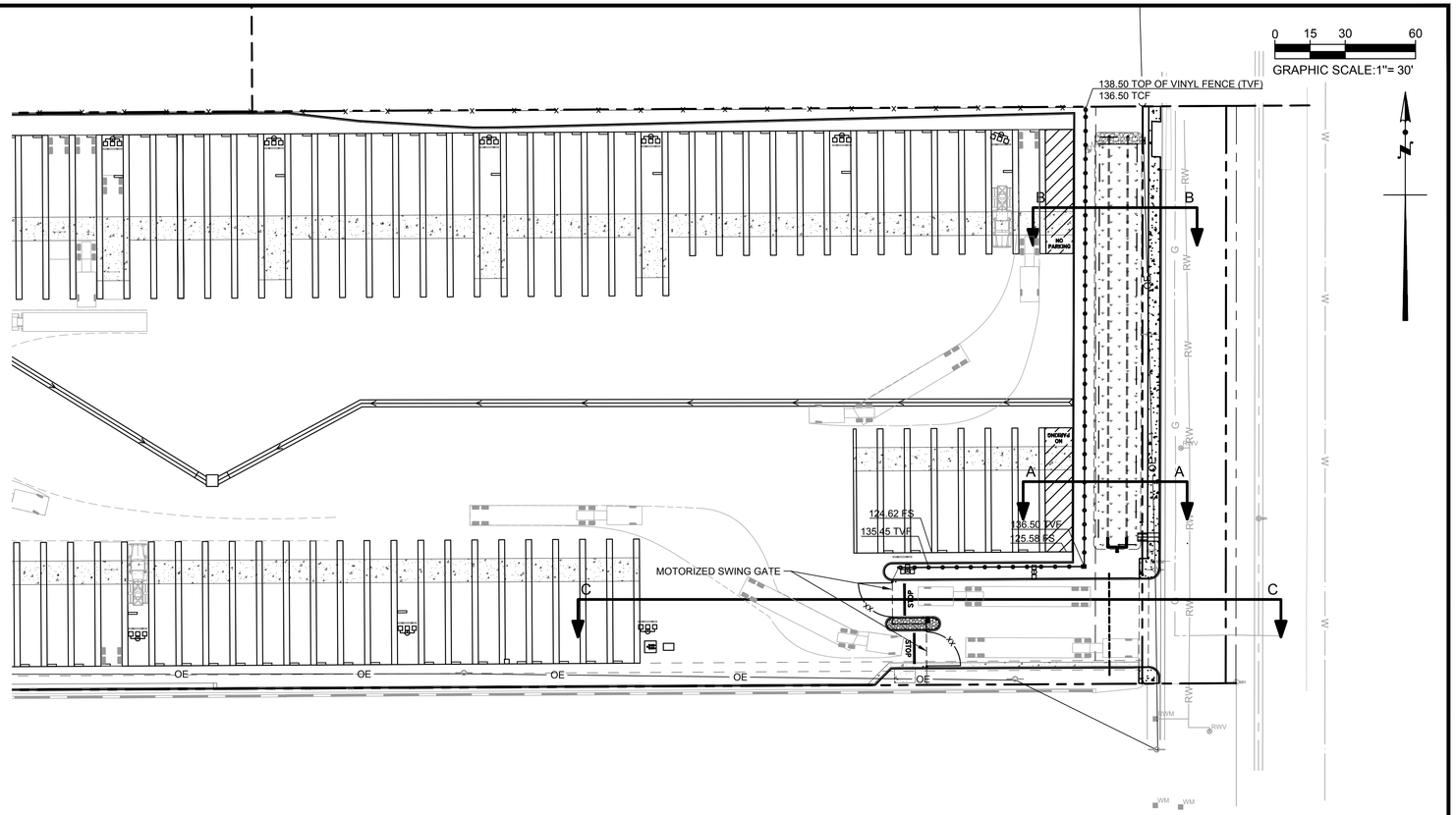
A SECTION
SCALE: 1" = 10'



B SECTION
SCALE: 1" = 10'



C SECTION
SCALE: 1" = 10'



DRAFT 04-29-2021

NO.	REVISION DESCRIPTION	DATE
2	RESPONSE TO CUP COMMENTS #2	04/2021
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TETRA TECH
21700 Copley Drive, Suite 200
Diamond Bar, CA 91765
TEL 909.860.7777 FAX 909.860.8017

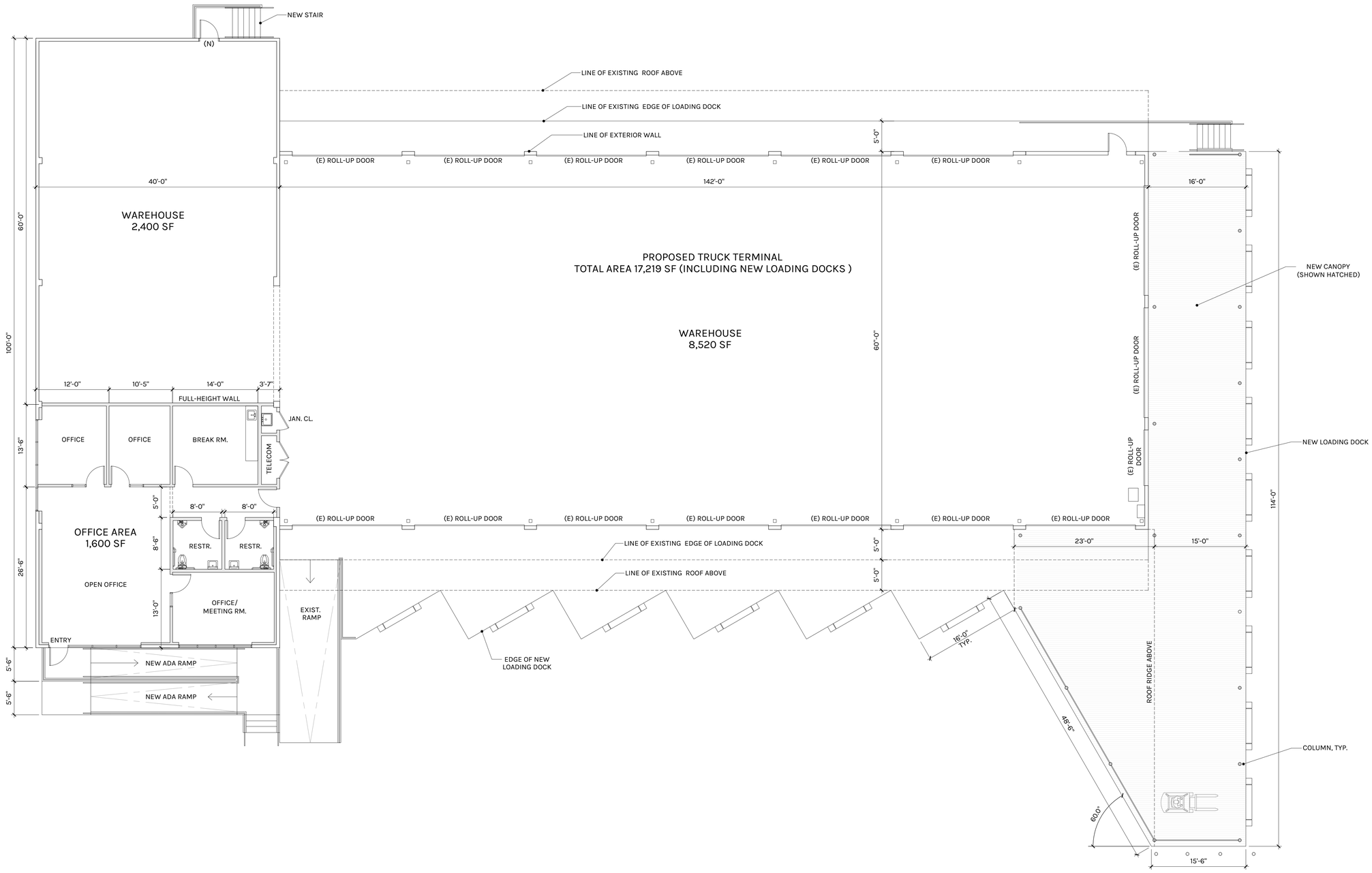
REGISTERED PROFESSIONAL ENGINEER
JAVIER WECKMANN
33678
CIVIL
STATE OF CALIFORNIA

REXFORD INDUSTRIAL - SANTA FE SPRINGS, CA

LINE OF SIGHT

DESIGNED BY : C.L.M		FILE : C-801 Line Of Sight.dwg	
DRAWN BY : C.L.M.	DATE : 02-2021	SCALE: AS SHOWN	
CHECKED BY : J.W.	DATE : 02-2021	**FIGURE 1**	SHEET OF 15
APPROVED BY : J.W.	DATE : 02-2021		

P:\Rexford Industrial\Greenstone Lot\Parking Lot Improvements\CAD\SheetFiles\Figures\C-801 Line Of Sight.dwg 4/29/2021 9:53 AM



FLOOR PLAN

NO.	REVISION DESCRIPTION	DATE

Rexford Industrial

REXFORD INDUSTRIAL - SANTA FE SPRINGS, CA

TRUCK TERMINAL

DESIGNED BY : EB	FILE : 20210209_12133 Greenstone Ave.dwg		
DRAWN BY : EB	DATE : 01-2021	SCALE: 1/8"=1'-0"	
CHECKED BY :	DATE :	A-101	SHEET OF -
APPROVED BY :	DATE :		





EXISTING SOUTH ELEVATION





EXISTING NORTH ELEVATION



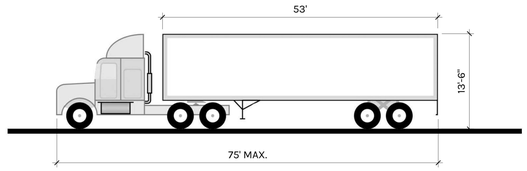
TYPICAL TRAILER PARKING



EXISTING WEST ELEVATION



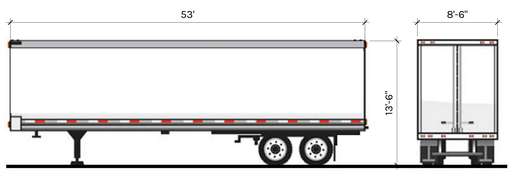
EXISTING EAST ELEVATION/ VIEW



TYPICAL TRUCK TRACTOR - SEMITRAILER ELEVATION



PROPOSED NORTH ELEVATION



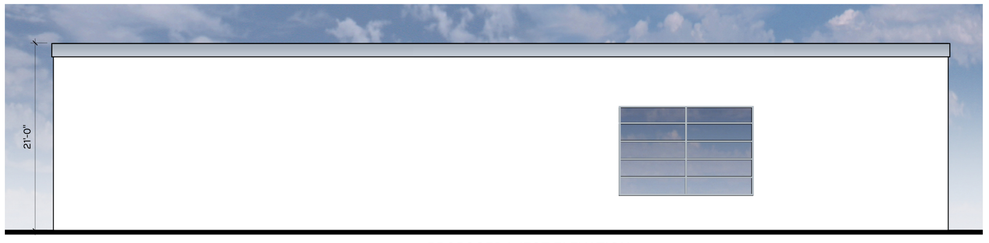
TYPICAL TRAILER ELEVATION



PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

NO.	REVISION DESCRIPTION	DATE

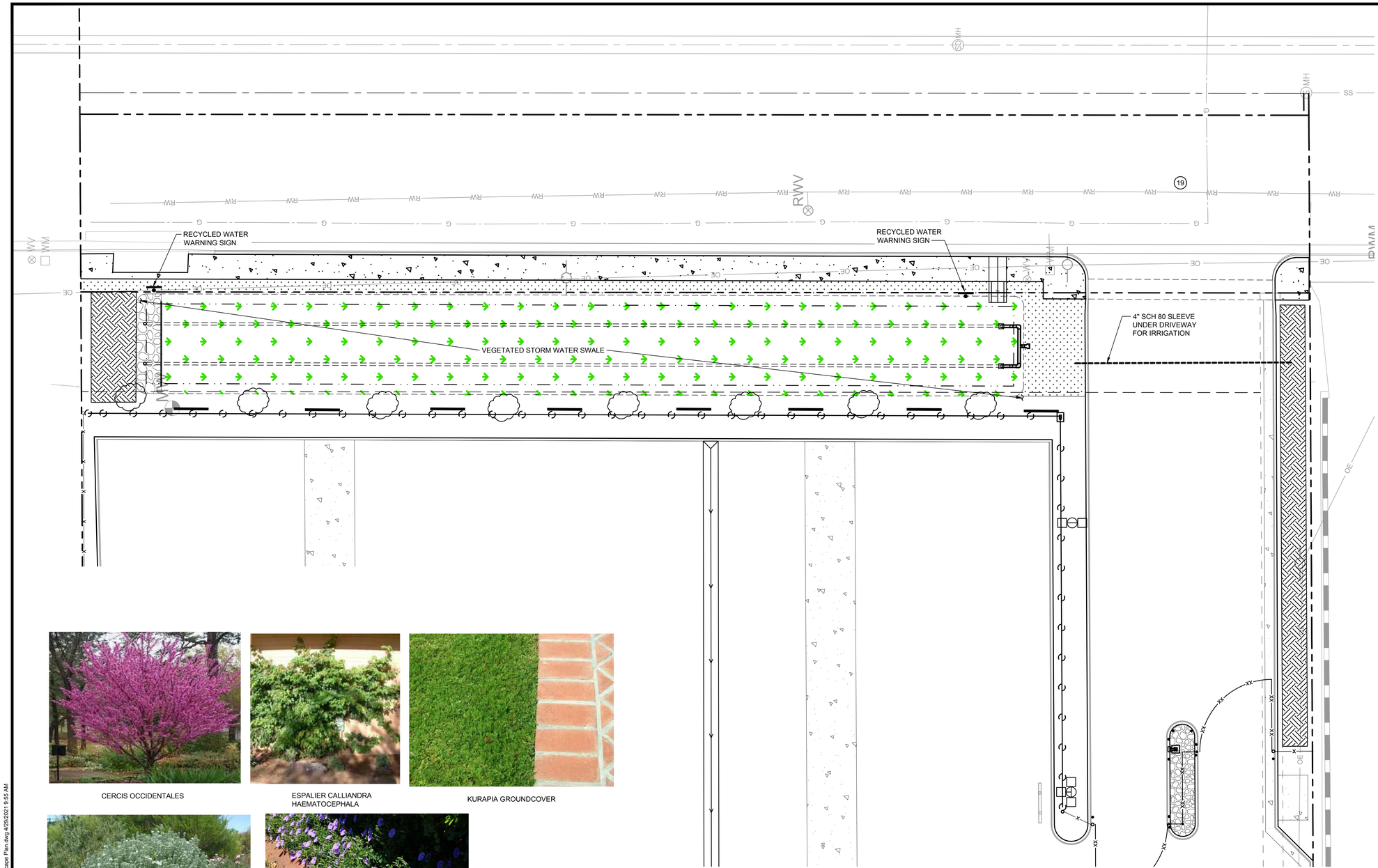
Rexford Industrial

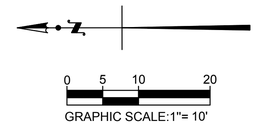
REXFORD INDUSTRIAL - SANTA FE SPRINGS, CA

TRUCK TERMINAL

DESIGNED BY : EB			
DRAWN BY : EB	DATE : 01-2021	SCALE: 1/8"=1'-0"	
CHECKED BY :	DATE :	A-102	SHEET OF -
APPROVED BY :	DATE :		

TRUCK TERMINAL





LEGEND

- APPROXIMATE LIMIT OF PROPERTY LINE
- PROPERTY SETBACK
- 10' VINYL FENCE
- VEGETATED SWALE BOTTOM
- OE — EXISTING OVERHEAD POWER LINE
- RW — EXISTING RECYCLED WATER MAIN
- W — EXISTING WATER MAIN
- G — EXISTING HIGH PRESSURE GAS MAIN
- 8 - 24" CERCIS OCCIDENTALES (AREA = 72 SQFT)
- EXISTING RIP-RAP FOR ENERGY DISSIPATION
- 8 - 15 GALLON ESPALIER CALLIANDRA HAEMATOCEPHALA (AREA = 418 SQFT). ATTACH VINES TO 5'x5' WOODEN TRELLIS FOR VINE GROWTH, AS NEEDED.
- 5 GALLON WESTRINGIA FRUTICOSA @ 3' OC. (AREA = 188 SQFT + 442 SQFT)
- CONVOLVULUS MAURITANICUS (AREA = 786 SQFT)
- BLEND EXISTING SOIL WITH 2"-3" WELL-ROTTED COMPOST, 6"-7" TOTAL DEPTH. PLANT KURAPIA GROUNDCOVER (AREA = 3644 SQFT).
- SIDEWALK

CERCIS OCCIDENTALES

ESPALIER CALLIANDRA HAEMATOCEPHALA

KURAPIA GROUNDCOVER



WESTRINGIA FRUTICOSA



CONVOLVULUS MAURITANICUS

DRAFT 04-29-2021

P:\Rexford Industrial\Greenstone Lot\Parking Lot Improvements\CAD\SheetFiles\C-106 Landscape Plan.dwg 4/29/2021 9:55 AM

NO.	REVISION DESCRIPTION	DATE
2	RESPONSE TO CUP COMMENTS #2	04/2021
1	RESPONSE TO CUP COMMENTS #1	01/2021

TETRA TECH
21700 Copley Drive, Suite 200
Diamond Bar, CA 91765
TEL 909.860.7777 FAX 909.860.8017

REGISTERED PROFESSIONAL ENGINEER
JANIFER WECKMAN
33678
CIVIL
STATE OF CALIFORNIA

REXFORD INDUSTRIAL - SANTA FE SPRINGS, CA

CONCEPTUAL LANDSCAPE PLAN

DESIGNED BY : C.L.M	FILE : C-106 Landscape Plan.dwg		
DRAWN BY : C.L.M.	DATE : 02-2021	SCALE: AS SHOWN	
CHECKED BY : J.W.	DATE : 02-2021	C-102	SHEET OF
APPROVED BY : J.W.	DATE : 02-2021		

PUBLIC HEARING

Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 980

A request for approval to allow the construction of a new ±144,434 sq. ft. concrete tilt-up industrial building and related improvements on property located at 11401 Greenstone Avenue (APN: 8026-018-023) within the M-2, Heavy Manufacturing, Zone. (Greenstone SFS, LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case No. 980 and related Environmental Documents, and thereafter, close the Public Hearing; and
- 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 Ordinance and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's DPA request meets the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Approve and adopt the proposed Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program (MMRP) 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
- Approve Development Plan Approval Case No. 980, subject to the conditions of approval as contained within Resolution No. 190-2021; and
- Adopt Resolution No. 190-2021, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A.	Applicant:	Greenstone SFS, LLC 7901 Crossway Drive Pico Rivera, CA 90660
B.	Property Owner:	Babak Nassirzadeh 1820 San Vicente Boulevard Santa Monica, CA 90402
C.	Existing Zone:	M-2 (Heavy Manufacturing)

D. General Plan: Industrial

E. CEQA Status: Mitigated Negative Declaration

F. Staff Contact: Vince Velasco, Associate Planner
vincevelasco@santafesprings.org

LOCATION / BACKGROUND

The subject property, located at 11401 Greenstone Avenue, is comprised of a single parcel (APN: 8026-018-023) measuring 289,238 sq. ft. (6.64 acres), and located on the west side of Greenstone Avenue. The property is zoned M-2 (Heavy Manufacturing) and is currently occupied by a truck trailer storage facility (JB Hunt Transport Services, Inc.). Industrial uses are located on all four sides. It should also be noted that the property is located within the City's Methane Zone as there is a single oil well on the property to the north and the former Kalico Landfill No.1 just over 1,000 feet to the south.

A majority of the property is unpaved and is currently developed with a modular office/maintenance building at the northeast corner. These improvements will be demolished when the construction activities begin.

The applicant, Greenstone SFS, LLC, is proposing to construct a new ±144,434 sq. ft. concrete tilt-up industrial building on the subject property. In accordance with the City's Zoning Ordinance, a Development Plan Approval is required for the construction of a new building.

DEVELOPMENT PLAN APPROVAL CASE NO. 980

Site Plan

As previously mentioned, the applicant is proposing to construct a new ±144,434 sq. ft. concrete tilt-up industrial building at 11401 Greenstone Avenue (APN: 8026-018-023). The proposed industrial building will be setback a minimum 89'-1" from the front property line along Greenstone Avenue. The proposed development will provide two (2) driveways along Greenstone Avenue for ingress and egress, both 40' in width. Parking and landscaping for the subject property is distributed throughout the property.

Floor Plan

The floor plan indicates that the proposed industrial building will measure ±144,434 sq. ft., with 2,481 sq. ft. designated as first floor office area, 2,940 sq. ft. as office mezzanine, 4,018 sq. ft. as storage mezzanine, and the remaining 134,995 sq. ft. designated for warehouse/manufacturing use. It should be noted that the speculative building is designed with the potential for multiple tenants. However, tenant improvements will be submitted through the plan check process to determine the specific leasing area for each tenant should the building be occupied by multiple

tenants.

Elevations

The elevations indicate that the proposed industrial building will have a contemporary design. Since the building has been designed for multiple tenants, the applicant is proposing two main office entries at the northeast and northwest corners of the building. The entry to both office areas (north and east elevations) are provided with extensive glazing, color variation, pop-outs, height variation, and a mixture of materials used. The remaining elevations have been provided with a combination of the aforementioned architectural treatments, which results in an aesthetically pleasing building. The most unique feature of the proposed project is the longboard cladding, used in modern architectural designs. The horizontal siding will help contrast the concrete walls and separate itself from other industrial projects.

Landscape Requirement

For maximum value, a majority of the landscaping will be provided along the setback areas that adjoins the street (Greenstone Avenue). 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 337' and 62,000 sq. ft. of parking area is 12,145 sq. ft. According to the conceptual landscape plan, the applicant will be providing an overall total of 17,425 sq. ft. of landscaping throughout the site. The project, therefore, exceeds the minimum requirement set forth in the City's Zoning Ordinance.

Parking Requirements

A total of 205 parking stalls will be provided for the new building: 139 standard stalls, 32 parallel stalls, 16 clean air, 10 electric vehicle, and 8 accessible stalls. Due to the multi-tenant design of the building, the project is required to provide a total of 205 parking stalls. It should be noted that if the building is only occupied by a single tenant, the proposed development will then exceed the number of required parking stalls.

- Single Tenant Calculation – 1 stall per 500 sq. ft. for the first 20,000 sq. ft. = 40 stalls, 1 stall per 750 sq. ft. for the next 80,000 sq. ft. = 107 stalls, and 1 stall per 1,000 sq. ft. for the remaining 44,434 sq. ft. = 45 stalls.

- Multiple Tenant Calculation - 1 stall per 500 sq. ft. for the first 40,000 sq. ft. = 80 stalls, 1 stall per 750 sq. ft. for the next 60,000 sq. ft. = 80 stalls, and 1 stall per 1,000 sq. ft. for the remaining 44,434 sq. ft. = 45 stalls.

Pursuant to Section 155.487 (F) of the City's Zoning Ordinance, because the proposed industrial/warehouse building is 100,000 sq. ft. or more, the development

is also required to provide one (1) truck parking stall (12' x 53') for every four (4) dock high doors. With 16 dock high doors proposed, the project is required to provide a total of 4 truck parking stalls. The plans indicate that a total of four (4) truck parking stalls will be provided within the loading area. The proposed project, therefore, meets the minimum parking requirements set forth by the City's Zoning Ordinance.

Loading/ Roll Up Doors

According to the plans, the proposed building will have a total of 18 loading doors, including two (2) grade level doors and 16 dock high doors, along the north elevation. All loading doors are strategically placed so that they will not be directly visible from Greenstone Avenue. Additionally, the applicant will provide a 14' high concrete screen wall to provide additional screening for on-site truck loading activities.

Per the City's Zoning Ordinance, 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' to allow for proper truck maneuvering on-site. As proposed, the design will provide the required unobstructed area in all necessary locations.

Trash Enclosures

According to the site plan, two trash enclosures (461 sq. ft. each) will be located along the north elevation of the building. Each enclosure will be placed on opposite sides of the loading area to accommodate the potential for multiple tenants. The proposed trash enclosures are also strategically placed behind the proposed 14' high concrete screen wall and will not be visible or accessible to the public.

STREETS AND HIGHWAYS

The subject site is located on the west side of Greenstone Avenue. Greenstone Avenue is designated as a local industrial street, within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property is zoned M-2 (Heavy Manufacturing). The property has a General Plan Land Use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation, Land Use			
Direction	**Zoning District**	**General Plan**	**Land Use (Address/Business Name)**
North	M-2, Heavy Manufacturing, Zone	Industrial	Medical Supply Distribution (11333 Greenstone Ave./TwinMed)

South	M-2, Heavy Manufacturing, Zone	Industrial	Manufacturing (11529 Greenstone Ave./Maruichi American Corp.)
East	M-2, Heavy Manufacturing, Zone	Industrial	Trade School/Fire Academy (11400 Greenstone Ave./Rio Hondo College Fire Academy)
West	M-2, Heavy Manufacturing, Zone	Industrial	Steel Pipe Distribution (11680 Bloomfield Ave./Kelly Pipe Co., LLC)

LEGAL NOTICE OF PUBLIC HEARING

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

Legal notice of the Public Hearing for the proposed project was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on June 30, 2021. The legal notice was also posted in Santa Fe Springs City Hall, the City's Town Center Kiosk, the City's Library, and published in a newspaper of general circulation (Whittier Daily News) on July 1, 2021, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed project.

ZONING REQUIREMENTS

The procedures set forth in Section 155.736 of the Zoning Ordinance, states that a DPA is required for the siting of new structures or additions or alterations to existing structures.

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

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 environmental 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 reviewed the proposal and determined that the project is subject to CEQA

Phase 2: The second phase involves the preparation of an Initial Study. An Initial Study is a preliminary analysis to determine whether an EIR or a Negative Declaration or Mitigated Negative Declaration is needed. If the Initial Study concludes that the proposed project may have a significant effect on the environment that cannot be mitigated, an EIR should be prepared. If no potentially significant impacts are identified, then a Negative Declaration can be prepared. If potentially significant impacts are identified that can be mitigated, then a Mitigated Negative Declaration can be prepared with 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 June 1, 2021 to June 21, 2021. The Notice of Intent to adopt a Mitigated Negative Declaration was posted with the Los Angeles County Clerk. The Planning Commission were emailed a copy of the Draft Initial Study/Mitigated Negative Declaration on June 7, 2021. A copy of the Initial Study/Mitigated Negative Declaration was also mailed to all responsible and trustee agencies as well as surrounding cities for their review and comment.

On June 1, 2021, the City released the Draft IS/MND, along with the accompanying Traffic Study. These materials were made available to the public throughout the 20-day review and comment period. The public comment period for the Draft IS/MND ended June 21, 2021 and, to date, no comments were received. All materials were made available for review at the following locations:

- Los Angeles County Recorder's Office Website: https://apps.lavote.net/CEQA/Search/Results/10#res
- City of Santa Fe Springs Website: https://www.santafesprings.org/cityhall/planning/planning/environmental_documents.asp

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: *Cultural Resources, Hazardous Materials, and Tribal Cultural Resources.* 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 Monitoring and Reporting Program (Attachment #4).

AUTHORITY OF PLANNING COMMISSION

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

STAFF REMARKS

Based on the findings set forth in the attached Resolution (190-2021), Staff finds that the applicant's request meets the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval.

CONDITIONS OF APPROVAL

Conditions of approval for DPA 980 are attached to Resolution 190-2021 as Exhibit A.

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice
4. Draft Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program (MMRP) (previously emailed to Planning Commission on 6/7/2021)
5. Resolution 190-2021
    a. Exhibit A – Conditions of Approval
6. Full Set of Proposed Plans

Attachment #1: Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 980

NORTH

11401 Greenstone Avenue
(Applicant: Greenstone SFS, LLC)

Attachment #2: Public Hearing Notice

FILE COPY

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CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL CASE NO. 980

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

DEVELOPMENT PLAN APPROVAL CASE NO. 980 - A request for approval to allow the construction of a new ± 144,434 sq. ft. concrete tilt-up industrial building and related improvements.

PROJECT SITE: The project site is located at 11401 Greenstone Avenue (APN: 8026-018-023) within the M-2, Heavy Manufacturing, Zone.

APPLICANT: Bobby Nassir, Greenstone SFS, LLC

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, July 12, 2021 at 6:00 p.m.**

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 Baylosis Environmental Planning and Crown City Engineers to prepare the necessary Initial Study/Mitigated Negative Declaration and associated Traffic Study. The draft CEQA documents are finalized and an NOI (Notice of Intent) to adopt the Mitigated Negative Declaration was posted in the LA County Recorder's Office to initiate the mandatory 20-day public review period on June 1, 2021. Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

ALL INTERESTED PERSONS are invited to attend the Public Hearing before the Planning Commission and express their opinion on the subject item(s) listed above. It should be noted that if you challenge the afore-mentioned item(s) 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 office of the Commission at, or prior to, the Public Hearing.

John M. Mora Mayor •Annette Rodriguez, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Raymond R. Cruz

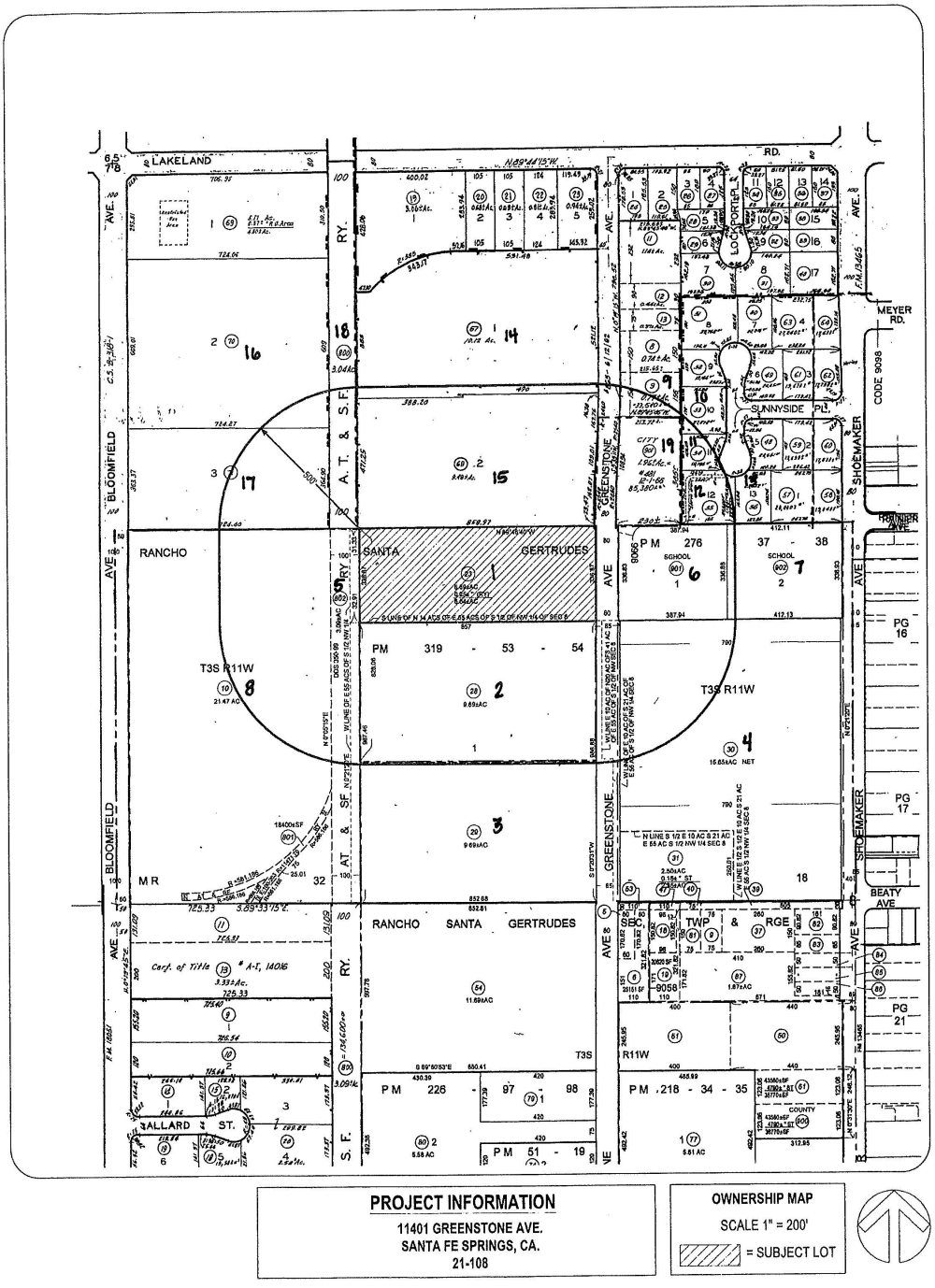
Attachment #2: Public Hearing Notice

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 7353, vincevelasco@santafesprings.org.

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

John M. Mora Mayor • Annette Rodriguez, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Raymond R. Cruz

Attachment #3: Radius Map for Public Hearing Notice



Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: July 8, 2021

Attachment #4: Draft Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program (MMRP) (previously emailed to Planning Commission on 6/7/2021)

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

GREENSTONE AVENUE INDUSTRIAL DEVELOPMENT
11401 GREENSTONE 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
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

MAY 25, 2021
SFSP 073

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Greenstone Avenue Industrial Development.

APPLICANT: Mr. Bobby Nassir, 1820 San Vicente Boulevard, Santa Monica, California, 90402.

ADDRESS: 11401 Greenstone Avenue, Santa Fe Springs, CA, 90670. Assessor Parcel Number (APN): 8026-018-023.

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

DESCRIPTION: This Initial Study evaluates the environmental impacts associated with the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is located at 11401 Greenstone Avenue and the corresponding assessor's parcel number (APN) is 8026-018-023. The proposed project would involve the construction of a new 144,434 square foot building that would include a 6,958 square foot mezzanine. Of this total floor area, 134,995 square feet would include warehouse space, 5,421 square feet of office space, and 4,018 square feet of storage space. A total of 16 dock high loading doors will be provided along the building's north elevation. A total of 205 parking spaces will be provided for employees and visitors. Access to the site will be provided by two, 40-foot wide driveway connections with the west side of Greenstone Avenue.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse impacts with the implementation of the appropriate mitigation measures. 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 subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is located at 11401 Greenstone Avenue and the corresponding assessor's parcel number (APN) is 8026-018-023. The proposed project would involve the construction of a new 144,434 square foot building that would include a 6,958 square foot mezzanine. Of this total floor area, 134,995 square feet would include warehouse space, 5,421 square feet of office space, and 4,018 square feet of storage space. A total of 16 dock high loading doors will be provided along the building's north elevation. A total of 205 parking spaces will be provided for employees and visitors. Access to the site will be provided by two, 40-foot wide driveway connections with the west side of Greenstone Avenue.[1]

The City of Santa Fe Springs is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.[2] The operation of the proposed development 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 Mr. Bobby Nassir, 1820 San Vicente Boulevard, Santa Monica, California, 90402.

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,

[1] C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05.* December 8, 2020.

[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 2016 (CEQA Guidelines). §15060 (b).

[4] Ibid.

that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. 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:

Vince Velasco, Associate Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511

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 (site improvement) and the subsequent operation of the proposed project.

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

- *Section 5 References,* identifies the sources used in the preparation of this Initial Study.

[5] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 2016 (CEQA Guidelines). §15060 (b).

SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study evaluates the environmental impacts associated with the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project would involve the construction of a new 144,434 square foot building that would include a 6,958 square foot mezzanine. Of this total floor area, 134,995 square feet would include warehouse space, 5,421 square feet of office space, and 4,018 square feet of storage space. A total of 16 dock high loading doors will be provided along the building's north elevation. A total of 205 parking spaces will be provided for employees and visitors. Access to the site will be provided by two, 40-foot-wide driveway connections with the west side of Greenstone Avenue.[6]

2.2 PROJECT LOCATION

The project site is located within the central portion of the City of Santa Fe Springs and occupies frontage along the west side of Greenstone 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.[7]

Major physiographic features located in the vicinity of the City include the San Gabriel River, located approximately 2.9 miles west of the project site and the Puente Hills, located 3.9 miles northeast of the site. Regional access to Santa Fe Springs is possible from two freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway extends along the City's western and southern portions in a northwest-southeast orientation and the I-605 Freeway extends along the City's westerly side in a southwest-northeast orientation.[8] The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The project site's legal address is 11401 Greenstone Avenue, Santa Fe Springs, California, 90670. The project site is located on the west side of Greenstone Avenue approximately 1,350 feet south of Lakeland Road. The corresponding assessor's parcel number (APN) is 8026-018-023.[9] Shoemaker Avenue, located approximately 900 feet to the east of the project site, is the corporate boundary between the City of Santa Fe Springs and the County of Los Angeles. A local map is provided in Exhibit 2-3. The nearest arterial roadways to the project site include Florence Avenue, located approximately 0.84 miles to the north of the site (via Bloomfield Avenue), and Imperial Highway, located approximately 0.86 miles to the south of the project site (via Sunshine Avenue and Shoemaker Avenue).[10]

[6] C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05.* December 8, 2020.

[7] Google.com/maps. Website accessed April 5, 2021.

[8] Ibid.

[9] C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05.* December 8, 2020.

[10] Google.com/maps. Website accessed April 5, 2021.

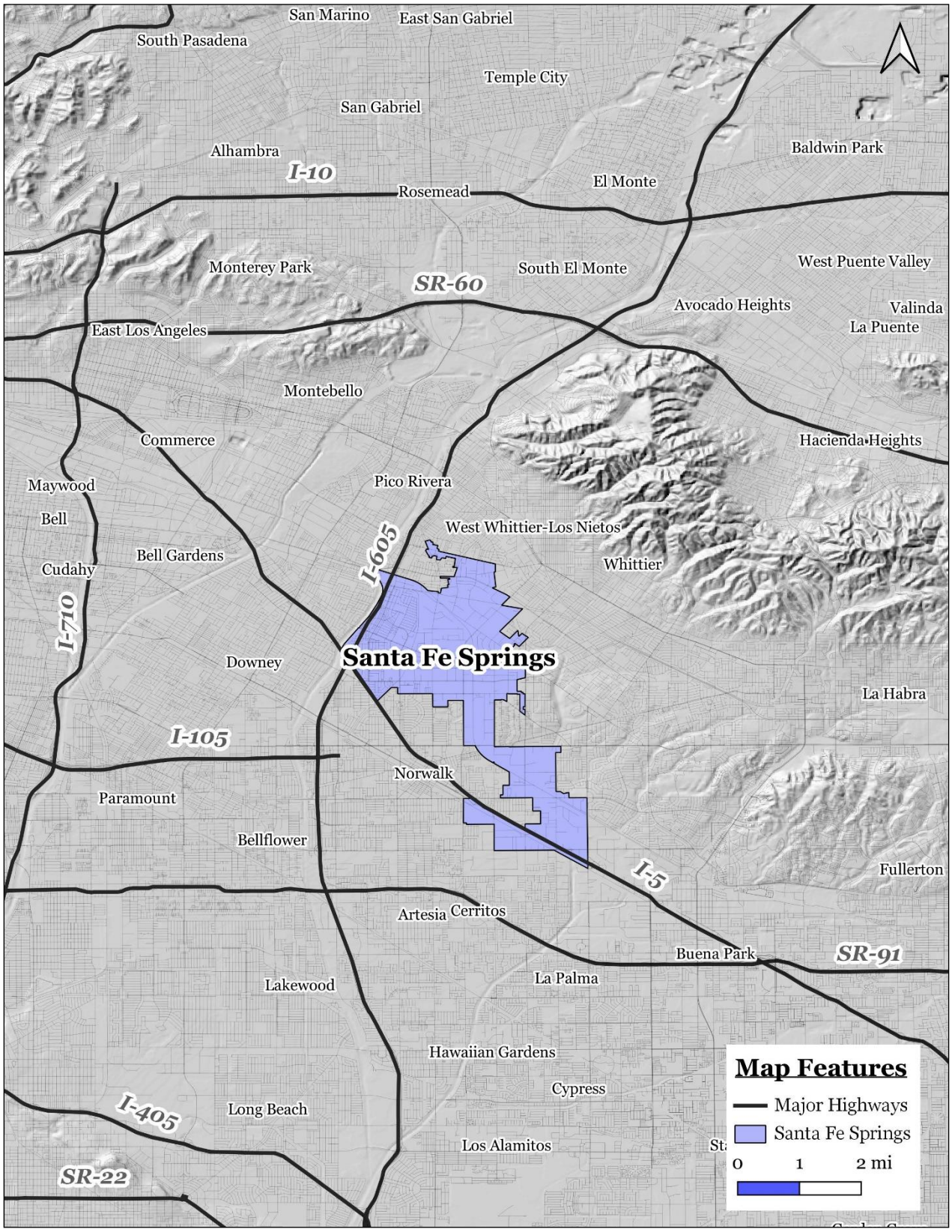


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

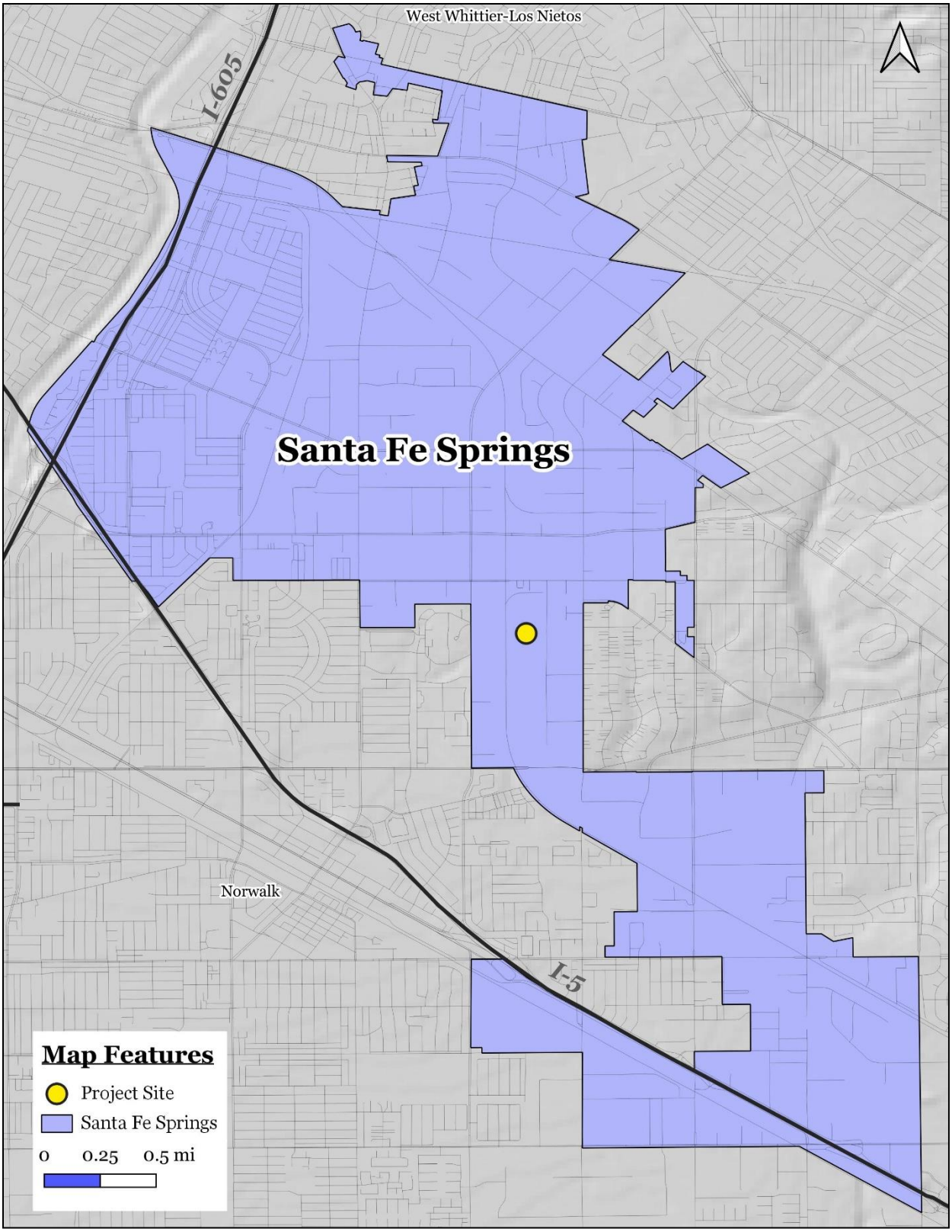


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

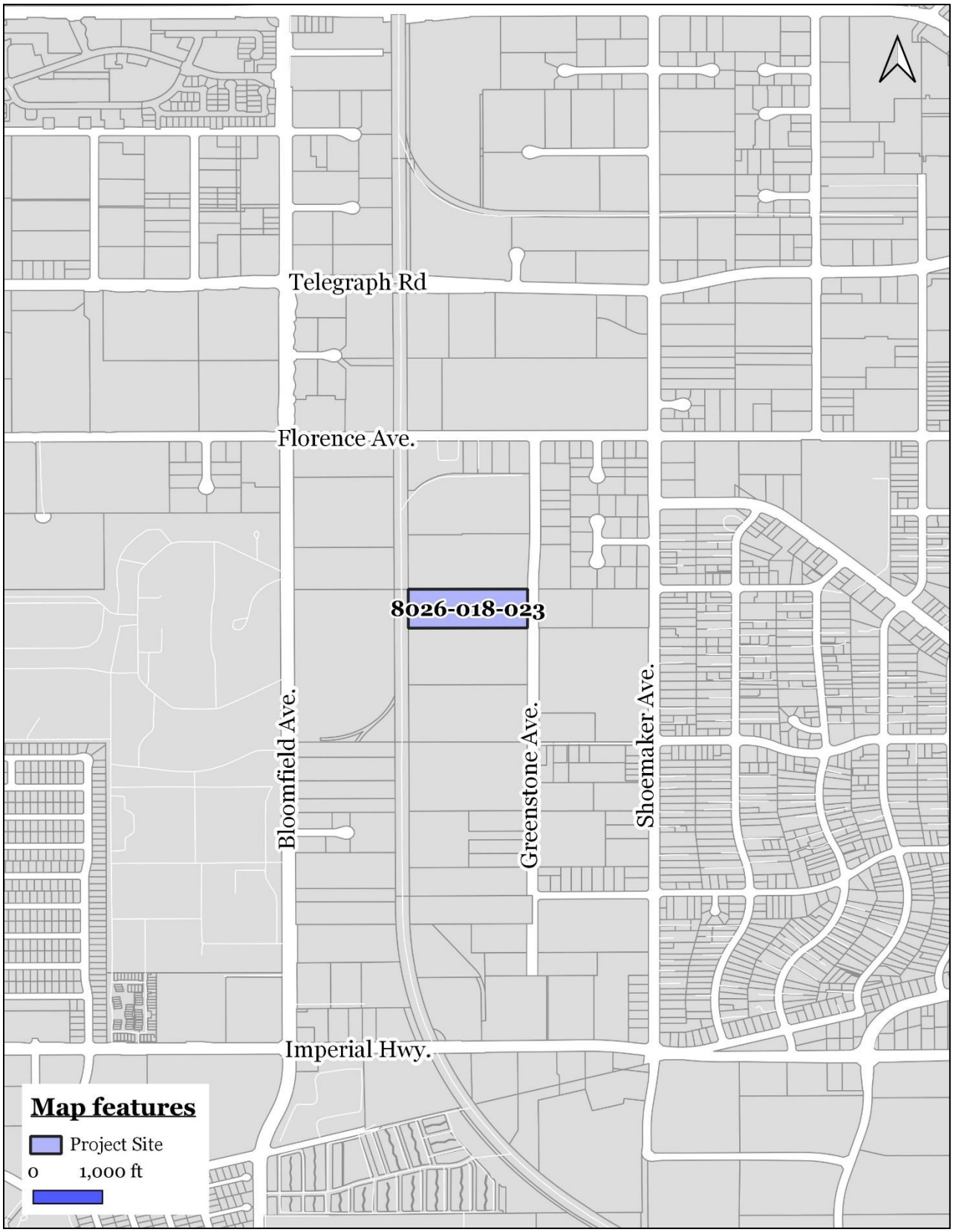


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 6.63-acre project site is currently being used as a truck trailer parking facility and is occupied by J. B. Hunt Transport Services, Inc. The project site is surrounded by development on all sides. Exhibits 2-4 is an aerial photograph of the project site. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. A distribution use, TwinMed, LLC., is located to the north of the site at 11133 Greenstone Avenue. The site is located adjacent to the project site.[12]

- *South of the Project Site*. A manufacturing building, Maruichi American Corp. is located to the south of the site at 13929 Greenstone Avenue. This use is located adjacent to the project site's south side.[13]

- *East of the Project Site*. Greenstone Avenue extends along the project site's east side. Further east, on the east side of Greenstone Avenue, are other industrial uses. The Rio Hondo Fire Academy is located opposite the project site on the east side of Greenstone Avenue at 11400 Greenstone Avenue. A new FedEx Ground shipping facility is located further south.[14]

- *West of the Project Site*. A railroad right-of-way extends along the site's west side. Further west, is Kelly Pipe Co.[15]

As indicated previously, the project site is currently occupied by J. B. Hunt Transport Services, Inc. The site is being used as a truck trailer parking facility. An office and a maintenance building occupy the northeast corner of the property and these improvements will be removed when development commences. The majority of site is currently unpaved though the site is level and has been graded. The site's frontage along Greenstone Avenue is landscaped and includes seven mature evergreen trees in the parkway area. Access to the site is currently provided by a single driveway located along the west side of Greenstone Avenue. [17]

The project site is located approximately 1,000 feet, north of the former Kalico Number 1 Landfill which is located at 11801 Greenstone Avenue. According to the City's methane zone maps, the proposed project site is located within a methane risk zone. Within the project site are a number of extraction monitoring wells that will be relocated to the site's southwest corner.[18]

[12] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 25, 2021.

[13] Ibid.

[14] Ibid.

[15] Ibid.

[17] Ibid.

[18] City of Santa Fe Springs. Methane Zones. https://www.santafesprings.org/civicax/filebank/blobdload.aspx. Website accessed April 27, 2021.

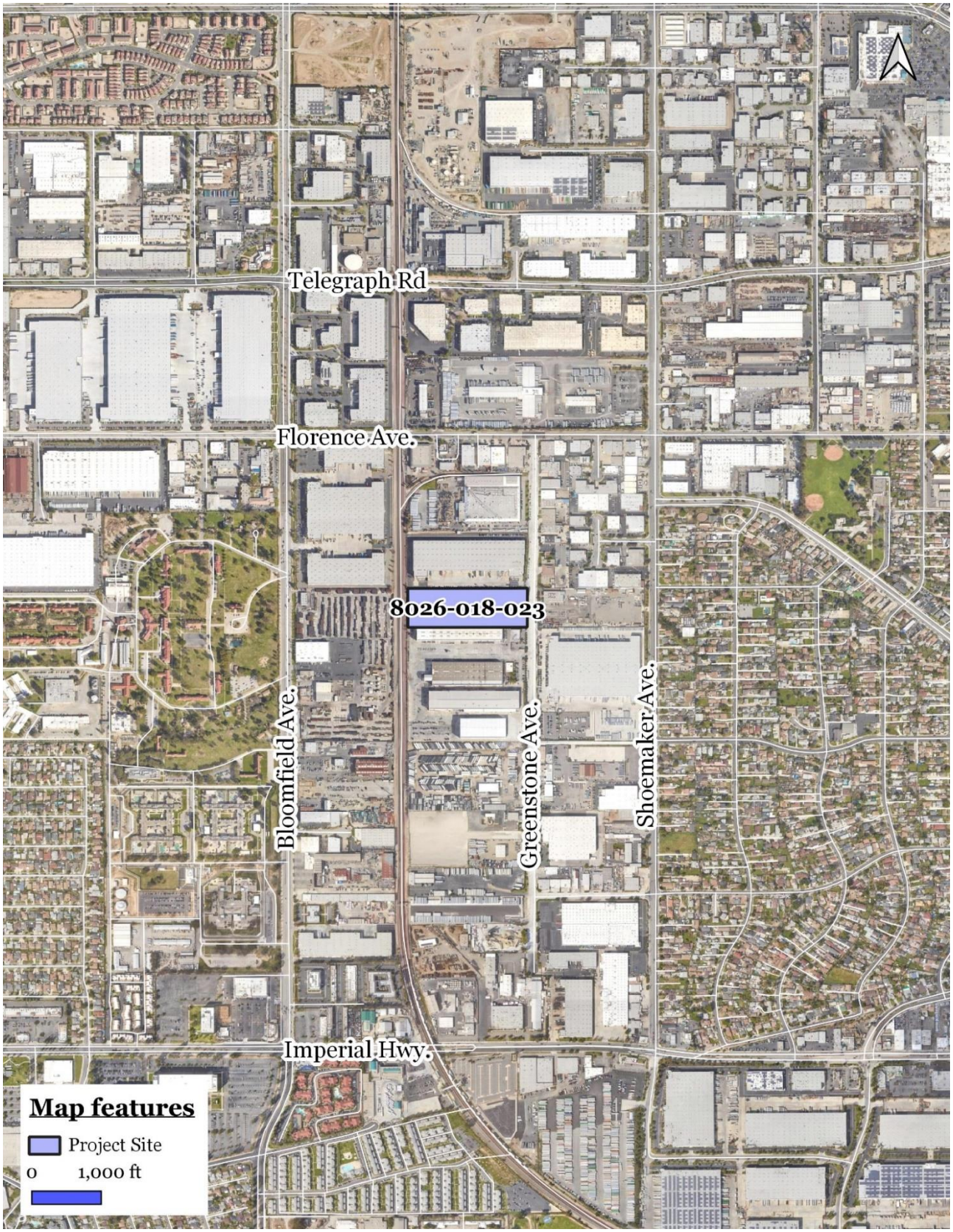


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: QUANTUM GIS

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will involve the construction of a new 144,434 square foot warehouse building within the 6.63-acre site. The proposed project will consist of the following elements:

- *Site Plan*. The project site has a total land area of 6.63 acres (288,935 square feet). The project site is rectangular in shape with a width (north to south) of 337 feet and a depth (east to west) of 857 feet. Once developed, the lot coverage would be 50% and the floor area ratio (FAR) would be 0.499:1.0. The project site, following development would be occupied by the single 144,434 square foot tilt-up concrete building. The loading docks (16 dock high doors) and truck maneuvering areas would be located in the northern portion of the site while the other parking areas would be concentrated along the north and east sides.

- *Building*. The proposed project would involve the construction of a new 144,434 square foot building that would include a 6,958 square foot mezzanine. The mezzanine would total 6,958 square feet and would include 2,940 square feet of office and 4,018 square feet of storage. Of the total building floor area, 134,995 square feet would include warehouse space, 5,421 square feet of office space, and 4,018 square feet of storage space. The building's dimensions are 728 feet (east to west) by 216 feet (north to south). The maximum outside height of the building would be 38 feet, 6-inches.[19]

- *Access and Circulation*. Access to the site will be provided by two, 40-foot-wide driveway connections located along the west side of Greenstone Avenue. The northernmost driveway will be the nearest driveway to the loading/receiving docks and the truck maneuvering area. The southernmost driveway will also be available for both trucks and vehicles. A 26-foot wide roadway will be located around the building and will also serve as a fire lane.[21]

- *Parking*. A total of 205 parking spaces will be provided for employees and visitors. A total of 139 stalls will be standard size, 8 stalls will be ADA accessible, 16 stalls will be reserved for clean air vehicles, and 10 stalls will be reserved for EV vehicles. Parking areas will be concentrated in the front (eastern) portion of the site, along the northern side, and 32 parallel spaces along the site's south side.[22]

- *Landscaping*. A total of 17,425 square feet of land area will be landscaped. Of this total, 6,408 square feet will be located in the Greenstone frontage and the remaining 11,017 square feet will be located around the new building and along the north and west perimeter. All of the landscaping will be drought resistant (xeriscape).[24]

[19] C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05.* December 8, 2020.

[21] Ibid.

[22] Ibid.

[24] Ibid.

The proposed project is summarized in Table 2-1. The proposed site plan is provided in Exhibit 2-5 and the building elevations are provided in Exhibits 2-6 and 2-7.

Table 2-1
Summary of Proposed Project

Project Element	Total Project
Parcel (Site) Area	288,935 sq. ft. (6.63 acres)
Building Floor Area	144,434 sq. ft.
Floor Area Ratio (FAR)	0.499 to 1.0
Lot Coverage	50%
Building Height	38 feet
Parking Stalls	205 parking spaces
Loading Docks	16 truck doors
Landscape Area	17,425 sq. ft.

Source: C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05*. December 8, 2020.

2.4.2 CONSTRUCTION CHARACTERISTICS

The construction of the phase for the proposed project would take approximately nine months to complete. The key construction phases are outlined below:

- *Grading and Site Preparation*. The project site will be readied for the construction of the proposed project. All of the existing onsite improvements will be removed during this phase. This must be done prior to building construction. This phase will take approximately one month to complete.

- *Construction*. The new building will be constructed during this phase. This phase will take approximately four months to complete.

- *Paving*. This phase will involve the addition of paving of the roadway and parking areas. This phase will take approximately two months to complete.

- *Landscaping and Finishing*. This phase will involve the planting of landscaping, painting of the building, and the completion of the on-site improvements. This phase will last approximately two months.

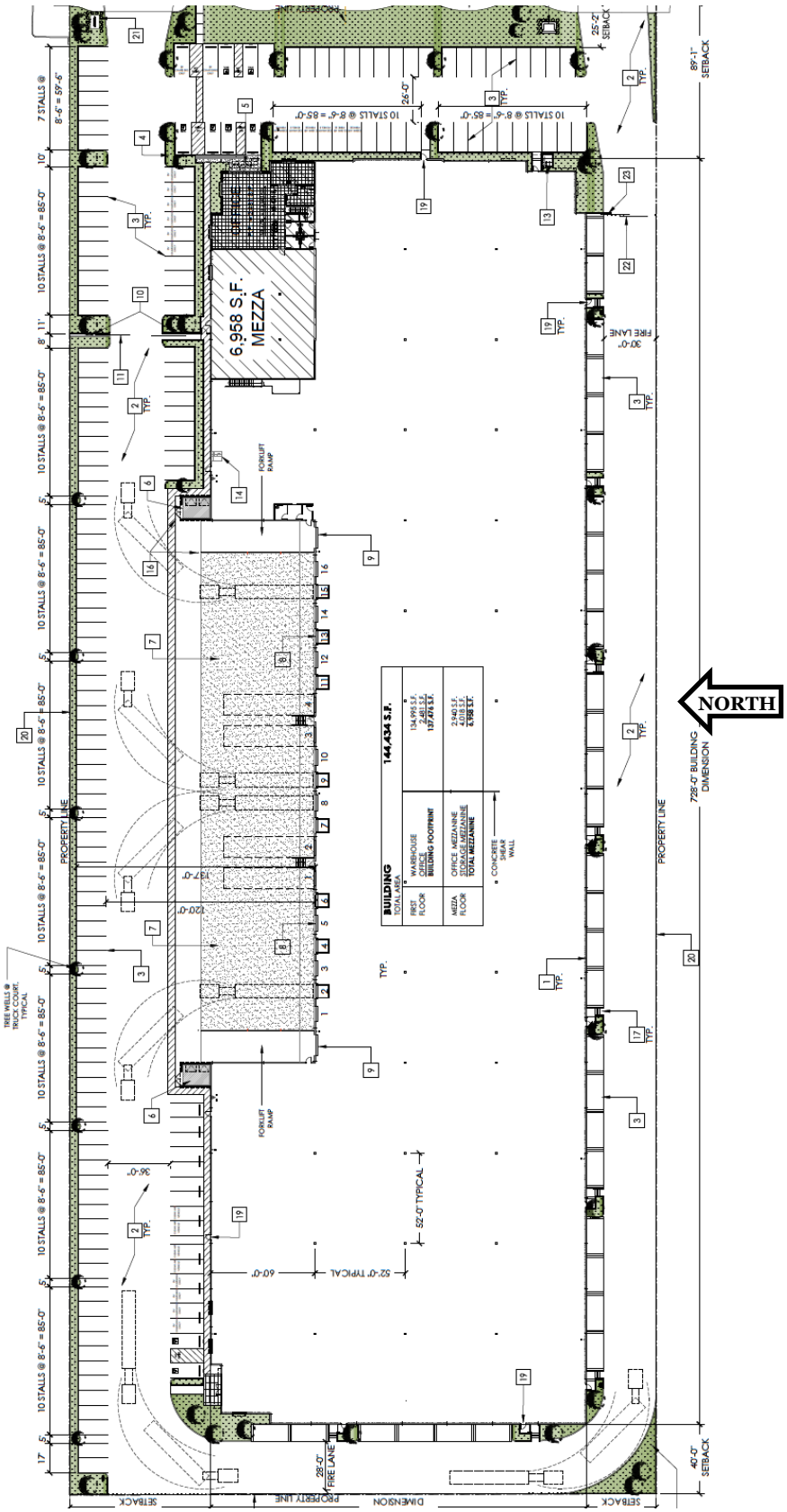


EXHIBIT 2-5
CONCEPTUAL SITE PLAN
SOURCE: Land Development Consultants

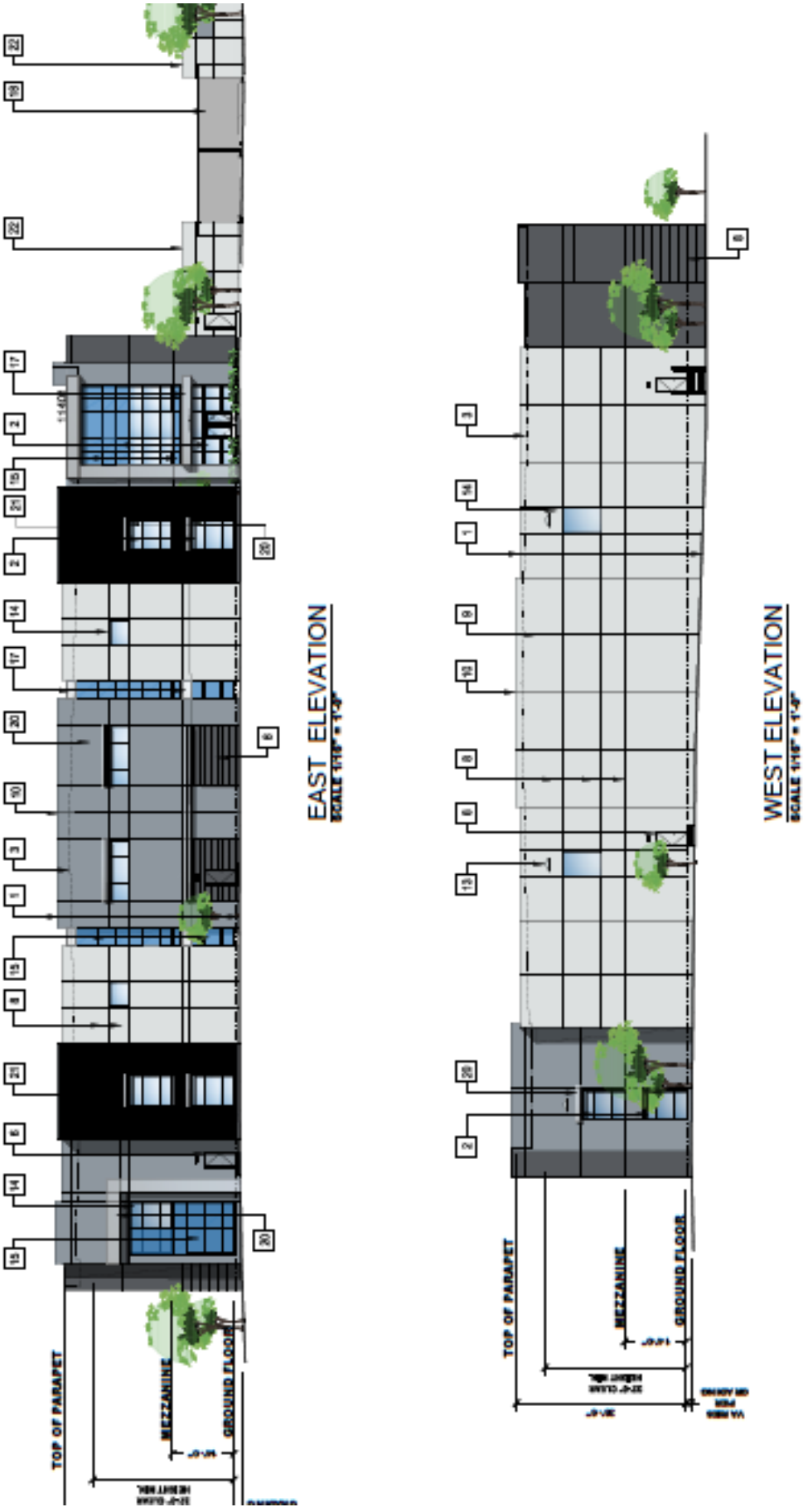


EXHIBIT 2-6
BUILDING 1 ELEVATIONS
SOURCE: C.E.G.

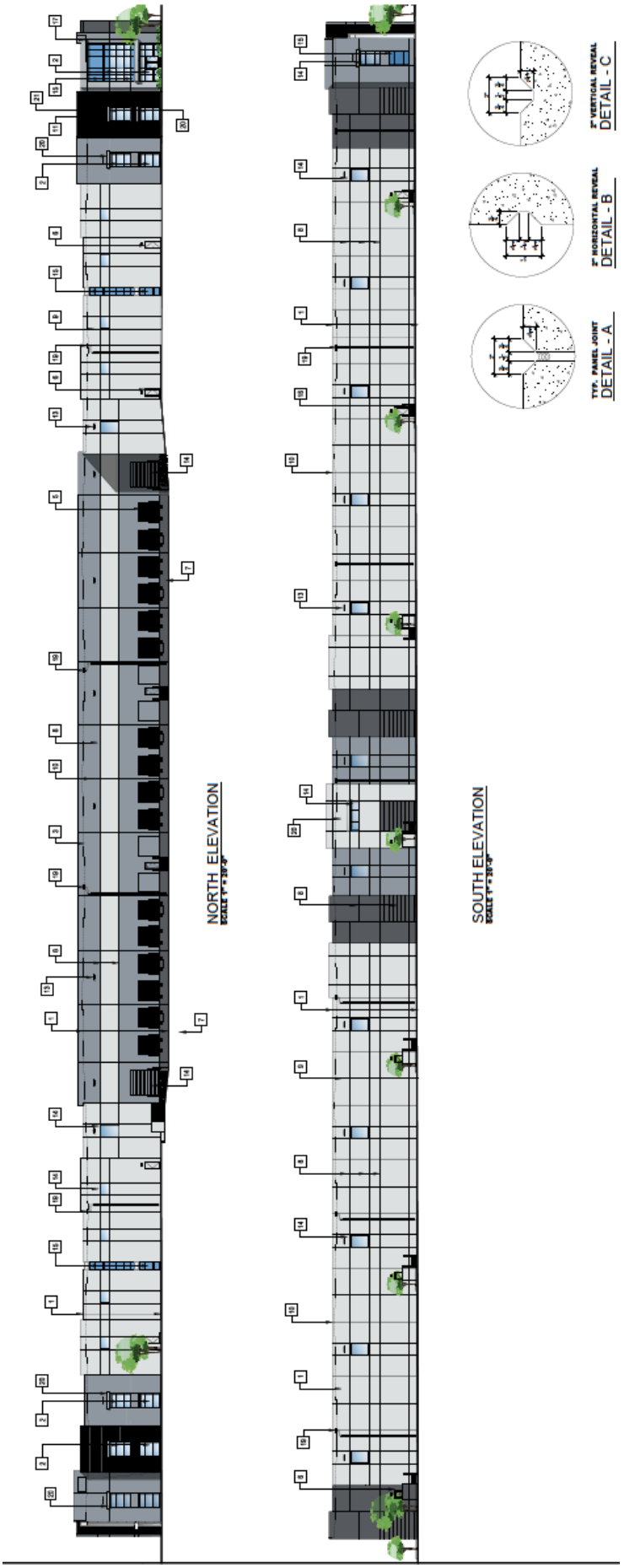


EXHIBIT 2-7
BUILDING 1 ELEVATIONS
SOURCE: C.E.G.

2.4.2 OPERATIONAL CHARACTERISTICS

The specific business and/or tenant(s) that would ultimately occupy the proposed building are not known at this time. Any prospective use must be either permitted by right or conditionally permitted under the City of Santa Fe Springs Zoning Ordinance. The operating hours of the potential business or businesses that may ultimately occupy the building are also unknown at this time. The proposed project is anticipated to add up to 95 new jobs based on a ratio of one employee per 1,518 square feet of floor area.[27] Nevertheless, the project will have an adequate supply of parking to accommodate demand from new employees.

2.5 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 approval of the following discretionary actions:

- Development Plan Approval (DPA Case No. 980) to construct an industrial buildings on land currently used a truck trailer parking facility; and,

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

2.6 RELATED (CUMULATIVE) PROJECTS

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. As set forth in the *CEQA Guidelines* Section 15355,

> "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> (a) The individual effects may include changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

The cumulative project list identified below and on the following page was provided by the City of Santa Fe Springs. The identified related projects include the following:

- *Related Project #1 - Lakeland Road Housing Development*. This related project would involve the construction of a new 139-unit housing development on a site located near the intersection of Lakeland Road and Laurel Avenue. The proposed project would involve the construction and occupancy of 121 rental units and 18 owner-occupied townhome condominium units. The proposed project would also include the development of a total of four adjacent parcels, all with a Multiple-

[27] The Natelson Company, Inc. *Employment Density Study Summary Report*. October 31, 2001.

Family Residential-Planned Unit Development (R3-PD) designation. The total land area to be developed with the construction of the proposed project is 4.68 acres (203,761 square feet). This related project is located approximately 3,200 feet to the northeast of the project site. The project is currently seeking entitlements.

- *Related Project #2 - Lakeland Apartments*. This related project is a new 128-unit apartment complex within a 5.13-acre (223,421 square feet) site located on the west side of Carmenita Road in between Lakeland Road and Meyer Road. The project site is a remnant of Carmela Elementary School, which is adjacent to the related project site. This related project will consist of seven new apartment buildings and a community/recreation building (amenity building). This related project is located approximately 3,100 feet to the west of the project site. This project has been approved by the City and construction activities have commenced.

- *Related Project #3 - Greenstone Trailer Parking Project*. The 5.55-acre project site consists of one parcel that is located at 12017 Greenstone Avenue. The proposed parking area would consist of 202,000 square feet and would be designed to accommodate 158 trailer parking spaces. The new parking lot will provide trailer parking for the nearby FedEx facility. This related project is located approximately 2,000 feet to the south of the project site. This related project was recently completed and is now operational.

- *Related Project #4 - Rexford Project, 12133 Greenstone Avenue*. The proposed project would involve the expansion of an existing truck terminal with a total land area of approximately 4.7-acres. As proposed, the lot will include 80 designated parking spaces for the parking of trucks and trailers as well as 35 standard parking stalls with 15 docking positions. In addition, an existing warehouse and maintenance building consisting of 12,586 square feet of floor area, will be refurbished with a new four-foot-high loading dock with an additional 4,633 square feet as the proposed building will be a total of 17,219 square feet. This related project is located approximately 2,240 feet to the south of the project site. This related project is awaiting approval.

The nearest related projects to the proposed project site include two related projects (Related Projects #3 and #4) located to the south of the project site on Greenstone Avenue. The potential for projects to have a cumulative impact depends on both their geographic location as well as the timing of development. The geographic area affected by cumulative projects will vary depending on the environmental topic. For example, construction noise impacts would be limited to areas directly affected by construction noise, whereas the area affected by a project's air emissions generally includes the local South Coast Air Basin. The timing of the future projects is likely to fluctuate due to schedule changes or other unknown factors.

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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study 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 &Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Energy (Section 3.6)
Geology & Soils (Section 3.7);
Greenhouse Gas Emissions; (Section 3.8);
Hazards & Hazardous Materials (Section 3.9);
Hydrology & Water Quality (Section 3.10);
Land Use & Planning (Section 3.11);
Mineral Resources (Section 3.12);
Noise (Section 3.13);
Population & Housing (Section 3.14);
Public Services (Section 3.15);
Recreation (Section 3.16);
Transportation (Section 3.17);
Tribal Cultural Resources (Section 3.18);
Utilities (Section 3.19);
Wildfire (Section 3.20); and,
Mandatory Findings of Significance (Section 3.21).

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 followed by corresponding detailed responses. 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 of Santa Fe Springs 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

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse 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?				✕
C. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✕
D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✕	

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 aesthetics if it results in any of the following:

- Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

- Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? or,

- Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard. Once constructed, the proposed project will not negatively impact views of the Puente Hills (located approximately 3.9 miles

northeast of the project site) because current development along Greenstone Avenue and other local roads restricts views of the Puente Hills from uses near the project site. In addition, all of the adjacent properties are industrial in nature (the site and the surrounding properties are all zoned M-2). Once occupied, public viewsheds of the surrounding areas would continue to be visible from the public right-of-way.[28] The proposed project will facilitate the develop of an existing underutilized site with new development. As a result, no impacts will occur.

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

According to the California Department of Transportation (Caltrans), the nearby roadways, including Greenstone Avenue, are not designated State or County designated scenic highway. The closest designated scenic highway to the project site is a 7-mile segment of the Orange Freeway (SR-57), located approximately 12 miles to the east of the project site.[29] Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: 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. The proposed project site does not contain any significant heritage trees, significant rock outcroppings or existing historic structures. The project site does not contain any buildings listed in the State or National registrar. As a result, no impacts will occur.

C. *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact*

The project site is currently used as a truck trailer parking facility.[30] The project site and the surrounding properties are developed in industrial uses. The proposed new development will conform to the applicable M2 zoning requirements. 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 which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. There are no light sensitive land uses located within close proximity to the project site. The nearest sensitive receptors to the project site are the residential neighborhoods located approximately 950 feet to the east, on the east side of Shoemaker Road. Project-related sources of nighttime light would include streetlights, parking lot security lighting, and vehicular headlights. Lighting that will be utilized by the proposed development will be typical of that associated with residential uses and would be provided in order to illuminate the building entrances and parking areas. The

[28] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on April 27, 2021.

[29] California Department of Transportation. *Official Designated Scenic Highways*. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

[30] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on April 27, 2021.

project's exterior lighting would be directed towards the interior of the project site and away from any nearby land uses. Additionally, the proposed project will include directional lighting with shielding to ensure that on-site lighting does not cause light trespass onto the adjacent properties. Any potential light and glare from the parking areas would be required to comply with Section 155.496 of the City of Santa Fe Springs Municipal Code. As a result, less than significant impacts are anticipated to result upon the implementation of the proposed project.

CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. Furthermore, the analysis determined that the proposed project combined with one or more of the related projects would not restrict scenic views along the local streets, damage or interfere with any scenic resources or highways, degrade the visual character of the project site and surrounding areas, or result in light and glare impacts. As a result, no cumulative aesthetic impacts will occur.

MITIGATION MEASURES

The analysis of aesthetics indicated that no impact on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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 uses?				✖
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				✖
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?				✖

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 agriculture and forestry resources if it results in any of the following:

- Would the project 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?
- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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 uses? ● No Impact.*

The proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard. According to the California Department of Conservation, the project site does not contain any areas of Farmland of Statewide Importance. According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of *Prime Farmland*, *Unique Farmland*, or *Farmland of Statewide Importance*. A Light Agriculture zone (A-1) exists within the City's zoning code and the proposed project site's M-2 zoning designation permits agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacture of fertilizer.[31] The proposed project will not require a zone change and no loss of land zoned for permitting agricultural uses will occur. The implementation of the proposed project would not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.

B. *Would the project conflict with existing zoning for agricultural uses, 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 since the land does not qualify for a Williamson Act Contract.[32] There are no agricultural uses located within the site that would be affected by the project's implementation. As a result, no impacts will occur.

C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ● No Impact.*

The proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard. No forest lands are located within the vicinity of either site. Furthermore, the site's existing zoning designation does not contemplate forest land uses. As a result, no impacts will occur.

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

No forest lands are located within the project site or surrounding area. No loss or conversion of forest lands to urban uses would result from the proposed project's implementation. As a result, no impacts will occur.

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

[32] California Department of Conservation. *State of California Williamson Act Contract Land.* https://www.conservation.ca.gov/dlrp/wa/Pages/ Farmland-Security-Zones.aspx

E. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use? ● No Impact.*

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farmland or forest land. As a result, no impacts will occur. The proposed project would not involve any changes to the existing environment which could result in the conversion of farmland to non-agricultural use, or the conversion of forest land to a non-forest use. As a result, no impacts will occur.

CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any impacts on these resources. In addition, none of the related projects would involve any impacts related to the loss of farmland resources or forestry impacts. As a result, no cumulative impacts on agriculture or forestry resources will occur.

MITIGATION MEASURES

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

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✖

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 air quality if it results in any of the following:

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- Would the project expose sensitive receptors to substantial pollutant concentrations?
- Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

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

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen dioxide is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.

- *Sulfur dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.

- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

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

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM_{10};
- 55 pounds per day or 2.43 tons per quarter of $PM_{2.5}$; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard..[33] 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:

[33] C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05.* December 8, 2020.

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

- Consistency Criteria 2 refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[34]

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 Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS 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 RTP/SCS, the City of Santa Fe Springs is projected to have an employment population of 20,300 job through the year 2045, which is an increase of 2,400 jobs from the 2020 figure.[35] The proposed project's number of 95 new jobs is well within SCAG's population 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. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less than Significant Impact.*

According to the SCAQMD, any project is significant if it triggers or exceeds the most appropriate evaluation criteria. The project's construction period is expected to last approximately nine months and would include site preparation, grading, erection of the new industrial development, 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. 2016.3.2). Model defaults were used for construction phase lengths and construction equipment. The model assumed the entire construction period would occur over a nine-month period. It was also assumed that the project would water exposed areas three times daily during construction earthmoving activities to reduce fugitive dust emissions as directed under SCAQMD Rule 403 and would use architectural coatings with a maximum VOC content of 50 g/L, in compliance with SCAQMD Rule 1113. As shown in Table 3-1, daily construction emissions will not exceed the SCAQMD significance thresholds. Since the project area is located in a non-attainment area for Ozone and particulates, the contractors will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.[36] The contractors will be

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

[35] Southern California Association of Governments. *Adopted Growth Forecast Regional Transportation Plan 2016-2040*. http://gisdata.scag.ca.gov/Pages/SocioEconomicLibrary.aspx

[36] South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

responsible for being familiar with and implementing any pertinent best available control measures. Therefore, less than significant impacts will occur.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	3.16	31.44	21.56	0.03	1.55	1.44
Demolition (off-site)	0.06	0.04	0.56	--	0.16	0.04
Total Demolition	**3.22**	**31.48**	**22.12**	**0.03**	**1.71**	**1.48**
Site Preparation (on-site)	3.88	40.49	21.15	0.03	9.09	5.75
Site Preparation (off-site)	0.07	0.04	0.67	--	0.20	0.05
Total Site Preparation	**3.95**	**40.53**	**21.82**	**0.03**	**9.29**	**5.80**
Grading (on-site)	2.29	24.73	15.85	0.02	3.54	2.36
Grading (off-site)	0.06	0.04	0.56	--	0.16	0.04
Total Grading	**2.35**	**24.77**	**16.41**	**0.02**	**3.70**	**2.40**
Building Construction (on-site)	1.90	17.43	16.57	0.02	0.95	0.90
Building Construction (off-site)	0.46	1.70	4.10	0.01	1.22	0.33
Total Building Construction	**2.36**	**19.13**	**20.67**	**0.03**	**2.15**	**1.23**
Paving (on-site)	1.29	10.83	12.26	0.01	0.57	0.53
Paving (off-site)	0.08	0.05	0.75	--	0.22	0.06
Total Paving	**1.27**	**10.88**	**13.01**	**0.01**	**0.79**	**0.59**
Architectural Coatings (on-site)	20.98	1.52	1.81	--	0.09	0.09
Architectural Coatings (off-site)	0.08	0.05	0.75	--	0.22	0.06
Total Architectural Coatings	**32.17**	**1.57**	**2.97**	**--**	**0.09**	**0.09**
Maximum Daily Emissions	**22.46**	**72.02**	**43.96**	**0.08**	**27.85**	**16.31**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod V. 2016.3.2.

Long-term emissions refer to those air quality impacts that will occur once the proposed development has been constructed and is occupied. 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. 2016.3.2 computer model. Table 3-2 depicts the estimated operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	1.83	0.11	10.01	--	0.06	0.06
Energy (lbs/day)	0.04	0.38	0.16	--	0.31	0.31
Mobile (lbs/day)	1.50	7.71	20.16	0.07	6.35	1.73
Total (lbs/day)	**3.37**	**8.20**	**30.33**	**0.07**	**6.72**	**2.10**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: CalEEMod 2016.3.2.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact.

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

The project site is not located in close proximity to a number of sensitive receptors as shown in Exhibit 3-1. 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. 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/Sustainable Communities Strategy). As a result, the potential air quality impacts related to the generation of criteria pollutants are less than significant.

D. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● No Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The proposed project will not result in the generation of any odors. In addition, construction truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Furthermore, the project's contractors must adhere to SCAQMD rules and regulations that govern fugitive dust during site preparation which will significantly reduce the generation of fugitive dust. As a result, no impacts will occur.

CUMULATIVE IMPACTS

The implementation of the individual related projects would result in both short-term (construction) and long-term (operational) air quality impacts. No demolition or construction activities for the proposed project or the related projects are anticipated to occur simultaneously. The construction periods would range over a four-to-five-year time frame. As a result, no significant cumulative emissions would occur.

MITIGATION MEASURES

The analysis of air quality impacts indicated that the projected emissions would be below the SCAQMD's thresholds of significance. As a result, no mitigation measures are required.

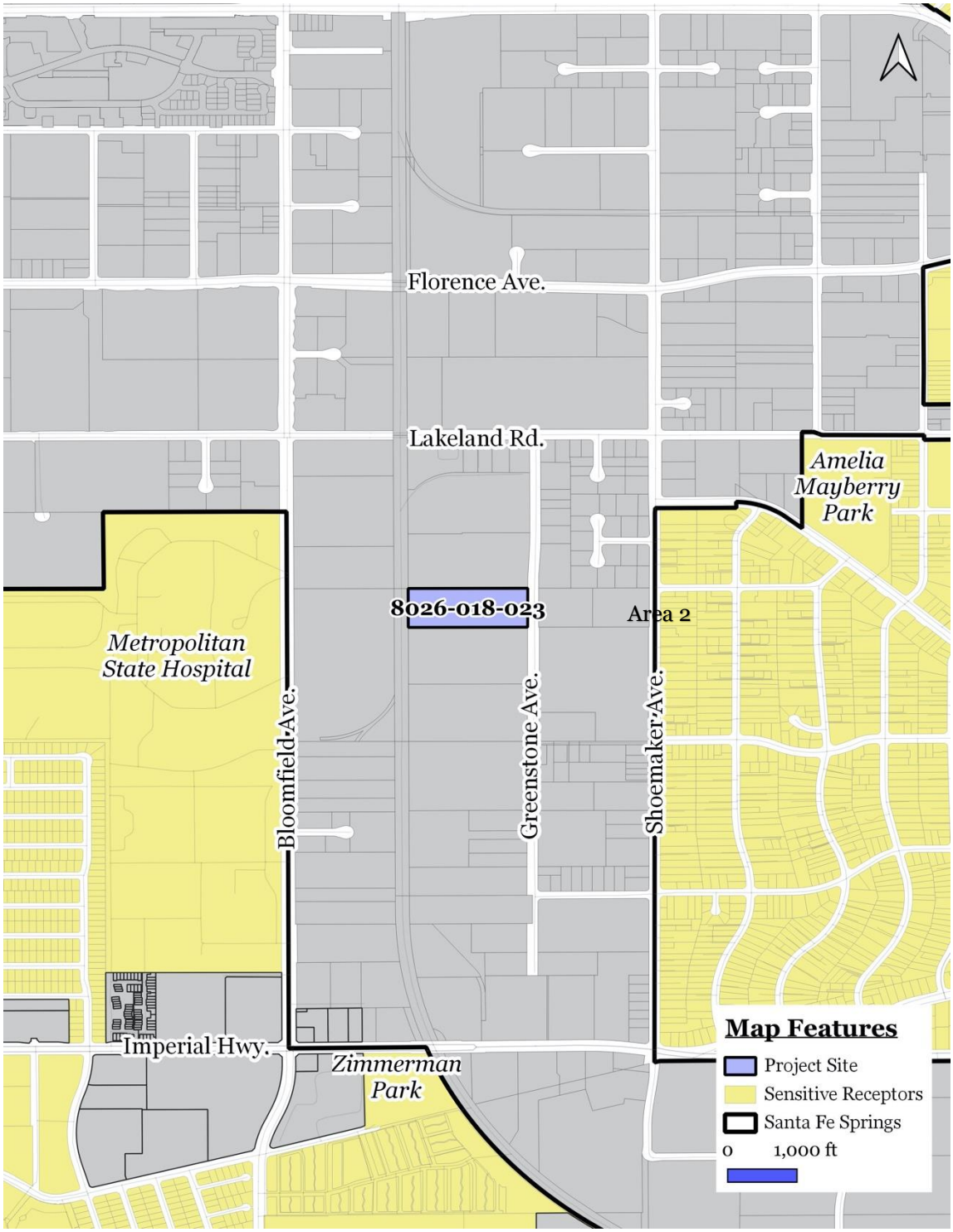


EXHIBIT 3-1
SENSITIVE AIR RECEPTORS MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?				✖
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
C. Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
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?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✖
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?				✖

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:

- 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?

- Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

- Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- 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 wildlife corridors, or impede the use of native wildlife nursery sites?

- Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

- 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?

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 proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard. 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 six threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).[37] These species include:

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

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

- The Santa Ana Sucker will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site. The nearest body of water is the La Canada Verde Creek, located approximately 0.54 miles east of the project site.

- The Bank Swallow lives in a riparian habitat and nests along rivers or streams. The nearest stream or body of water is the La Canada Verde Creek, located approximately 0.54 miles east of the project site; therefore, it is not likely that the Bank Swallow will be found on the project site. Additionally, the current level of development in the surrounding area is not an ideal environment for the Bank Swallow.

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

[37] California Department of Fish and Wildlife. Bios Viewer. https://apps.wildlife.ca.gov/bios/printTablePreview.html.

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

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

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

According to the United States Fish and Wildlife Service and the results of the site visits, there are no wetland or migratory bird nesting areas located within the project site.[38] In addition, there is no riparian habitat located on-site or in the surrounding areas. No offsite wetland or migratory bird nesting areas will be affected by the proposed development since all new development will be confined to the project site. In addition, the proposed development will abide by all migratory and nesting bird protections required by the Migratory Bird Treaty act of 1918. As a result, no impacts are anticipated.

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations (refer to Exhibit 3-2).[39] The site in its entirety is disturbed. Additionally, no offsite wetland habitats would be affected by the proposed development since the project's construction would be limited to the proposed project site. As a result, no impacts are anticipated.

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

The project site has no utility as a wildlife migration corridor due to the proposed site location in the midst of an urban area. According to the Los Angeles County Department of Regional Planning, a wildlife corridor may be defined as:

> "Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as "wildlife corridors." Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food and water."[40]

[39] U.S. Fish and Wildlife Service, National Wetlands Inventory. *Wetlands Mapper*. Website accessed April 14, 2021.

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

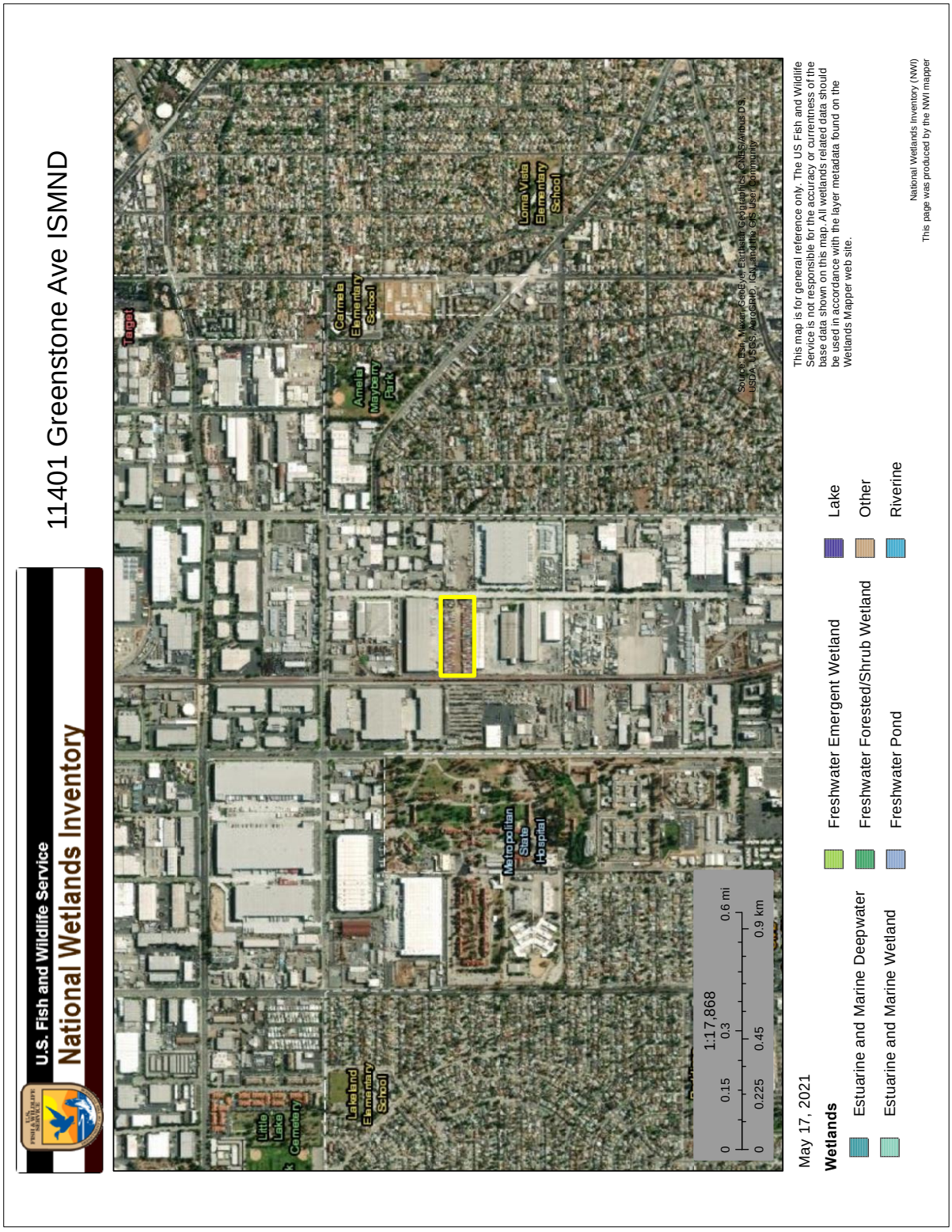


EXHIBIT 3-2
WETLANDS MAP
SOURCE: NATIONAL WETLANDS INVENTORY

Wildlife migration through the proposed project site is inhibited by security fencing, surrounding development, utility lines, and major roadways. Future development of the site will require the removal of limited disturbed ground cover consisting of common grasses and other ruderal overgrowth within the project boundary. Given the disturbed character of the project site, no impacts will occur.

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

General Regulations of the City of Santa Fe Springs Municipal Code Tree Ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys).[41] Any plans to cut, trim, prune, plant, remove, injure or interfere with any tree, shrub or plant upon any street, alley or public right-of-way within the city must be approved in advance by the City. No protected or heritage trees are located within the development area. As a result, no trees will be removed with the implementation of the proposed project. As a result, no impacts will occur.

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

The project sites and the surrounding areas are urban. The proposed project's implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 8½ miles northeast from the project site.[42] 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.

CUMULATIVE IMPACTS

The proposed project will not involve an incremental loss or degradation of protected habitat. All of the related projects are located on properties that have been developed and are surrounded by urban development. None of the properties contain natural habitats or wetland areas that could lead to potential impacts related to an incremental loss in sensitive habitat. None of the five sites will involve the removal of heritage trees. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

MITIGATION MEASURES

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

[41] Santa Fe Springs, City of, Municipal Code. Title IX General Regulations, Chapter 96 Streets and Sidewalks, Street Trees.

[42] County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map*. February 2015.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		✖		
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			✖	

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 cultural resources if it results in any of the following:

- Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- Would the project disturb any human remains, including those interred outside of formal cemeteries?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? ● No Impact.*

The proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard.[43] Historical resources are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. 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 outlined in CEQA Section 15064.5 used to evaluate the significance of a historical or cultural resource includes the following:

[43] Blodgett/Baylosis Environmental Planning. *Site Visit*. Survey was conducted on April 27, 2021.

(1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852).

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.[44]

Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: 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.[45] The proposed project site is not within proximity to either of these historic landmarks and is presently vacant and undeveloped with the exception of a previous asphalt parking area. The project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO). Since the project's implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the 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 6,958 years. Prior to Spanish contact, approximately 5,421 Gabrieleño people lived in villages throughout the Los Angeles Basin. Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: Naxaaw'na and Sehat. The sites of Naxaaw'na and Sehat are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.[46]

[44] California State Parks, Office of Historic Preservation. Listed California Historical Resources. Website accessed April 22, 2021.

[45] California State Parks, Office of Historic Preservation. Listed California Historical Resources. Website accessed January 14, 2020.

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

In the unlikely event that human remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be required to stop, 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.

As part of the AB-52 requirements, the Gabrielino-Kizh responded and indicated that the project area is located within the Tribe's ancestral territory. The Tribe considers the area to be sensitive for cultural resources, and requested the following mitigation measure be implemented:

- 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, 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 human remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Whittier Police Department (which provides law enforcement services to the City of Santa Fe Springs) 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 disturb any human remains, including those interred outside of dedicated cemeteries? ● Less than Significant Impact.*

There are no dedicated cemeteries located in the vicinity of the project site. The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries. Notwithstanding, the following requirement is mandated by the California Code of Regulations (CCR) Section 15064.5(b)(4):

> "A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures."

Additionally, Section 5097.98 of the Public Resources Code states:

> "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with

(b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein determined that the proposed project would not result in any impacts on cultural resources. All of the related projects are located on properties that are developed. None of the properties were located on sites that were undisturbed. As a result, no cumulative cultural resources impacts will occur as part of the proposed project's implementation.

MITIGATION MEASURES

The Gabrielino-Kizh indicated that the project area is located within the Tribe's ancestral territory. However, the Tribe considers the area to be sensitive for cultural resources, and requests the following mitigation measure be implemented:

Mitigation Measure No. 1 (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, potholing 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 human remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Whittier Police Department (which provided law enforcement services to the City of Santa Fe Springs) 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.

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✖	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✖	

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 cultural resources if it results in any of the following:

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

- Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact.*

The proposed project would involve the construction and subsequent development of a 6.63-acre site located in the central portion of the City of Santa Fe Springs. The proposed project site is a new 144,434 square foot building that would replace an existing truck trailer storage yard.[47] The project site is served by Southern California Edison (electricity) and the Southern California Gas Company (SCG). The proposed project is anticipated to consume 1,899 kWH of electricity and 1,860 cubic feet of natural gas on a daily basis. The utilities worksheets are included herein in Appendix B. The project Applicant will work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. The Title 24, Building Standards Code, California Energy Code and California Green Building standards would be applicable to the project. Adherence to Title 24 would reduce potential impacts to less than significant level. As a result, the impact will be less than significant.

[47] C.E.G. Construction, Inc. *Greenstone Avenue Industrial Site Plan, Sheet A 100-05.* December 8, 2020.

B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● Less Than Significant Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts will be less than significant.

CUMULATIVE IMPACTS

The four related projects would consume both electricity and natural gas. Given that all of the related projects must comply with the applicable energy conservation requirements, the cumulative impacts will be less than significant.

MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to energy and mitigation measures are not required.

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or, landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project be located on a geologic unit or 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?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have 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?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✖	

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 geology and soils if it results in any of the following:

- Would the project directly or indirectly cause 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 (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?

- Would the project result in substantial soil erosion or the loss of topsoil?

- Would the project be located on a geologic unit or 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?

- Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

- Would the project have 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?

- Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or, landslides? ● Less than Significant Impact.*

The City of Santa Fe Springs is located within a seismically active region. Many major and minor local faults traverse the entire Southern California region and earthquakes from several active and potentially active faults in the Southern California region could affect the project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. 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.[48] 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.[49] Nevertheless, the site is within a seismically active region prone to occasional damaging earthquakes. The nearest active fault is the Whittier Fault, located approximately 3.3 miles northeast of the project site. In addition, the project will comply with the 2020 California Building Standards code, which is effective in minimizing any potential seismic-related impacts to structures.

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 project site is not located in an area that is subject to liquefaction. Lastly, the project site is not subject to the risk of landslides because there are no hills or mountains within the vicinity of the project site. As a result, the potential impacts in regard 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. Geologic hazards are shown in Exhibit 3-3.

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

[49] Ibid.

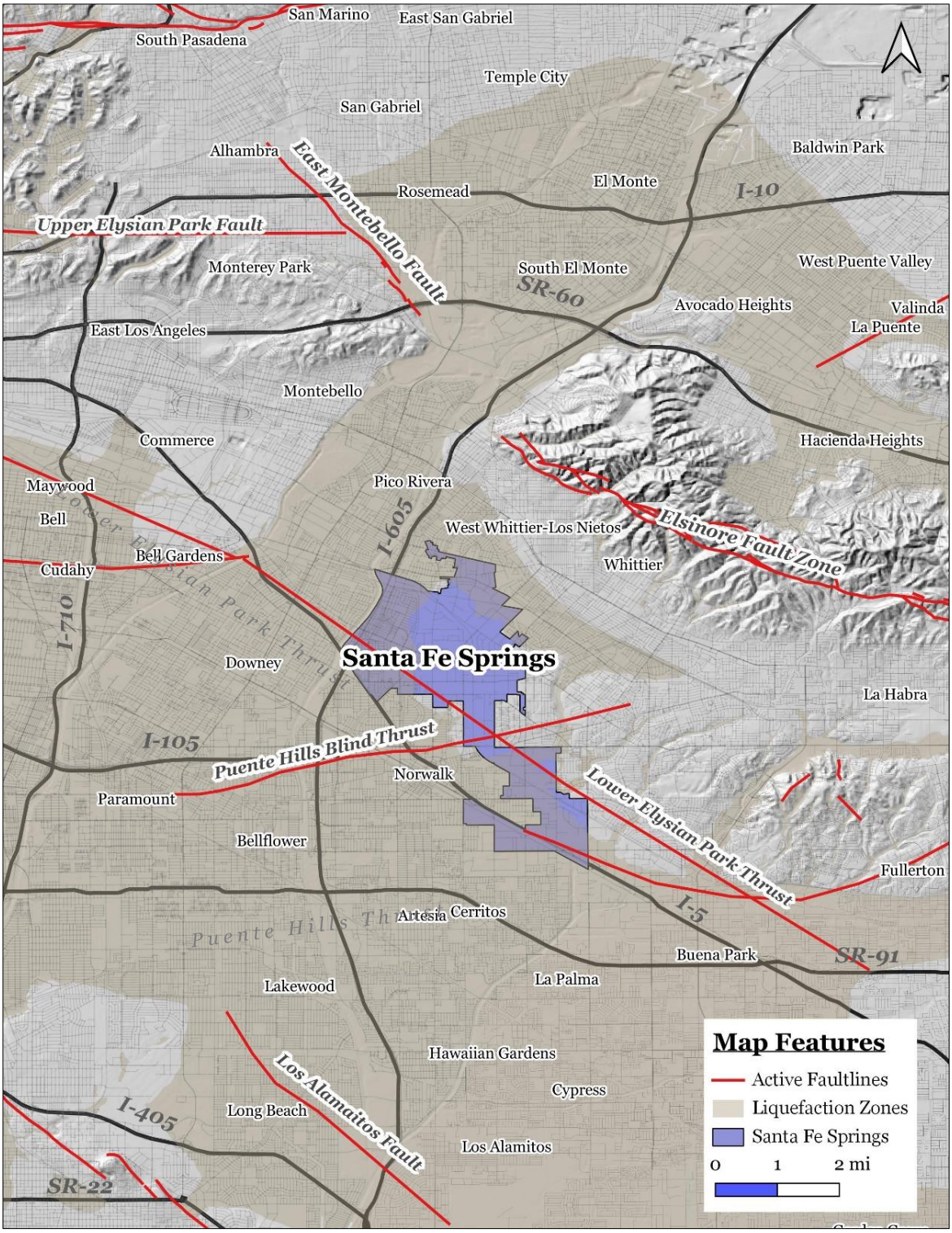


EXHIBIT 3-3
GEOLOGIC HAZARDS MAP
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

B. *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant 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 Urban Land-Thums-Pierview complex. Soils of this association have a moderate erosion hazard; however, current development and the placement of landscaping have reduced the soil's erosion risk. The project site is level and limited grading will be required for structural supports, building foundations, and utility lines. All grading activities will require grading permits from the City, which include requirements and standards designed to reduce potential erosion impacts. These requirements will effectively mitigate potential stormwater runoff impacts during construction. The project site is currently level and will remain level following the site's development. The surface grades within the parking and internal roadways will be designed to facilitate drainage into the nearest curbs and gutters. As a result, the impacts will be less than significant.

C. *Would the project be located on a geologic unit or 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.*

The United States Department of Agriculture Soil Conservation Service Report and General Soil Map for Los Angeles County were reviewed for this project. The project site is underlain with soils of the Urban land-Thums-Pierview complex. Soils of this association are at a moderate risk for erosion; however, the project site was previously developed, and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, these soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.[50] As previously mentioned, the project site is not located in an area that is subject to liquefaction.[51] The soils that underlie the project site pose no threat to development; in addition, the project site will be level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. As a result, the potential impacts are less than significant.

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The Web Soil Survey, which is available on the United States Geological Survey website, was consulted to identify the soils that underlie the project site. According to the Web Soil Survey, the project site is underlain with soils of the Urban Land-Thums-Pierview complex, which is partially composed of clay.[52] Shrinking and swelling is influenced by the amount of clay present in the underlying soils. Clay and silty clay loam are present in the composition of these soils and these soils associations possess a moderate shrink-swell potential. The project contractors will be required to comply with the structural engineer's recommendations. As a result, the potential impacts will be less than significant.

[50] United States Department of Conservation. Web Soil Survey. *https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx*. Website originally accessed September 5, 2020.

[51] Ibid.

[52] Ibid.

E. *Would the project have 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.*

No septic tanks will used for the proposed project since the units will be connected to the sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● Less than Significant Impact.*

According to the State of California Geological Survey, the site's geology is classified as Urban Land-Thums-Pierview complex. Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development. Furthermore, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. Thus, the proposed project is not anticipated to disturb any paleontological resources and the impacts are less than significant.

CUMULATIVE IMPACTS

A potential project's geology and soils related impacts are generally site specific. As a result, the four related projects, together with the proposed project, are not anticipated to result in a significant adverse cumulative impact on geology and soils. Both the project site and this nearest related project site, exhibit the same topographical and soil characteristics, and each site was does not have any geotechnical constraints that are unique. As a result, no cumulative impacts will occur.

MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to geology and soils and no mitigation measures are required.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✖

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 greenhouse gas emissions if it results in any of the following:

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

ANALYSIS OF ENVIRONMENTAL IMPACTS

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. 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.[53] However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. They major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to

[53] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

"hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.

- *Carbon Dioxide (CO2).* The natural production and absorption of CO2 is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO2. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO2 from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.

- *Methane (CH4).* CH4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO2. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO2, N2O, and Chlorofluorocarbons (CFCs). CH4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.

- *Nitrous Oxide (N2O).* Concentrations of N2O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.

- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C2H6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF3), HFC-134a (CF3CH2F), and HFC-152a (CH3CHF2). Prior to 1990, the only significant

emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.

- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF4) and hexafluoroethane (C2F6). Concentrations of CF4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

- *Sulfur Hexafluoride (SF6).* SF6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). The SCAQMD has adopted interim GHG thresholds for development projects within the South Coast Air Basin. According to the SCAQMD, the interim thresholds for industrial projects are 10,000 MTCO2E per year.[54] Table 3-3 summarizes annual greenhouse gas (CO2E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO2E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-3, the CO2E total for the project is 10,374.34 pounds per day or 4.66 MTCO2E per day. This translates into an annual emission of 1,703.98 MTCO2E, which is below the aforementioned threshold for industrial projects.

Table 3-3
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Demolition	3,747.94	1.05	--	3,774.31
Construction Phase - Site Preparation	3,685.65	1.19	--	3,715.45
Construction Phase - Grading	2,871.92	0.92	--	2,895.14
Construction Phase - Construction	2,533.36	0.61	--	2,568.76
Construction Phase - Paving	1,804.55	0.56	--	1,818.72
Construction Phase - Coatings	281.44	0.01	--	281.93
Long-term Area Emissions	20.64	0.01	--	21.14
Long-term Energy Emissions	732.06	0.01	0.01	736.41
Long-term Mobile Emissions	9,605.84	0.41	--	9,616.79
Total Long-term Emissions	**10,358.55**	**0.43**	**0.01**	**10,374.34**

Source: CalEEMod V.2016.3.2.

[54] SCAQMD. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. Agenda No. 31.* December 5, 2008. https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf

This figure (1,703.98 MTCO2E) does not take into account the implementation of *low impact development* (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. For this reason, the project's use of trip reduction incentives (the use of alternative forms of transportation, the installation of electric vehicle charging stations (the project will provide 11 EV stations) and bicycle racks, and other TDM measures will be important). The project is also an infill development within an urban area. Therefore, the project's GHG impacts are 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? ● No Impact.*

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

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

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

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

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

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[55] As a result, no impacts will occur.

CUMULATIVE IMPACTS

The implementation of the related projects would result in the generation of GHG emissions. The other related projects would largely involve replacement or the modernization of existing uses resulting in a limited increase in GHG emissions overall. The new development would be subject to new conservation measures that would translate into a reduction in overall GHG emissions over the life of the project. In addition, GHG emissions are inherently cumulative in nature though the new development will ensure that

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

more modern measures and designs are implemented as a means to reduce GHG emissions. As a result, no cumulative impacts are anticipated.

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.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✖		
B. Would the project create 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?			✖	
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?			✖	
D. Would the project be located on a site which is included on a list of hazardous materials 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?				✖
E. Would the project 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 result in a safety hazard or excessive noise for people residing or working in the project area?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			✖	

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 hazards and hazardous materials if it results in any of the following:

- Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Would the project create 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?
- 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?
- Would the project be located on a site which is included on a list of hazardous materials 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?

- 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 result in a safety hazard or excessive noise for people residing or working in the project area?

- Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

A Phase I and Phase II Environmental Site Assessment (ESA) was previously prepared by Waterstone Environmental Group, Inc. (WEG) for the project site. Waterstone was retained to perform additional site assessment for the project site. Based on historical review, the property was undeveloped until an oil refinery was built in the late 1930s. Based on aerial photograph reviews, the refinery structures and equipment were removed from the site in stages starting in 1953 and ending in 1958. Construction materials including pipe and steel were stored on the site until about 1960. From 1960 until 1991, the Subject property was used by Riverside Steel as a steel fabricating facility.

The site is currently occupied by J. B. Hunt. The previous tenant who occupied the property for approximately ten years was Golden State Specialized Transportation, Inc. which transported and stored steel piping. A portable office trailer resides near the north-eastern section of the property. There are four portable storage units located immediately to the west of the office and tractor/trailer parking in the southeast corner of the property. The remainder of the property consists of pipe storage. The entrance to the property is along the eastern boundary with access from Greenstone Avenue. The property surface is primarily a gravel/asphalt mixture.

A total of 43 boring locations were advanced for the collection of soil samples. Of these, 7 borings were drilled to approximately 60 feet below the ground surface (bgs), 16 borings were drilled to approximately 30 feet bgs, and 20 borings were advanced to approximately 10 feet bgs. Sampling depths varied with each location depending on former chemical use and storage for that location. The results of the investigation indicate that TPH, BTEC, some semi-VOCs, and lead have been detected in the subsurface at the property in varying levels. The new monitoring equipment will be installed in the southwest corner of the site. The analysis determined that the following mitigation measures would be required to address potentially significant impacts:

- The project Applicant must retain the services of a qualified professional to oversee the preparation of a Soil Management Plan (SMP) that will focus on the handling, storage, and transport of potentially contaminated soils during grading and excavation activities. The SMP will be reviewed and must be approved by the City of Santa Fe Springs and the Southern California Regional Water Quality Control Board. The SMP must be approved by the City prior to commencement of any removal of contaminated soils. The SMP mitigation will end once the project's construction activities commence.

- The project Applicant will be required obtain the services of a qualified contractor to design and

install proper ventilation in all enclosed spaces so as to prevent the build-up of methane and carbon monoxide. All of the units must contain methane and carbon dioxide (multi gas) monitors and alarms. All of the monitors must be maintained in good working order. The monitors must be installed prior to the issuance of occupancy permits. The City will make the determination as to the type of the vapor intrusion barrier that will be required and whether it will use passive or active venting prior to the approval of the proposed project.

With adherence to the above mitigation, the impacts will be less than significant.

B. *Would the project create 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? ● Less than Significant Impact.*

As indicated in the previous section (Section 3.9.A), the project site has been subject to contamination from historic land uses that will require ongoing monitoring. Due to the nature of the proposed project, the use of any hazardous materials will be limited to those that are commercially available and typically used in a household setting and will be used in accordance with all applicable laws and regulations. Therefore, the proposed project will not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment through the routine use or transport of hazardous materials.

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

The Carmela Elementary School is located 3,100 feet northeast of the project site. As indicated in the previous section (Section 3.9.A), the project site has been subject to contamination from historic uses. Adherence to the soil management plan (SMP) requirements will mitigate potential impacts. The previous section describes the location and extent of this contamination and also indicates the required mitigation. The following mitigation measures cited in the previous section will also be effective in ensuring that these hazardous materials are not released into the general environment. The project Applicant must retain the services of a qualified professional to oversee the preparation of a SMP that will focus on the handling of potentially contaminated soils during grading and excavation activities. The SMP will be reviewed and must be approved by the City of Santa Fe Springs. The SMP must be approved by the City prior to commencement of any removal of contaminated soils. The proposed units, once constructed, would not involve the use of any hazardous materials other than that typically used for routine cleaning and maintenance. As a result, the impacts are anticipated to be less than significant with adherence to the previous mitigation.

D. *Would the project be located on a site which is included on a list of hazardous materials 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.*

A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database identified two Cortese sites within the City: Sonic Plating Co., Inc. (located at 13002 Los Nietos Road) and Kelly Pipe Co.,

LLC (located at 11700 Bloomfield Avenue). The nearest of these Cortese sites to the project site is Kelly Pipe Co., LLC.[56] Since the proposed project will not affect any Cortese site, no impacts will occur.

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 or excessive noise for people residing or working in the project area? ● No Impact.*

Fullerton Airport is located approximately 5.2 miles southeast of the project site and the Long Beach Airport is located approximately 9 miles to the southwest.[57] 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 residing or working in the project area. As a result, no impacts are anticipated.

F. *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 any adjacent street be completely closed to traffic during the project's construction. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● Less than Significant Impact.*

The project site is not located within a "very high fire hazard severity zone." As a result, the potential impacts are will be less than significant.

CUMULATIVE IMPACTS

Cumulative impacts with respect to hazards and hazardous materials are typically site specific. 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 implementation of the required mitigation measures. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

MITIGATION MEASURES

The analysis determined that the following mitigation measures would be required to address potentially significant impacts:

Mitigation Measure No. 2 (Hazardous Materials). The project Applicant must retain the services of a qualified professional to oversee the preparation of a Soil Management Plan (SMP) that will focus on the handling, storage, and transport of potentially contaminated soils during grading and excavation

[56] California Department of Toxic Substances Control, Envirostor. *Hazardous Waste and Substances Site Cortese 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.

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

activities. The SMP will be reviewed and must be approved by the City of Santa Fe Springs and the Southern California Regional Water Quality Control Board. The SMP must be approved by the City prior to commencement of any removal of contaminated soils. The SMP mitigation will end once the project's construction activities commence.

Mitigation Measure No. 3 (Hazardous Materials). The project Applicant will be required obtain the services of a qualified contractor to design and install proper ventilation in all enclosed spaces so as to prevent the build-up of methane and carbon monoxide. All of the units must contain methane and carbon dioxide (multi gas) monitors and alarms. All of the monitors must be maintained in good working order. The monitors must be installed prior to the issuance of occupancy permits. The City will make the determination as to the type of the vapor intrusion barrier that will be required and whether it will use passive or active venting prior to the approval of the proposed project.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✖	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✖
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?			✖	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✖	

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 hydrology and water quality if it results in any of the following:

- Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

- Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?

- In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

- Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less than Significant Impact.*

In the absence of any requirements or regulations, a significant area of impervious surfaces (i.e., buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants. The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The contractors would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the contractors to implement over the life of the project. Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the contactors would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. With the above-mentioned standard conditions, the impacts would be reduced to levels that are considered to be less than significant.

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● No Impact.*

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 through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● Less than Significant Impact.*

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The site is currently vacant and undeveloped. No significant grading and/or excavation into the local aquifer will occur. No additional undisturbed land will be affected. As a result, the potential impacts will be less than significant.

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

According to the City of Santa Fe Springs Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." The project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).[58] 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.[59] This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. Therefore, no impacts related to flood flows are associated with the proposed project's implementation.

The Santa Fe Springs General Plan and the City's Natural Hazards Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the City. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. Nevertheless, in the event of dam failure, the western portion of the City located to the west of Norwalk Boulevard would experience flooding approximately one hour after dam failure. The maximum flood depths could reach as high as five feet in depth, gradually declining to four feet at the southern end of the City's impacted area.[60] The project site is located one mile east of Norwalk Boulevard and would not be impacted. As a result, no impacts related to flooding will occur.

The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 22 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[61] Lastly, the proposed project will not result in any mudslides since the project site is generally level and is not located near any slopes. As a result, no impacts are expected.

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● Less than Significant Impacts.*

The proposed project will be in compliance with the City of Santa Fe Springs Municipal Code that outlines the local requirements for the implementation of the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As indicated in Section 3.10.A, the proposed project would be required to implement stormwater pollution control measures pursuant to the NPDES requirements. The Applicant would also be required to prepare a WQMP utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. In addition, the Applicant must prepare and implement a Storm Water

[58] Los Angeles County Department of Public Works. *Flood Zone Determination Website*. http://dpw.lacounty.gov/wmd/floodzone/. Website accessed April 14, 2021.

[59] Ibid.

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

[61] Google Earth. Website accessed April 22, 2021.

Pollution Prevention Plan (SWPPP) in order to ensure that potential water quality impacts are mitigated. The aforementioned requirements will reduce the potential impacts to levels that are less than significant.

CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site-specific. All four of the related project sites were previously developed. The related projects will not be permitted to drain offsite and will be required to impound stormwater runoff onsite. Furthermore, each individual development will be required to implement NPDES and SWPPP requirements. As a result, no cumulative impacts are anticipated.

MITIGATION MEASURES

As indicated previously, hydrological characteristics will not substantially change as a result of the proposed project. As a result, no mitigation is required.

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?			✖	
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✖

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 mineral resources if it results in any of the following:

- Would the project physically divide an established community?
- Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community? ● Less Than Significant Impact*.

The 6.63-acre project site is currently being used as a truck trailer parking facility and is occupied by J. B. Hunt Transport Services, Inc. The project site is surrounded by development on all sides. Exhibits 2-4 shows an aerial photograph of the project site and the adjacent development. Exhibit 2-5 and 2-5 includes photographs of the project site and the surrounding area. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. A distribution use, TwinMed, LLC., is located to the north of the site at 11133 Greenstone Avenue. The site is located adjacent to the project site.[62]
- *South of the Project Site*. A manufacturing building, Maruichi American Corp. is located to the south of the site at 13929 Greenstone Avenue. This use is located adjacent to the project site's south side.[63]
- *East of the Project Site*. Greenstone Avenue extends along the project site's east side. Further east, on the east side of Greenstone Avenue, are other industrial uses. The Rio Hondo Fire Academy is

[62] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 25, 2021.

[63] Ibid.

located opposite the project site on the east side of Greenstone Avenue at 11400 Greenstone Avenue. A new FedEx Ground shipping facility is located further south.[64]

- *West of the Project Site*. A railroad right-of-way extends along the site's west side. Further west, is Kelly Pipe Co.[65]

As indicated previously, the project site is currently occupied by J. B. Hunt Transport Services, Inc. The site is being used as a truck trailer parking facility. An office and a maintenance building occupy the northeast corner of the property and these improvements will be removed when development commences. The majority of site is currently unpaved though the site is level and has been graded. The site's frontage along Greenstone Avenue is landscaped and includes seven mature evergreen trees in the parkway area. Access to the site is currently provided by a single driveway located along the west side of Greenstone Avenue. [66] The proposed project and the applicable zoning and general plan land use designations will be compatible with the proposed use. As a result, less than significant impacts will occur.

B. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.*

As indicated in the previous subsection, the use contemplated for the proposed development will not conflict with any existing General Plan land use designation or zoning designation.[67] The Zoning Map is shown in Exhibit 3-4. In addition, the project site is located approximately 22 miles inland from the Pacific Ocean and is not subject to a local coastal program.[68] 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 SEA and is located approximately 8½ miles northeast from the project site.[69] The construction and occupancy of the proposed residential development will be restricted to the project site and will not affect the Puente Hills SEA. Therefore, no impacts will result.

CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site-specific. There are no related projects located adjacent to the proposed project site. The proposed project will not require any GPA or ZC and the future use will be consistent with the Santa Fe Springs General Plan, no cumulative land use impacts will result from the proposed project's implementation.

[64] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on April 25, 2021.

[65] Ibid.

[66] Ibid.

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

[68] Google Maps. Website accessed April 14, 2021.

[69] County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map*. February 2015.

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.

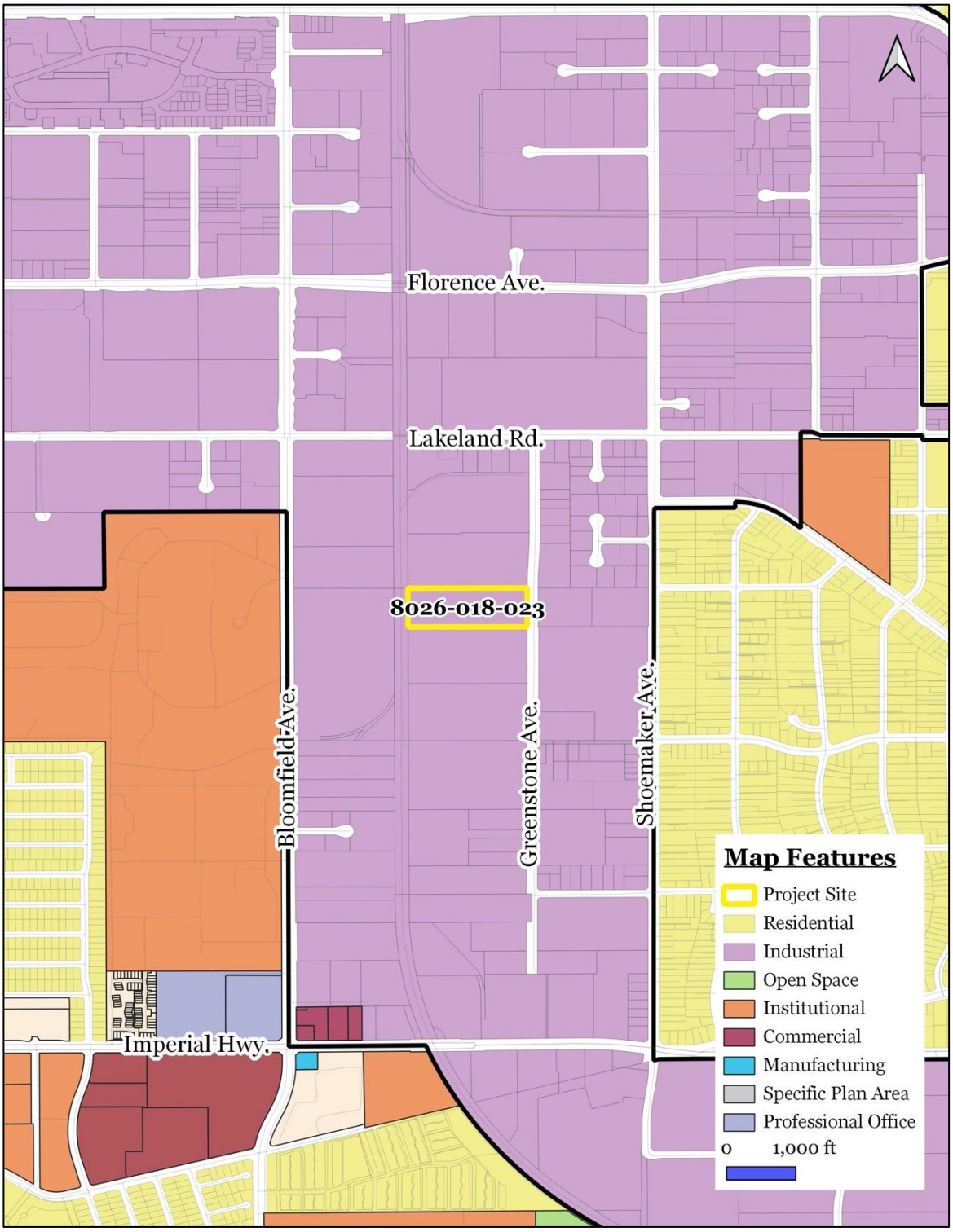


EXHIBIT 3-4
GENERAL PLAN ZONING MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?				✖
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?				✖

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 mineral resources if it results in any of the following:

- 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?

- 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?

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.*

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located within the project site boundaries. There is a plugged well located within the property to the north (well API 0403716439 operated by Ridge Hill Oil Company).[8] The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about

the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.

- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site. The project site is located within Mineral Resource Zone (MRZ-3A), which means there may be significant mineral resources present. However, the site is in use as a trailer and truck yard and is surrounded on all sides by development. In addition, there are no active mineral extraction activities occurring on-site or in the adjacent properties. As a result, no impacts to mineral resources will occur.

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 previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

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. No mineral resources or extraction activities are located within the project site boundaries nor are any such resources found within the boundaries of the four related projects. As a result, no cumulative impacts will occur.

MITIGATION MEASURES

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

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✖	
B. Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?			✖	
C. For a project located within the vicinity of a private airstrip or- 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?				✖

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 noise if it results in any of the following:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

- For a project located within the vicinity of a private airstrip or 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?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.*

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally

perceptible to persons with average hearing abilities.[70] Typical noise levels related to common activities are illustrated in Exhibit 3-5. The ambient noise environment in the vicinity of the proposed development is dominated by noise emanating from vehicles traveling on Greenstone Avenue.[71]

Future sources of noise generated on-site will include noise typically associated with industrial uses and noise emanating from vehicles traveling to and from the site. The implementation of the proposed project will not expose any sensitive receptors to excessive noise because the proposed development's distance and separation from such uses. Furthermore, the proposed use will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. The City of Santa Fe Springs Municipal Code has established the following noise control standards for development within M-2 zones: Absolute maximum of 90 dBA between 7:00 AM to 10:00 PM and an absolute maximum of 90 dBA between 10:00 PM to 7:00 AM.[72] The City's noise standards are not to be exceeded by five dBA for a cumulative period of 15 minutes in any hour, by ten dBA for a cumulative period of five minutes in any hour, by 15 dBA for a cumulative period of one minute in any hour, or by 20 dBA for any period of time (less than one minute in an hour).

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.16, the project will generate approximately 333 net one-way PCE trips per average day. Therefore, the proposed project's traffic generation will not result in a doubling of traffic volumes. As a result, less than significant impacts will occur.

B. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ● Less than Significant Impact.*

Construction activities for the proposed project have the potential to generate low levels of ground-borne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. The nearest noise sensitive land uses that may potentially be impacted by ground-borne vibration and noise (primarily from the use of heavy construction equipment) are the residential uses located to the east, east of Shoemaker Avenue. The noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The aforementioned homes are more than 900 feet from the project site. 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. However, construction activities will be in compliance with the City's noise standards.

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

[71] Blodgett Baylosis Environmental Planning. *Site Survey*. April 27, 2021.

[72] Santa Fe Springs, City of. Municipal Code. *Title XV Land Usage, Chapter 155 Zoning, Section 155.424.*

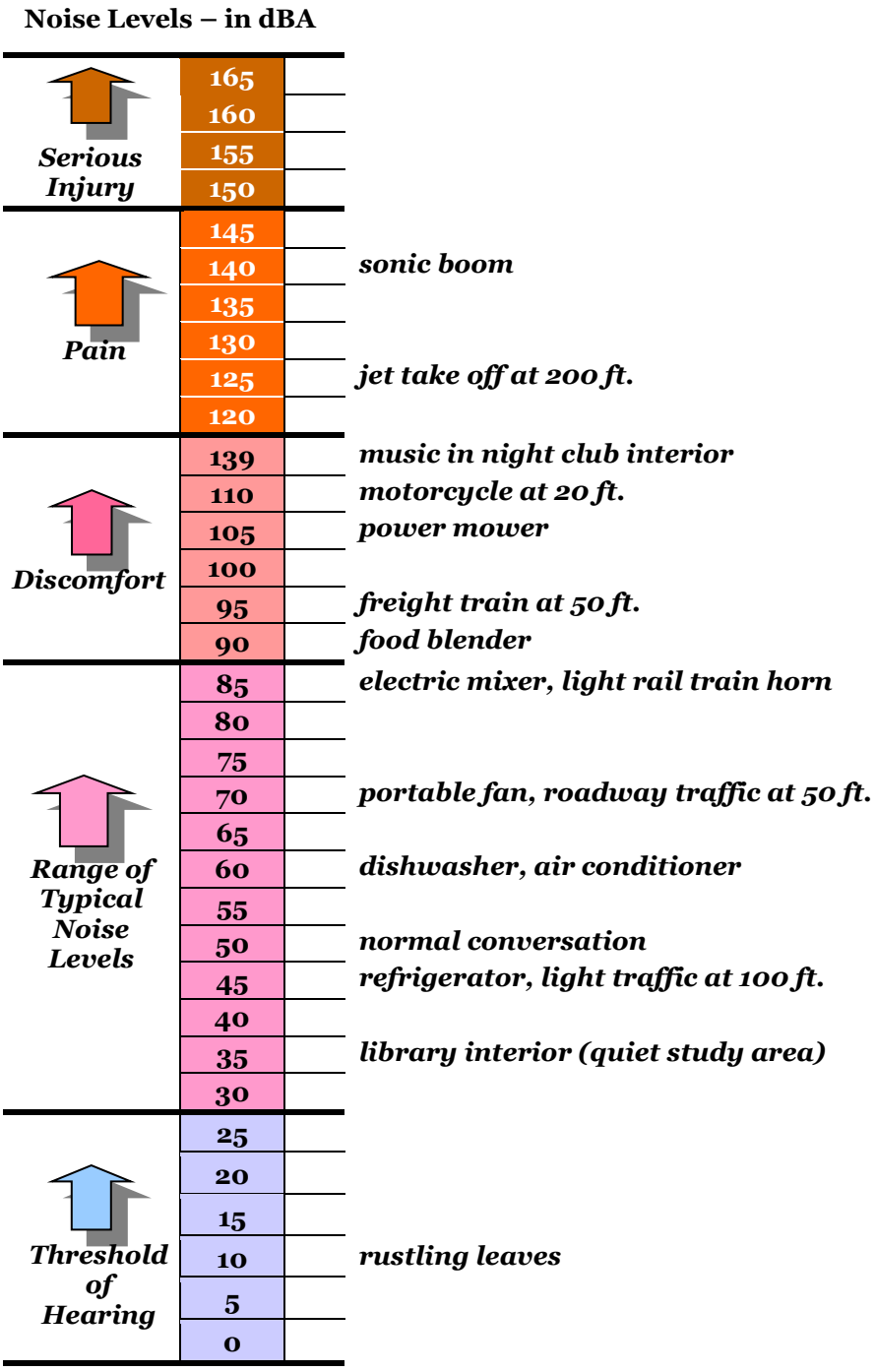


EXHIBIT 3-5
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

As previously mentioned, the operation of equipment or the construction of projects is prohibited in between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day when the project is located within a radius of 500 feet from a residential area. Compliance with City noise standards will decrease any potential adverse impacts to the nearby residential neighborhood. Adherence to the City's noise control standards will reduce the construction-related noise impacts to levels that are less than significant since the hours of construction will be limited to the daytime periods.

The City of Santa Fe Springs has not adopted policies or guidelines relative to ground-borne vibration resulting from construction. The City Municipal Code (Section 155.428) states, "Every use shall be so operated that the ground vibration generated by said use is not harmful or injurious to the use or development of surrounding properties. No vibration shall be permitted which is perceptible without instruments at any use alone the property line on which said use is located." However, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. The proposed project is a residential development and would not involve the use of equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. In addition, the proposed use would not result in the increased use of heavy-duty vehicles on the public roadways. As a result, the potential ground-borne noise impacts are considered to be less than significant.

C. *For a project located within the vicinity of a private airstrip or 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 an airport. Fullerton Airport is located approximately six miles southeast of the project site and the Long Beach Airport is located approximately ten miles to the southwest.[73] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

CUMULATIVE IMPACTS

The related projects are located away from each other so that the cumulative stationary noise impacts would not be audible. None of the related projects are located within 800 feet of the project site. In addition, none of the related projects are located within a direct line of sight of the proposed project. As a result, no cumulative noise impacts will result.

MITIGATION MEASURES

The analysis of potential noise impacts indicated that no significant adverse impacts would result from the proposed project's construction and operation. As a result, no mitigation measures are required.

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

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✖
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

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 population and housing if it results in any of the following:

- Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ● No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The project site is currently being used as a truck trailer parking facility. The site is surrounded on all sides by urban development.

- *Extension of roadways and other transportation facilities.* No roadway extensions will be required to accommodate the proposed development.

- *Extension of infrastructure and other improvements.* The installation of any new utility lines will not lead to subsequent offsite development since these utility lines will serve the site only.

- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.

- *The removal of housing requiring replacement housing elsewhere.* There are no housing units located on either property. As a result, no replacement housing will be required.

- *Additional population growth leading to increased demand for goods and services.* The project's construction would result in a limited increase in construction employment which can be accommodated by the local labor market.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project is projected to add 95 new jobs. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Santa Fe Springs is projected to have an employment population of 20,300 job through the year 2045, which is an increase of 2,400 jobs from the 2020 figure.[74] The proposed project's number of 95 new jobs is well within SCAG's population projections for the City of Santa Fe Springs.[75] The proposed project will not induce substantial unplanned population growth in an area. As a result, no impacts will occur.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

No housing units will be displaced as a result of the proposed project's implementation. The site is currently being used as a truck and trailer parking facility. As a result, no housing displacement impacts will occur.

CUMULATIVE IMPACTS

The proposed project's development of would not involve any residential development nor would it result in any displacement of housing units. Two related projects (Related Project #1, Lakeland Road Housing Development and Related Project #2, Lakeland Apartments) would result in potential residential development. The projected employment increase from the proposed project and the population increase resulting from the single related project would be consistent with the Growth Forecast in SCAG's RTP/SCS. As a result, no cumulative housing and population impacts would result.

MITIGATION MEASURES

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

[74] Southern California Association of Governments. *Adopted Growth Forecast Regional Transportation Plan 2016-2040.* http://gisdata.scag.ca.gov/Pages/SocioEconomicLibrary.aspx

[75] Southern California Association of Governments. *Adopted Growth Forecast Regional Transportation Plan 2016-2040.* http://gisdata.scag.ca.gov/Pages/SocioEconomicLibrary.aspx

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for 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 for: fire protection; police protection; schools; parks; or other public facilities?			✖	

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:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities?

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, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in* fire protection; police protection; schools; parks; or other public facilities? ● *Less than Significant Impact.*

Fire Department

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. 1.[76] 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 only place an incremental demand on

[76] Santa Fe Springs Fire Department. Website accessed on August 22, 2020.

fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Like all development projects within the City, 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. Compliance with the abovementioned requirement, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant. Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to local roadways and potentially requiring partial lane closures during street improvements and utility installations. However, at no time will Greenstone Avenue be completely closed to traffic. All construction staging areas will be located within the project site. As a result, the project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and less than significant impacts are associated with the proposed project's implementation

Law Enforcement

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 support personnel.[77] The proposed project would only place an incremental demand on police protection services since the project would be secured at all times. The building and layout design would include crime prevention features, such as nighttime security lighting and secure parking facilities. A sliding wrought iron gate will be installed at the entrance to the loading dock area. To ensure the proposed project adheres to the City's security requirements, the City of Santa Fe Springs Department of Police Services will 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 abovementioned requirement will reduce potential impacts to levels that are less than significant.

Schools

The project site is served by the following schools and school districts: Carmela Elementary School (South Whittier School District), Richard Graves Middle School (South Whittier School District), and Santa Fe High School (Whittier Union High School District). The nearest other school district to the project site, the Norwalk-La Mirada School District, does not have any schools within the project area. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. The proposed project's school enrollment impacts will be offset by the school fees that will be paid by the developer. As a result, less than significant impacts will result from the proposed project's implementation.

Recreational Services

Due to the industrial nature of the proposed project, the proposed project will not likely place a demand for recreational open space and services. As a result, the impacts anticipated are less than significant.

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

Governmental Services

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

CUMULATIVE IMPACTS

The projected population increase resulting from the proposed project and the two related projects that are residential would still be within the projected year 2040 population projection developed by SCAG. During the period from 2006-07 through 2015-16, the South Whittier School District enrollments declined by 1,016 students, or 24.9%. In addition, all of the cumulative projects along with the proposed project will be required to pay all pertinent school development fees. As a result, the additional students generated by the proposed project would not result in any adverse cumulative impacts.

MITIGATION MEASURES

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

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?			✖	
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

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 recreation if it results in any of the following:

- 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?

- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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.*

The City of Santa Fe Springs Parks and Recreation Services Department operates and maintains a wide range of active and passive facilities for local residents. These parks include Los Nietos Park, Little Lake Park, Lake Center Athletic Park, Lakeview Park, Santa Fe Springs Park and Heritage Park. The nearest park to the project site is the Amelia Mayberry Park located approximately 2,100 feet to the northeast. This park is owned and operated by Los Angeles County Department of County Parks and Recreation. Given the industrial nature of the proposed project, there will not be an increase in the demand for recreational use and services. As a result, the impacts anticipated are less than significant.

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. As a result, no impacts are anticipated.

CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any impacts on recreational services or facilities. These potential residents will utilize the various public services in the City. Two related projects (Related Project #1, Lakeland Road Housing Development and Related Project #2, Lakeland Apartments) would result in potential residential development. These two related projects that are residential will provide recreational amenities as part of their individual developments. As a result, the potential cumulative impacts will be less than significant.

MITIGATION MEASURES

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

3.17 TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✖	
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?				✖
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✖
D. Would the project result in inadequate emergency access?				✖

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 transportation and circulation if it results in any of the following:

- Would the project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? ● Less than Significant Impact.*

The project will provide two full-access driveways on Greenstone Avenue for both cars and trucks. 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.

- *Bloomfield Avenue* is a major north-south major arterial highway with two travel lanes in each direction. The street is approximately 84 to 90 feet wide and posted with a speed limit of 40 miles per hour. Directional travels are separated by either raised median or a 2-way turn lane along the center of the street. The intersections of Bloomfield Avenue at Florence Avenue, Lakeland Road and Imperial Highway are signalized. Parking is not permitted along the sides of the street. The

average daily volume on Bloomfield Avenue is approximately 17,610 vehicles per day (assuming PM peak hour volume counted on Bloomfield Avenue represents approximately 10% of its average daily traffic volume).

- *Greenstone Avenue* is a north-south local street with one travel lane in each direction. The street is approximately 64 feet wide and posted with a speed limit of 35 miles per hour. Directional travels are separated by a yellow line along the center of the street. Parking is permitted along the sides of the street.

- *Shoemaker Avenue* is a north-south secondary arterial highway per the City's Circulation Element of General Plan with two travel lanes in each direction. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour in the vicinity of the project site. Directional travels are separated by a yellow line along the center of the street. The intersections of Shoemaker Avenue at Florence Avenue, Lakeland Road and Imperial Highway are signalized. Parking is permitted along the sides of the street. The average daily volume on Shoemaker Avenue is approximately 11,460 vehicles per day (assuming PM peak hour volume counted on Shoemaker Avenue represents approximately 10% of its average daily traffic volume).

- *Florence Avenue* is a major east-west arterial street with two travel lanes in each direction plus left turn lanes at major intersections. Directional travel is separated by raised median islands along the center. The street is approximately 80 feet wide and posted with a speed limit of 40 miles per hour. Parking is not permitted along the sides of the street. The average daily volume on Florence Avenue is approximately 23,830 vehicles per day (assuming PM peak hour volume counted on Florence Avenue represents approximately 10% of its average daily traffic volume).

- *Lakeland Road* is a north-south secondary arterial highway with one travel lane in each direction. Directional travel is separated by a 2-way turn lane along the center of the street. The street is approximately 64 feet wide and posted with a speed limit of 40 miles per hour. Parking is partially permitted along the sides of the street. The average daily volume on Lakeland Road is approximately 7,000 vehicles per day (assuming PM peak hour volume counted on Lakeland Road represents approximately 10% of its average daily traffic volume).

- *Imperial Highway* is a major east-west arterial street with three travel lanes in each direction plus turn lanes at major intersections. Directional travel is separated by raised median islands along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour. Parking is not permitted along the sides of the street. The average daily volume on Imperial Highway is approximately 26,860 vehicles per day (assuming PM peak hour volume counted on Imperial Highway represents approximately 10% of its average daily traffic volume).[78]

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 April 2021.

[78] Crown City Traffic Engineers. *Greenstone Avenue Warehouse Project: Traffic Impact Analysis (TIA) Report.* April, 2021

The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday (Tuesday, Wednesday or Thursday) in a non-holiday week. It was determined that the following six (6) key signalized intersections would be analyzed in the study:

- Bloomfield Avenue and Florence Avenue (Signalized);
- Bloomfield Avenue and Lakeland Road (Signalized);
- Bloomfield Avenue and Imperial Highway (Signalized);
- Shoemaker Avenue and Florence Avenue (Signalized);
- Shoemaker Avenue and Lakeland Road (Signalized); and,
- Shoemaker Avenue and Imperial Highway (Signalized).[79]

Year 2021 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. Table 3-4 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, all 6 of the 6 study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in Table 3-4.[80]

Table 3

Table 3-4
Future Year (2022) Pre-Project Conditions without Level of Service Summary

Intersection	Peak Hour	Future Pre-Project Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Bloomfield Ave. & Florence Ave. (Signalized)	AM	B	0.704
	PM	D	0.813
2. Bloomfield Ave. & Lakeland Rd. (Signalized)	AM	A	0.415
	PM	A	0.566
3. Bloomfield Ave. & Imperial Hwy. (Signalized)	AM	B	0.613
	PM	B	0.690
4. Shoemaker Ave. & Florence Ave. (Signalized)	AM	B	0.607
	PM	B	0.677
5. Shoemaker Ave. & Lakeland Rd. (Signalized)	AM	A	0.326
	PM	A	0.416
6. Shoemaker Ave. & Imperial Hwy. (Signalized)	AM	A	0.598
	PM	B	0.612

Source: Crown City Engineers, Inc.

[79] Crown City Traffic Engineers. *Greenstone Avenue Warehouse Project: Traffic Impact Analysis (TIA) Report*. April, 2021.

[80] Ibid.

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, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. The vehicle-mix percentages provided for heavy warehouse use in the City of Fontana's "Truck Trip Generation Study", August 2003, were used to determine the number of various types of truck trips to be generated. A truck trip is generally equivalent to 2 or 3 passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.[81]

Table 3-5 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 333 net one-way PCE trips per average day (167 inbound and 166 outbound). The average weekday net new peak hour PCE trips will be approximately 33 trips during the AM peak hour (25 inbound and 8 outbound), and 36 trips during the PM peak hour (10 inbound and 26 outbound).

Table 3-5
Proposed Project's Trip Generation

ITE Code/ Land Use	Size & Unit	Trip Generation Rate[1]							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															
150 Warehouse	150.548 KSF	1.74	0.17	77%	23%	0.19	27%	73%	251	19	6	25	8	21	29

Vehicle Mix[2] and Passenger Car Equivalent (PCE) Trips

Vehicle Mix	Trip %	Vehicle Trips							PCE trips						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			IN	OUT	Total	IN	OUT	Total		IN	OUT	Total	IN	OUT	Total
Car (PCE=1.0)	79.57%	200	15	4	19	5	16	21	200	15	5	20	6	16	22
2-axle Truck (PCE=2.0)	3.46%	9	1	0	1	1	1	2	17	1	1	2	0	1	1
3-axle Truck (PCE=2.0)	4.64%	11	1	1	2	0	1	1	23	2	0	2	1	2	3
4+-axle Truck (PCE=3.0)	12.33%	31	2	1	3	1	2	3	93	7	2	9	3	7	10
TOTAL TRIPS IN PCE:									333	25	8	33	10	26	36

Note: All trip rates are average rates per Institute of Transportation Engineers (ITE)'s publication manual "Trip Generation", 10th Edition, 2017.

1 Trip rates for Warehouse (ITE Code 150) from Institute of Transportation Engineers (ITE), "Trip Generation" manual, 10th Edition, 2017

2 Vehicle mix percentages for Heavy Warehouse (ITE Code 150) from the City of Fontana, "Truck Trip Generation Study", August 2003

[81] Crown City Traffic Engineers. *Greenstone Avenue Warehouse Project: Traffic Impact Analysis (TIA) Report.* April, 2021.

All of the study intersections will continue to operate at an acceptable 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 traffic conditions with the project (refer to Table 3-6). 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 considered deficient and 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.[82]

Table 3-6
Future (2021) Level of Service Summary with and without Project

Intersection	Peak Hour	Future 2022 Conditions				Increase in V/C by Project
		Without Project		With Project		
		LOS	V/C	LOS	V/C	
1. Bloomfield Ave. & Florence Ave. (Signalized)	AM	D	0.714	C	0.706	0.002
	PM	B	0.813	D	0.816	0.003
2. Bloomfield Ave. & Lakeland Rd. (Signalized)	AM	A	0.415	A	0.420	0.005
	PM	A	0.566	A	0.566	0.000
3. Bloomfield Ave. & Imperial Hwy. (Signalized)	AM	B	0.613	B	0.616	0.003
	PM	B	0.690	B	0.691	0.001
4. Shoemaker Ave. & Florence Ave. (Signalized)	AM	B	0.607	B	0.608	0.001
	PM	B	0.677	B	0.677	0.000
5. Shoemaker Ave. & Lakeland Rd. (Signalized)	AM	A	0.326	A	0.327	0.001
	PM	A	0.416	A	0.416	0.000
6. Shoemaker Ave. & Imperial Hwy. (Signalized)	AM	A	0.598	A	0.599	0.001
	PM	B	0.612	B	0.613	0.001

Source: Crown City Engineers, Inc.

As the above results in Table 3-6 indicate, the increases in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts. Therefore, the project is not expected to significantly impact traffic conditions at any of the key intersections in the vicinity. As a result, the impacts are less than significant.

B. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● No Impact.*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. It is important to note that the project is an

[82] Crown City Traffic Engineers. *Greenstone Avenue Warehouse Project: Traffic Impact Analysis (TIA) Report.* April, 2021.

"infill" development, which is seen as an important strategy in combating the release of GHG emissions. The County of Los Angeles is included in the Los Angeles County Congestion Management Program (CMP), which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel and to propose transportation projects that are eligible to compete for State gas tax funds. The CMP also serves to consistently track trends during peak traffic hours at major intersections in the Country and identify areas in great need of improvements where traffic congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed under the County's CMP criteria if the proposed project is expected to generate 50 or more peak hour trips on a CMP-designated facility. The nearest CMP-designated intersection to the project site is Imperial Highway/Carmenita Road. This intersection was not analyzed within the traffic impact analysis and will not experience more than 50 peak hour trips at a freeway intersection.

Based on the results of the traffic impact analysis, the proposed Greenstone Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. 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. Therefore, no off-site mitigation measures would be necessary for the development of this project.

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

The project will provide two full-access driveways along the east side of Greenstone Avenue. A maximum of 19 vehicles (passenger car equivalent) will enter the site during the peak hour through the driveways on Greenstone Avenue from the north by making a right-turn movement. A maximum of 20 vehicles (passenger car equivalent) will exit the site during the peak hour through the driveways to travel north by making a left-turn movement. This low volume of traffic is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveways along both directions on Greenstone Avenue[83]. As a result, no impacts will occur.

D. *Would the project result in inadequate emergency access? ● No Impact.*

The project would 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.

CUMULATIVE IMPACTS

Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. For warehouse uses, vehicle trips were calculated in terms of passenger car equivalents (PCE) by using vehicle mix percentages provided for warehouse uses in the City of Fontana's "Truck Trip Generation Study", August 2003. A truck trip is generally equivalent to 2 or 3 passenger car

[83] Crown City Traffic Engineers. *Greenstone Avenue Warehouse Project: Traffic Impact Analysis (TIA) Report.* April, 2021.

trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

The traffic study indicated that the related projects will generate approximately 333 PCE trips per average day. The average weekday net new peak hour trips will be approximately 33 PCE trips during the AM peak hour, and 36 PCE trips during the PM peak hour. As the traffic study results indicate, all of the 6 study intersections will continue to operate at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours.[84]

MITIGATION MEASURES

Based on the results of the traffic impact analysis, the proposed project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. 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. Therefore, no off-site mitigation measures would be necessary for the development of this project.

[84] Crown City Traffic Engineers. *Greenstone Avenue Warehouse Project: Traffic Impact Analysis (TIA) Report.* April, 2021.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)?		✖		

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 tribal cultural resources if it results in any of the following:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in*

subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? ● Less than Significant Impact with Mitigation.

A Tribal Cultural Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

Adherence to the aforementioned mitigation presented above and in Subsection B under Cultural Resources will minimize potential impacts to levels that are less than significant.

CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein determined that the proposed project would not result in any impacts on cultural resources. All of the related projects are located on properties that are developed. None of the properties were located on sites that were undisturbed. As a result, no cumulative tribal/cultural resources impacts will occur as part of the proposed project's implementation.

MITIGATION MEASURES

The Gabrielino-Kizh indicated that the project area is located within the Tribe's ancestral territory. However, the Tribe considers the area to be sensitive for cultural resources, and requests the following mitigation measure be implemented:

Mitigation Measure No. 4 (Tribal 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, 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 human remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Whittier Police Department (which provided law enforcement services to the City of Santa Fe Springs) 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.

3.19 UTILITIES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✖	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✖
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✖	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✖	
E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				✖
F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✖

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:

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

- Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?

- Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● Less than Significant Impact.*

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1970, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge. The Los Coyotes WRP provides primary, secondary and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over 5 million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River. 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.[9] The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 20.36 mgd. As indicated in Table 3-5, the future development is projected to generate 4,333 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.[85]

Table 3-5
Wastewater (Effluent) Generation (gals/day)

Use	Floor Area	Factor	Generation
Distribution	144,434 sq. ft.	0.03 gallons/day/sq. ft.	4,333 gals/day
Total Consumption			4,333 gals/day

Source: Blodgett Baylosis Environmental Planning.

In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment

facilities will be required to accommodate the proposed project and as a result, the impacts are expected to be less than significant.

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? ● No Impact.*

As indicated in the previous section, the proposed project will generate approximately 21,684 gallons of wastewater a day. The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. 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 the local well and disinfects this water with chlorine before distributing it to customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. The proposed project is projected to consume approximately 7,222 gallons of water on a daily basis.

Table 3-6
Water Consumption (gals/day)

Use	Floor Area	Factor	Generation
Distribution	144,434 sq. ft.	0.05 gallons/day/sq. ft.	7,222 gals/day
Total Consumption			7,222 gals/day

Source: Blodgett Baylosis Environmental Planning.

The existing water supply facilities can accommodate this additional demand. 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 result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.*

The County of Los Angeles, acting as the Los Angeles County Flood Control District (LACFCD), has the regional, County-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site proposes new internal roadways and hardscape areas that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. As a result, the potential impacts will be less than significant.

D. *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● Less than Significant Impact.*

As previously indicated, Table 3-6 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 32,526 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.

E. *Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? ● 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. 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&R Waste and Recycling, and Serv-Wel Disposal Company.[86] 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&R Waste and Recycling, and Serv-Well Disposal Company. Table 3-7 indicates the solid waste generation for the proposed project.

Table 3-7
Solid Waste Generation (lbs./day)

Use	Floor Area	Factor	Generation
Distribution	144,434 sq. ft.	8.93 lbs/1,000/sq. ft.	1,290 lbs/day
Total Generation			1,290 lbs/day

Source: Blodgett Baylosis Environmental Planning.

The proposed project is projected to generate approximately 1,700 pounds of solid waste on a daily basis. The proposed project will contribute a limited amount to the waste stream. As a result, the impacts will be less than significant.

F. *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

The proposed project, like all other development in Los Angeles County and the City of Santa Fe Springs, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

CUMULATIVE IMPACTS

The nearest related projects to the proposed project site include two related projects (Related Projects #3 and #4) located to the south of the project site on Greenstone Avenue. The potential for projects to have a cumulative impact depends on both their geographic location as well as the timing of development. The

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

geographic area affected by cumulative projects will vary depending on the environmental topic. Both the proposed project and the two related projects will connect to water, and sewer lines located in Greenstone Avenue.

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.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖
C. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

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 wildfire risk and hazards if it results in any of the following:

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or

downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

The project site is slated for development. The proposed project may be exposed to particulate emissions generated by wildland fires in the surrounding region. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

The project will not require, nor will it involve the extension of new utility lines such as gas lines, water lines, etc. other that connections to the site itself. As a result, no impacts will result.

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. Therefore, the project will not result in any impacts related to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse impacts with respect to potential wildfire. In addition, none of the four related projects are located within an area located in a geographic area where there is a risk from wild fire. All four related projects occupy properties that are developed and are surround by urban development. As a result, no cumulative impacts related to wildfire will occur.

MITIGATION MEASURES

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

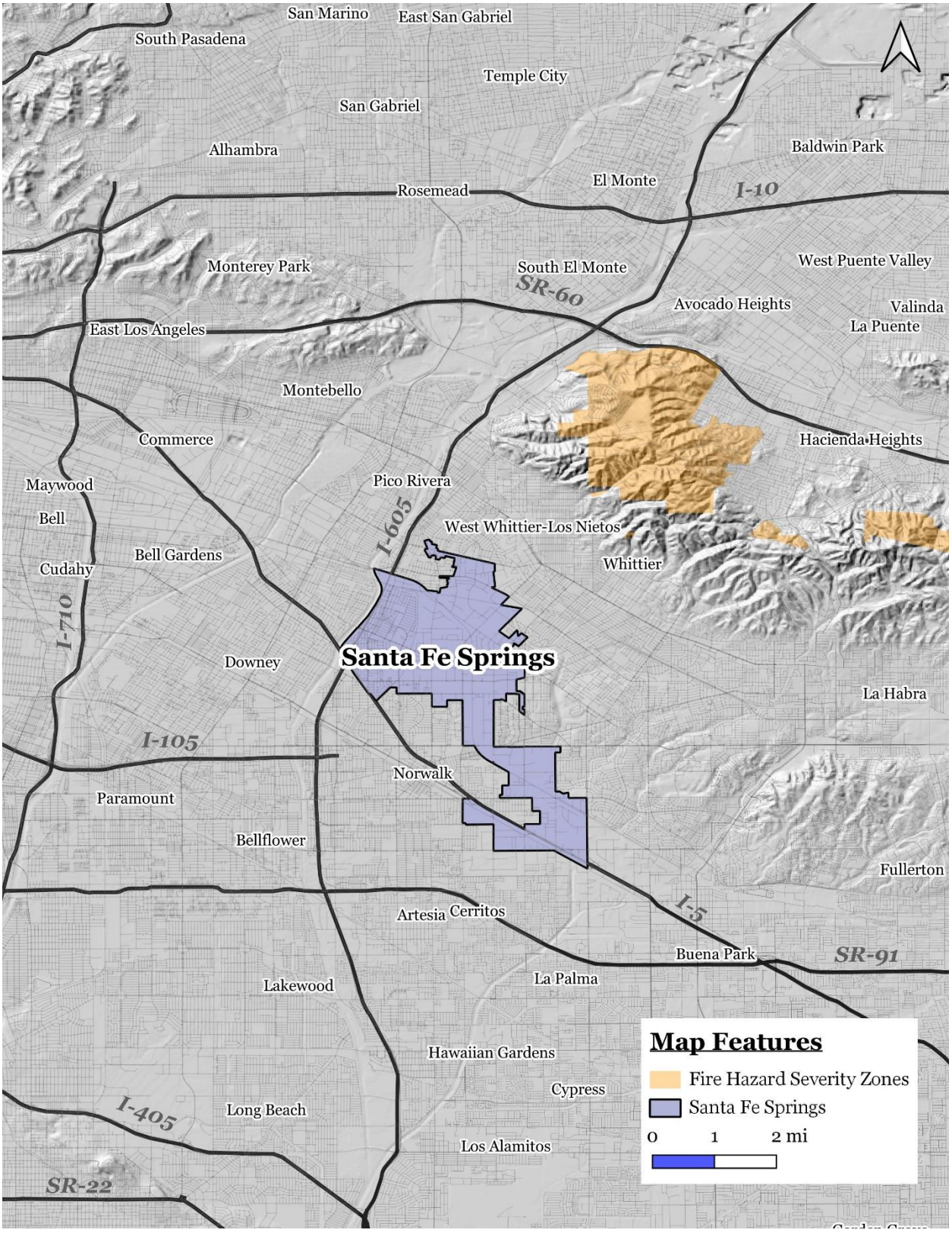


EXHIBIT 3-6
FHSZ MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✖
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				✖
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✖

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:

A. The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

B. The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.

C. The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory, with the implementation of the required mitigation.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly, with the implementation of the required mitigation.

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. 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 finding that a mitigation monitoring and reporting program will be required for the proposed project.

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SECTION 5 REFERENCES

5.1 PREPARERS

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Marc Blodgett, Project Principal
Andrea Withers, Project Manager
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5.2 REFERENCES

All references have been identified using footnotes.

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MITIGATION MONITORING & REPORTING PROGRAM

GREENSTONE AVENUE INDUSTRIAL DEVELOPMENT
11401 GREENSTONE AVENUE
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
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MAY 25,2021

SFSP 073

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MITIGATION MONITORING & REPORTING PROGRAM

INTRODUCTION & 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

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

- A mitigation reporting 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.

SUMMARY OF MITIGATION MEASURES

The Gabrielino-Kizh indicated that the project area is located within the Tribe's ancestral territory. However, the Tribe considers the area to be sensitive for cultural resources, and requests the following mitigation measure be implemented:

> *Mitigation Measure No. 1 (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, potholing 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.

The analysis determined that the following mitigation measures would be required to address potentially significant impacts with respect to hazardous materials:

Mitigation Measure No. 2 (Hazardous Materials). The project Applicant must retain the services of a qualified professional to oversee the preparation of a Soil Management Plan (SMP) that will focus on the handling, storage, and transport of potentially contaminated soils during grading and excavation activities. The SMP will be reviewed and must be approved by the City of Santa Fe Springs and the Southern California Regional Water Quality Control Board. The SMP must be approved by the city prior to commencement of any removal of contaminated soils. The SMP mitigation will end once the project's construction activities commence.

Mitigation Measure No. 3 (Hazardous Materials). The project Applicant will be required obtain the services of a qualified contractor to design and install proper ventilation in all enclosed spaces so as to prevent the build-up of methane and carbon monoxide. All of the units must contain methane and carbon dioxide (multi gas) monitors and alarms. All of the monitors must be maintained in good working order. The monitors must be installed prior to the issuance of occupancy permits. The City will make the determination as to the type of the vapor intrusion barrier that will be required and whether it will use passive or active venting prior to the approval of the proposed project.

The Gabrielino-Kizh indicated that the project area is located within the Tribe's ancestral territory. However, the Tribe considers the area to be sensitive for cultural resources, and requests the following mitigation measure be implemented:

Mitigation Measure No. 4 (Tribal 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, 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 MONITORING MATRIX

The monitoring and reporting for the mitigation measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1.

Table 1
Mitigation Monitoring Program

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (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, potholing 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 ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (Hazardous Materials). The project Applicant must retain the services of a qualified professional to oversee the preparation of a Soil Management Plan (SMP) that will focus on the handling, storage, and transport of potentially contaminated soils during grading and excavation activities. The SMP will be reviewed and must be approved by the City of Santa Fe Springs and the Southern California Regional Water Quality Control Board. The SMP must be approved by the city prior to commencement of any removal of contaminated soils. The SMP mitigation will end once the project's construction activities commence.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the start of any construction related activities.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 3 (Hazardous Materials). The project Applicant will be required obtain the services of a qualified contractor to design and install proper ventilation in all enclosed spaces so as to prevent the build-up of methane and carbon monoxide. All of the units must contain methane and carbon dioxide (multi gas) monitors and alarms. All of the monitors must be maintained in good working order. The monitors must be installed prior to the issuance of occupancy permits. The City will make the determination as to the type of the vapor intrusion barrier that will be required and whether it will use passive or active venting prior to the approval of the proposed project.	City of Santa Fe Springs Planning and Development Department ● *(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. 4 (Tribal 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, 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 ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of any Grading Permits* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:



TRAFFIC IMPACT STUDY
WAREHOUSE
DEVELOPMENT
11401 GREENSTONE AVENUE
SANTA FE SPRINGS, CALIFORNIA

♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦

Prepared for

CITY OF SANTA FE SPRINGS
PLANNING DEPARTMENT
11710 Telegraph Road
Santa Fe Springs, CA 90670

♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦

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Under the Supervision of:
Patrick B. Lang, P.E

April 2021
CCE2021-01 PBL

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TRAFFIC IMPACT STUDY
WAREHOUSE DEVELOPMENT
11401 GREENSTONE AVENUE
SANTA FE SPRINGS, CALIFORNIA

PREPARER'S CERTIFICATE

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.

Patrick B. Lang, P.E. Registration #: TR 875	Date	Professional Engineer's Stamp

TRAFFIC IMPACT STUDY
WAREHOUSE DEVELOPMENT
11401 GREENSTONE AVENUE
SANTA FE SPRINGS, CALIFORNIA

EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system relating to the proposed operation of Greenstone Warehouse in the City of Santa Fe Springs, California. The proposed project will be located on the west side of Greenstone Avenue between Lakeland Road and Sunshine Avenue. The proposed project consists of construction of a warehouse building with a total floor area of 144,411 square feet in gross floor area (including a total of 9,000 square feet ancillary office uses).

The following are the key objectives of the study:

- Documentation of existing 2021 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2022) 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 six key signalized intersections in the general vicinity of the site:

- Bloomfield Avenue and Florence Avenue (Signalized)
- Bloomfield Avenue and Lakeland Road (Signalized)
- Bloomfield Avenue and Imperial Highway (Signalized)
- Shoemaker Avenue and Florence Avenue (Signalized)
- Shoemaker Avenue and Lakeland Road (Signalized)
- Shoemaker Avenue and Imperial Highway (Signalized)

The proposed Greenstone Warehouse project is estimated to generate approximately 333 net one-way passenger car equivalent (PCE) trips per average weekday (167 inbound and 166 outbound). The average weekday net new peak hour PCE trips will be approximately 33 PCE trips during the AM peak hour (25 inbound and 8 outbound), and 36 PCE trips during the PM peak hour (10 inbound and 26 outbound).

Based on the results of the traffic impact analysis, the proposed Greenstone Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. 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. Therefore, no off-site mitigation measures would be necessary for the development of this project.

The project will provide two full-access driveways along the west side of Greenstone Avenue. Traffic volume accessing the driveways by making left turns is expected to be low and is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveways along both directions on Greenstone Avenue.

A total of 205 parking space will be provided on-site for the proposed Greenstone Warehouse project in accordance with the parking code requirements of the City of Santa Fe Springs. The project's parking supply will adequately satisfy the City's parking requirement of 192 spaces per code.

TRAFFIC IMPACT STUDY
WAREHOUSE DEVEOPMENT
11401 GREENSTONE AVENUE
SANTA FE SPRINGS, CALIFORNIA

INTRODUCTION

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed operation of Greenstone Warehouse in the City of Santa Fe Springs, California. The proposed project will be located on the west side of Greenstone Avenue between Lakeland Road and Sunshine Avenue. The proposed project consists of construction of a warehouse building with a total floor area of 144,411 square feet, including 9,000 square feet for ancillary office uses.

The following are the key objectives identified for this study:

- Documentation of existing 2021 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2022) 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 2021 and anticipated future 2022 opening year traffic operating conditions. The study has been prepared per City of Santa Fe Springs's 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 2022, 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 10th 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 2022 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 north-south regional access to the site is provided by Bloomfield Avenue and Shoemaker Avenue. Major east-west regional access is provided by Florence Avenue, Lakeland Road and Imperial Highway.

FIGURE 1
VICINITY MAP

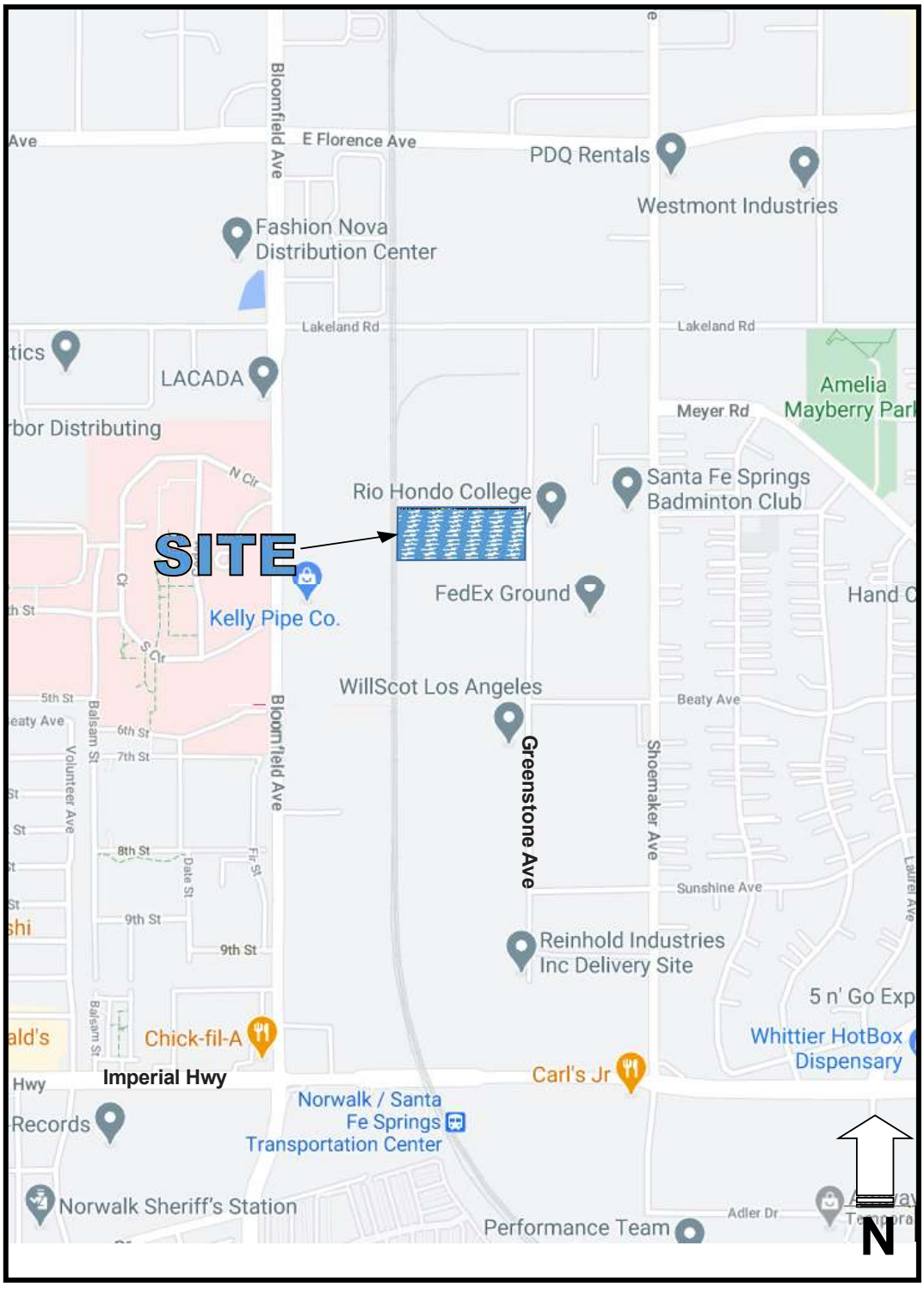


FIGURE 2
AERIAL VIEW OF CIRCULAR NETWORK



The project will provide two full-access driveways on Greenstone Avenue for both cars and trucks. 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.

BLOOMFIELD AVENUE. Bloomfield Avenue is a major north-south major arterial highway with two travel lanes in each direction. The street is approximately 84 to 90 feet wide and posted with a speed limit of 40 miles per hour. Directional travels are separated by either raised median or a 2-way turn lane along the center of the street. The intersections of Bloomfield Avenue at Florence Avenue, Lakeland Road and Imperial Highway are signalized. Parking is not permitted along the sides of the street. The average daily volume on Bloomfield Avenue is approximately 17,610 vehicles per day (assuming PM peak hour volume counted on Bloomfield Avenue represents approximately 10% of its average daily traffic volume).

GREENSTONE AVENUE. Greenstone Avenue is a north-south local street with one travel lane in each direction. The street is approximately 64 feet wide and posted with a speed limit of 35 miles per hour. Directional travels are separated by a yellow line along the center of the street. Parking is permitted along the sides of the street.

SHOEMAKER AVENUE. Shoemaker Avenue is a north-south secondary arterial highway per the City's Circulation Element of General Plan with two travel lanes in each direction. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour in the vicinity of the project site. Directional travels are separated by a yellow line along the center of the street. The intersections of Shoemaker Avenue at Florence Avenue, Lakeland Road and Imperial Highway are signalized. Parking is permitted along the sides of the street. The average daily volume on Shoemaker Avenue is approximately 11,460 vehicles per day (assuming PM peak hour volume counted on Shoemaker Avenue represents approximately 10% of its average daily traffic volume).

FLORENCE AVENUE. Florence Avenue is a major east-west arterial street with two travel lanes in each direction plus left turn lanes at major intersections. Directional travel is separated by raised median islands along the center. The street is approximately 80 feet wide and posted with a speed limit of 40 miles per hour. Parking is not permitted along the sides of the street. The average daily volume on Florence Avenue is approximately 23,830 vehicles per day (assuming PM peak hour volume counted on Florence Avenue represents approximately 10% of its average daily traffic volume).

LAKELAND ROAD. Lakeland Road is a north-south secondary arterial highway with one travel lane in each direction. Directional travel is separated by a 2-way turn lane along the center of the street. The street is approximately 64 feet wide and posted with a speed limit of 40 miles per hour. Parking is partially permitted along the sides of the street. The average daily volume on Lakeland Road is approximately 7,000 vehicles per day (assuming PM peak hour volume counted on Lakeland Road represents approximately 10% of its average daily traffic volume).

IMPERIAL HIGHWAY. Imperial Highway is a major east-west arterial street with three travel lanes in each direction plus turn lanes at major intersections. Directional travel is separated by raised median islands along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour. Parking is not permitted along the sides of the street. The average daily volume on Imperial Highway is approximately 26,860 vehicles per day (assuming PM peak hour volume counted on Imperial Highway 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 April 2021. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday (Tuesday, Wednesday or Thursday) in a non-holiday week. It was determined that the following six (6) key signalized intersections would be analyzed in the study:

- Bloomfield Avenue and Florence Avenue (Signalized)
- Bloomfield Avenue and Lakeland Road (Signalized)
- Bloomfield Avenue and Imperial Highway (Signalized)
- Shoemaker Avenue and Florence Avenue (Signalized)
- Shoemaker Avenue and Lakeland Road (Signalized)
- Shoemaker Avenue and Imperial Highway (Signalized)

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 2021 TRAFFIC CONDITIONS

Year 2021 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, all 6 of the 6 study intersections are operating at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours, as shown in **Table 3**.

FIGURE 3
EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

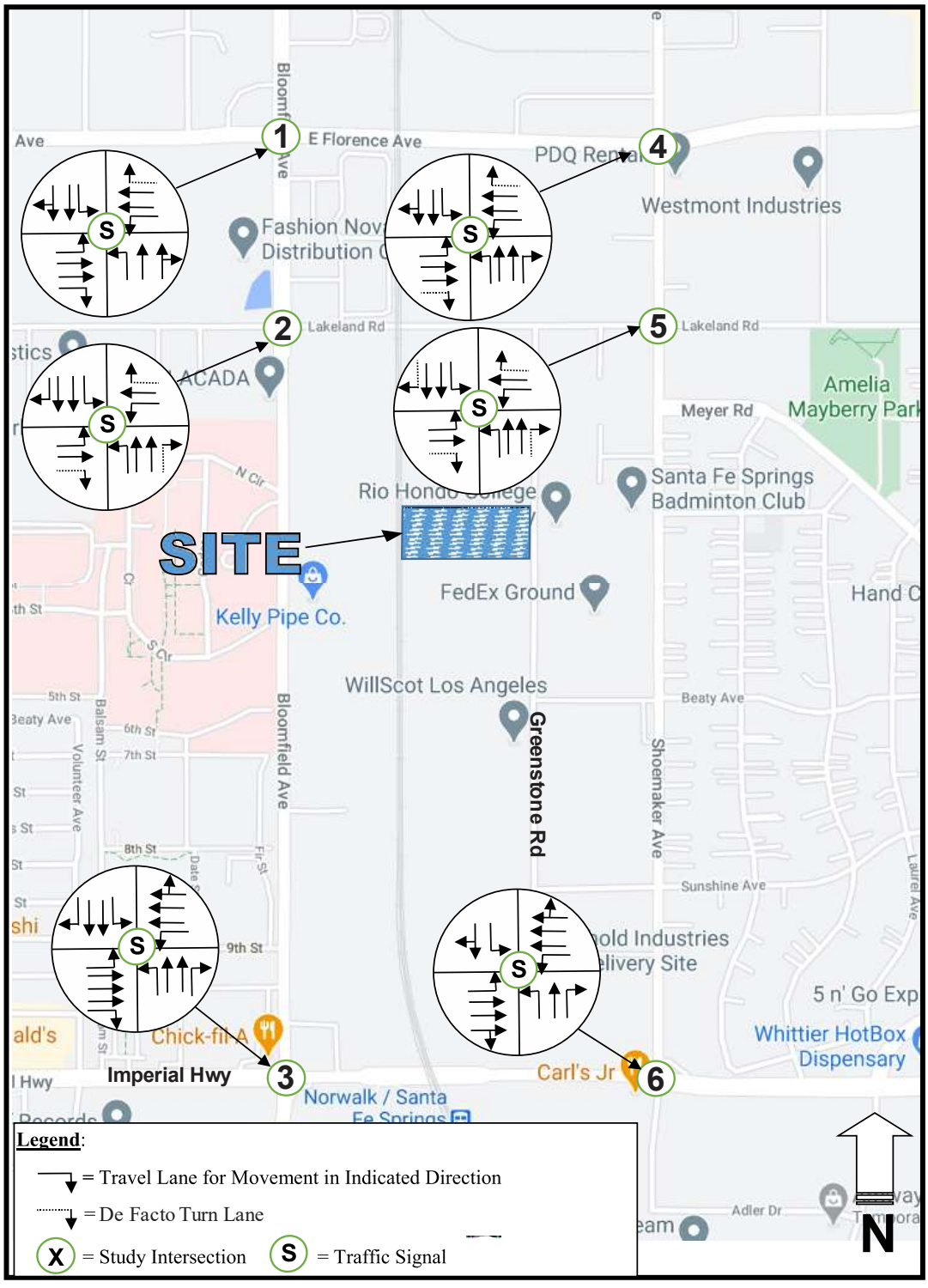


FIGURE 4
EXISTING 2021 PEAK HOUR TRIPS AT KEY INTERSECTIONS

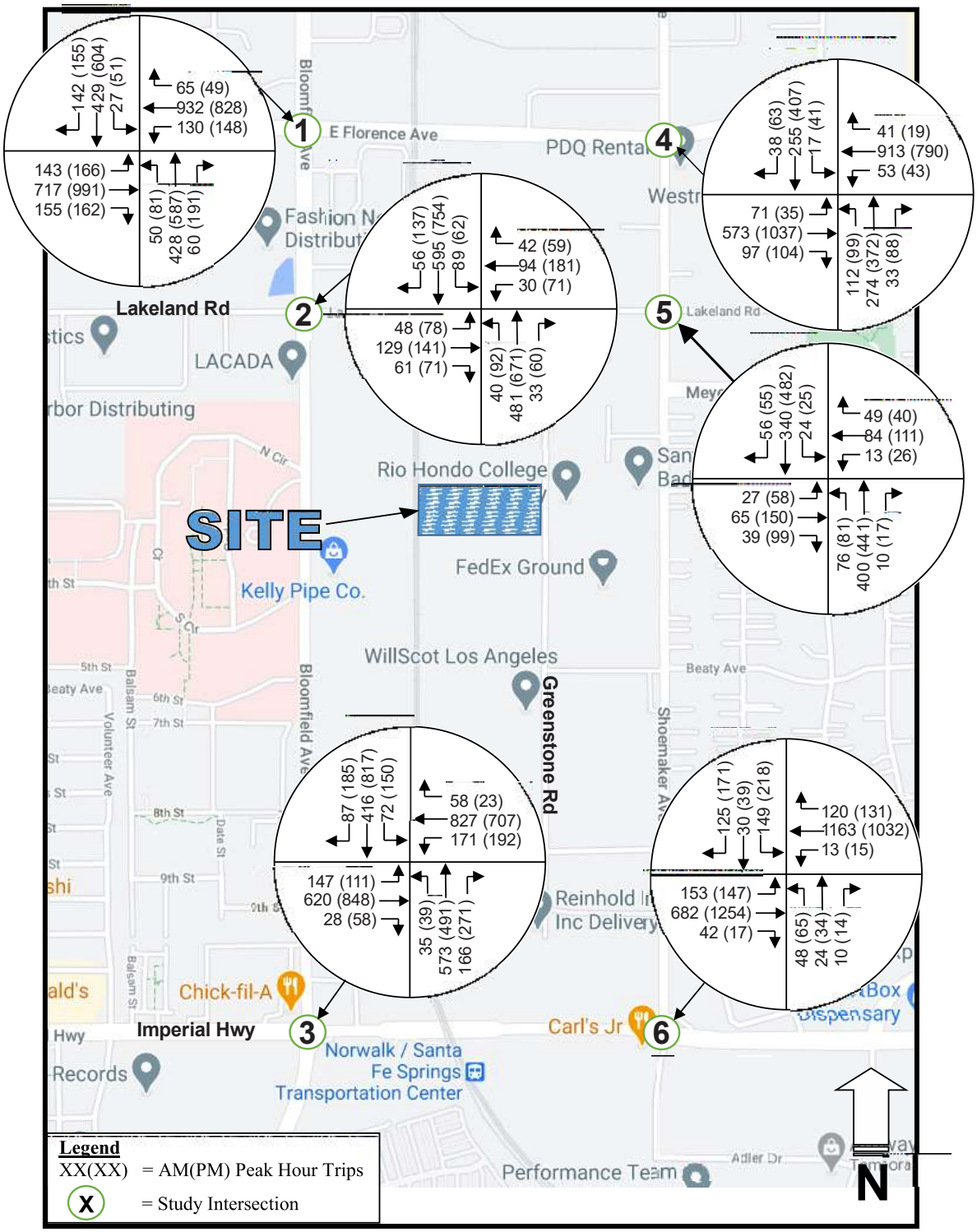


TABLE 3
EXISTING (2021) LEVEL OF SERVICE SUMMARY

#	Intersection	Control Type	Peak Hour	Existing (2021) Conditions	
				LOS	V/C Ratio
1	Bloomfield Ave & Florence Ave	Signal	AM	B	0.690
			PM	C	0.790
2	Bloomfield Ave & Lakeland Rd	Signal	AM	A	0.410
			PM	A	0.555
3	Bloomfield Ave & Imperial Hwy	Signal	AM	A	0.600
			PM	B	0.676
4	Shoemaker Ave & Florence Ave	Signal	AM	A	0.591
			PM	B	0.660
5	Shoemaker Ave & Lakeland Rd	Signal	AM	A	0.323
			PM	A	0.411
6	Shoemaker Ave & Imperial Hwy	Signal	AM	A	0.590
			PM	B	0.606

OPENING YEAR 2022 PRE-PROJECT CONDITIONS

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2020 base condition (i.e., a factor of 1.02 was applied to 2021 volumes to obtain 2022 base traffic volumes due to ambient growth). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other projects to be developed in the study area.

Per City's records, there are six (6) other related projects located within the one and one-half mile radius 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, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. For warehouse uses, vehicle trips were calculated in terms of passenger car equivalents (PCE) by using vehicle mix percentages provided for warehouse uses in the City of Fontana's "Truck Trip Generation Study", August 2003. A truck trip is generally equivalent to 2 or 3 passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

Table 4 shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 333 PCE trips per average day (167 inbound and 166 outbound). The average weekday net new peak hour trips will be approximately 33 PCE trips during the AM peak hour (25 inbound and 8 outbound), and 36 PCE trips during the PM peak hour (10 inbound and 26 outbound).

Figure 5 also shows the related projects' locations and trips distributed at the study intersections.

The peak hour traffic volumes from the related projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2022 pre-project traffic condition for the AM and PM peak hours. **Figure 6** shows future 2022 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 2022 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.

FIGURE 5
RELATED PROJECT LOCATIONS AND DISTRIBUTION OF PEAK HOUR TRIPS

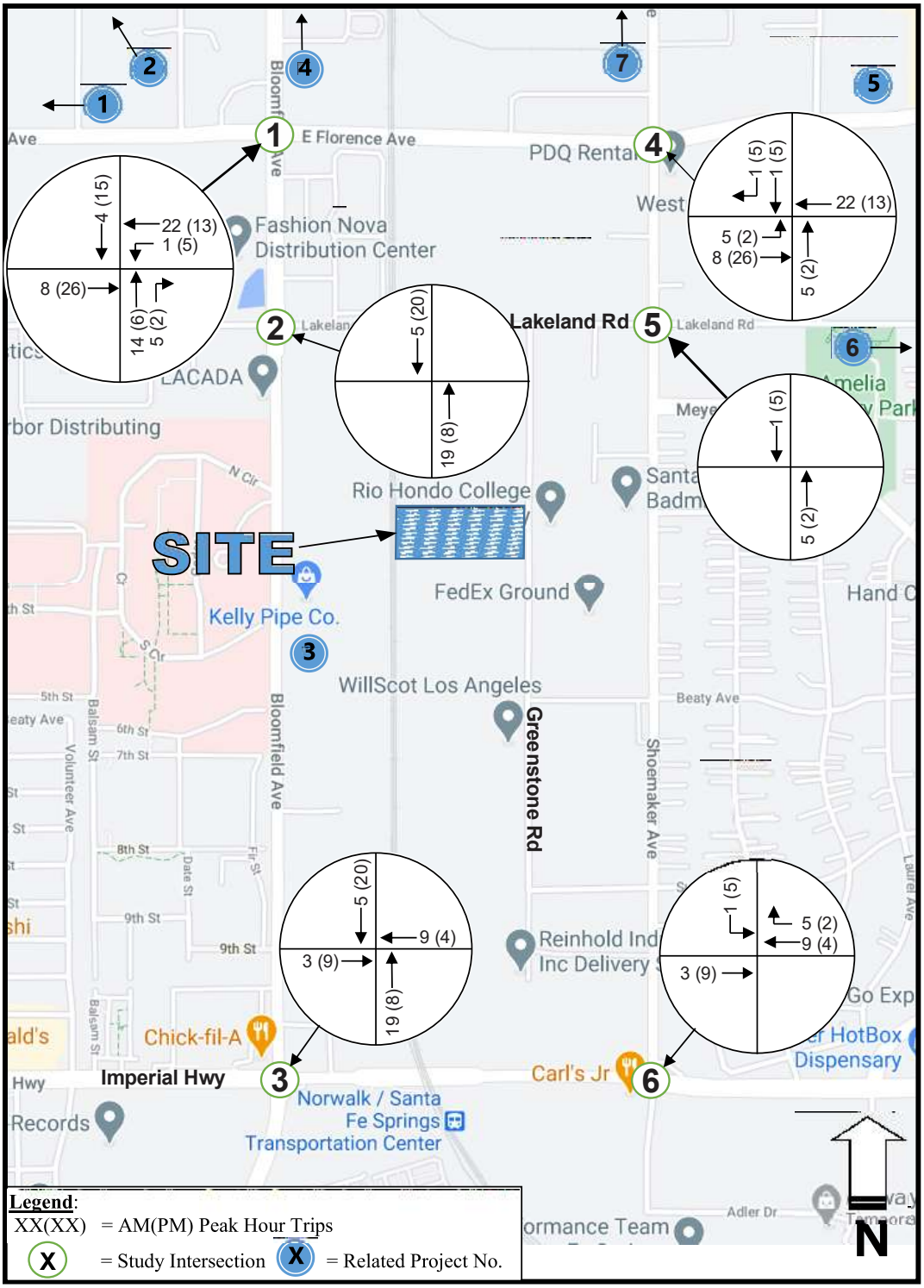


TABLE 4
CUMULATIVE PLANNED PROJECT TRIP GENERATION

Land Use (ITE Code)	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			AM Peak Hour		
		Total	Total	%IN	%OUT	Total	%IN	%OUT	Total	IN	OUT	Total	IN	OUT	Total
Related Project 1:Amazon Last Mile Facility @ 11811 - 11831 Florence Ave Industrial 287,199 sf Industrial															
W/Hse (150)	287.20 KSF	1.74	0.17	77%	23%	0.19	27%	73%	500	38	11	49	15	40	55
Passenger Car Equivalent (PCE) Trips:									663	50	15	65	19	53	72
Related Project 2: BreitbumOperating L.P. @ 12405 Telegraph Rd - 302,121 sf Industrial															
W/Hse (150)	302.12 KSF	1.74	0.17	77%	23%	0.19	27%	73%	526	39	12	51	15	42	57
Passenger Car Equivalent (PCE) Trips:									698	52	16	68	20	56	76
Related Project 3: JSF Management, LLC @ 11212 Norwalk Blvd - 128,896 sf Industrial															
W/Hse (150)	128.896 KSF	1.74	0.17	77%	23%	0.19	27%	73%	224	17	5	22	6	18	24
Passenger Car Equivalent (PCE) Trips:									298	22	7	29	8	24	33
Related Project 4: PPF Industrial, LLC @ SE/C of Telegraph Rd. & Bloomfield Ave. - 178,627 sf Industrial															
W/Hse (150)	178.63 KSF	1.74	0.17	77%	23%	0.19	27%	73%	311	23	7	30	9	25	34
Passenger Car Equivalent (PCE) Trips:									413	31	9	40	12	33	45
Related Project 5: Sonic @ 10712 Laurel Ave - 7,822 sf Commercial															
Comm (820)	7.82 KSF	37.35	0.94	62%	38%	3.81	48%	52%	292	4	3	7	14	16	30
Related Project 6: Storm Properties @ S/W corner of Carmenita Rd & Lakeland Rd - Multi-family 128-units															
T. Home (220)	128 DU	7.32	0.46	23%	77%	0.56	63%	37%	937	14	45	59	45	27	72
Related Project 7: WDI Site @ 9951 Greenleaf Ave - 213,956 sf Industrial															
W/Hse (150)	213.96 KSF	1.74	0.17	77%	23%	0.19	27%	73%	372	28	8	36	11	30	41
Passenger Car Equivalent (PCE) Trips:									494	37	11	48	15	40	54
Total Trips in PCE									3795	210	106	316	134	248	382

Note:	All rates are average rates. For warehouse uses, vehicle mix percentages were taken from City of Fontana's "Truck Trip Generation Study", August 2003 and truck trips were converted into passenger car equivalent (PCE) trips using PCE factors, i.e., one 2-axle or 3-axle truck trip = 2 passenger car trips, and one 4+-axle truck trip = 3 passenger car trips. *[Ref: Institute of Transportation Engineer's (ITE) "Trip Generation", 10th Edition, 2017]*

FIGURE 6
FUTURE 2020 PRE-PROJECT PEAK HOUR TRIPS

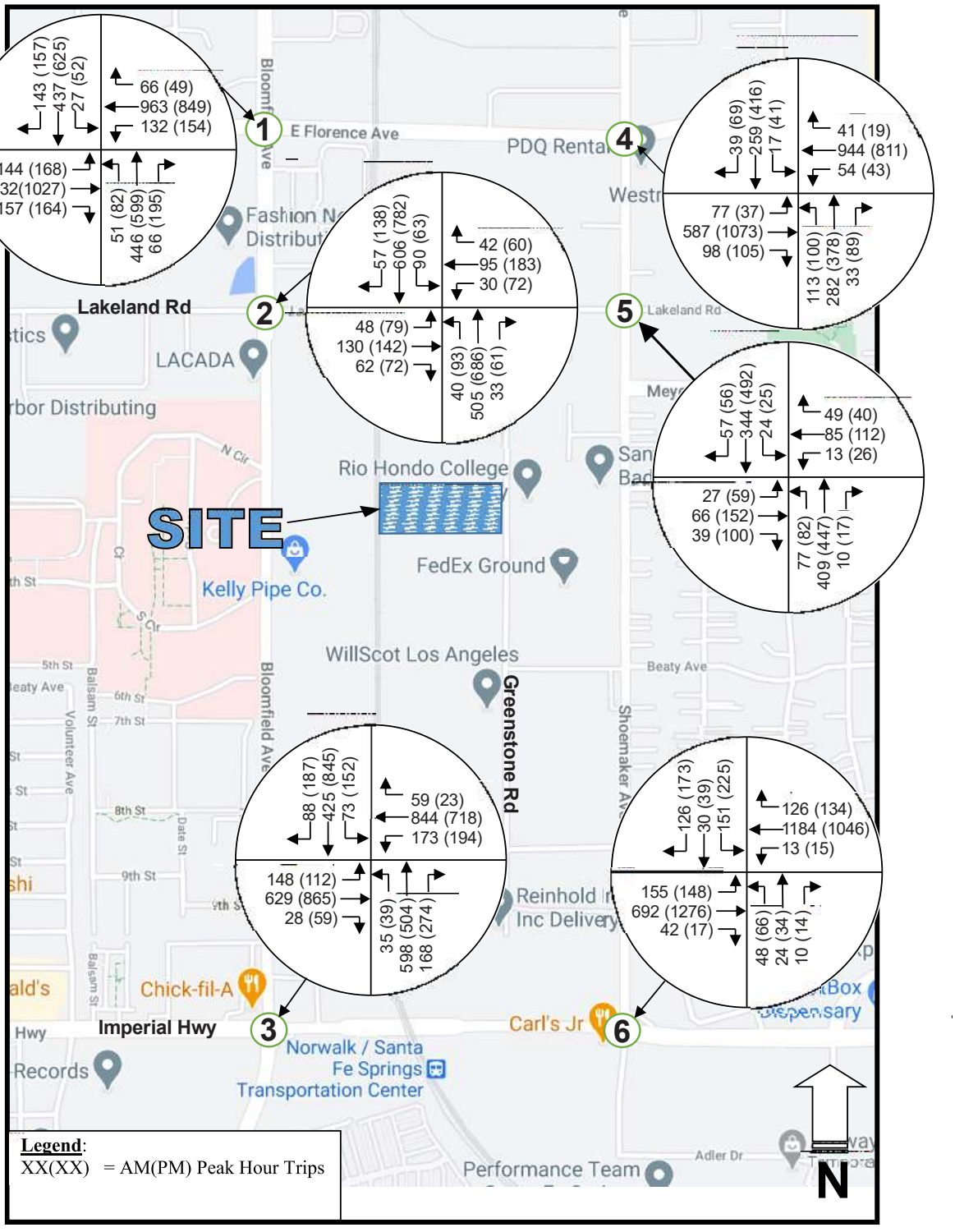


TABLE 5
2022 PRE-PROJECT FUTURE CONDITIONS LEVEL OF SERVICE SUMMARY

#	Intersection	Control Type	Peak Hour	2022 Pre-Project Future Conditions	
				LOS	V/C Ratio
1	Bloomfield Ave & Florence Ave	Signal	AM	B	0.704
			PM	D	0.813
2	Bloomfield Ave & Lakeland Rd	Signal	AM	A	0.415
			PM	A	0.566
3	Bloomfield Ave & Imperial Hwy	Signal	AM	B	0.613
			PM	B	0.690
4	Shoemaker Ave & Florence Ave	Signal	AM	B	0.607
			PM	B	0.677
5	Shoemaker Ave & Lakeland Rd	Signal	AM	A	0.326
			PM	A	0.416
6	Shoemaker Ave & Imperial Hwy	Signal	AM	A	0.598
			PM	B	0.612

As the results indicate, all of the 6 study intersections will continue to operate at an acceptable level of service (i.e., LOS D or better) during the AM and PM peak hours.

PROPOSED PROJECT

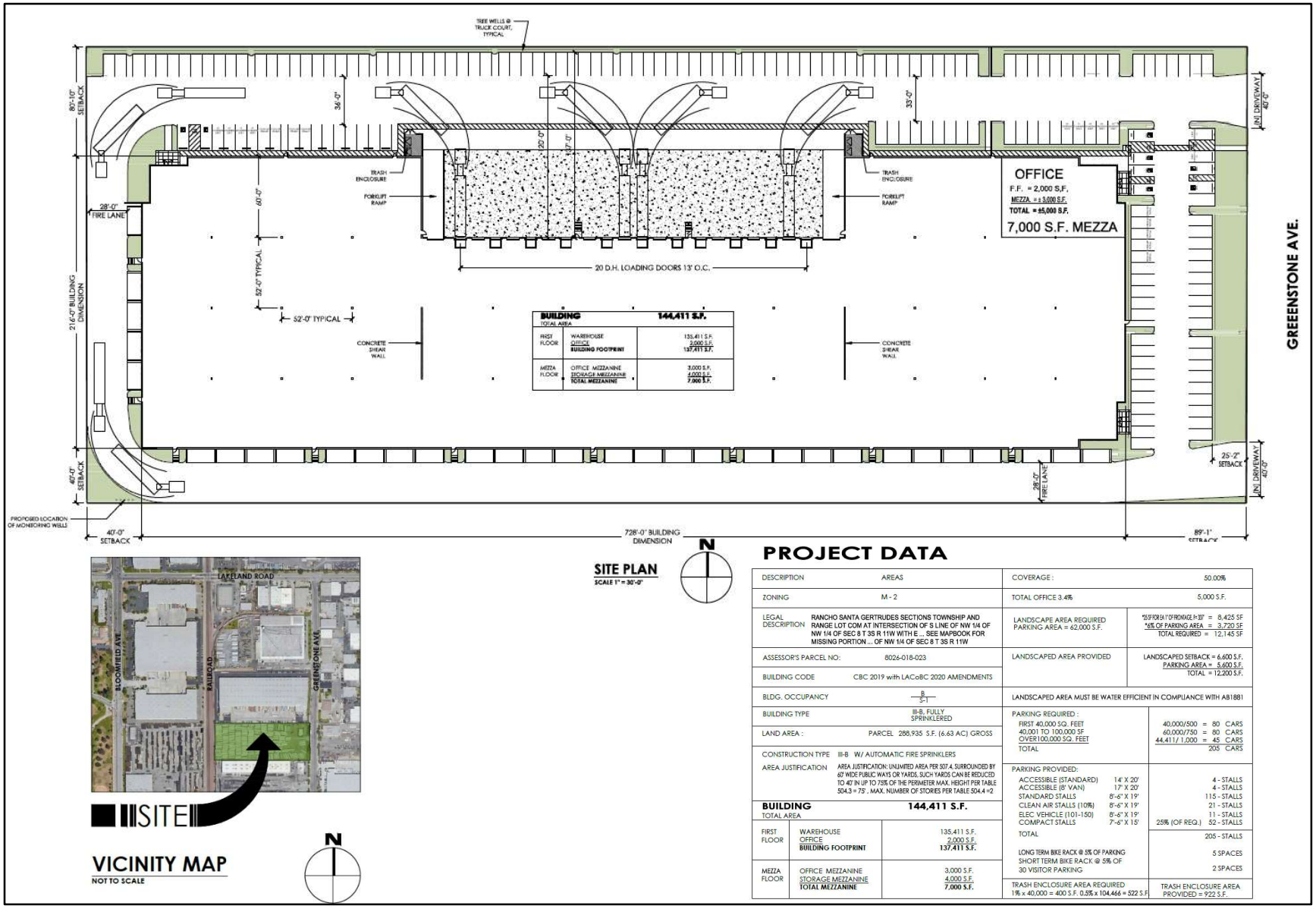
PROJECT DESCRIPTION

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed operation of Greenstone Warehouse in the City of Santa Fe Springs, California. The proposed project will be located on the west side of Greenstone Avenue between Lakeland Road and Sunshine Avenue. The proposed project consists of construction of a warehouse building with a total floor area of 144,411 square feet in gross floor area (including a total of 9,000 square feet ancillary office uses).

Adequate parking spaces will be provided on-site for the proposed Greenstone Warehouse project in accordance with the parking code requirements of the City of Santa Fe Springs. Surface parking will consist of a total of 205 marked parking spaces.

Figure 7 shows the proposed site plan for the project.

FIGURE 7
PROJECT SITE PLAN



VICINITY MAP
NOT TO SCALE

SITE PLAN
SCALE 1" = 30'-0"

PROJECT DATA

DESCRIPTION	AREAS	COVERAGE :	50.00%
ZONING	M - 2	TOTAL OFFICE 3.4%	5,000 S.F.
LEGAL DESCRIPTION	RANCHO SANTA GERTRUDES SECTIONS TOWNSHIP AND RANGE LOT COM AT INTERSECTION OF S LINE OF NW 1/4 OF NW 1/4 OF SEC 8 T 3S R 11W WITH E ... SEE MAPBOOK FOR MISSING PORTION ... OF NW 1/4 OF SEC 8 T 3S R 11W	LANDSCAPE AREA REQUIRED PARKING AREA = 62,000 S.F.	*15' FOR EA 1' OF FRONAGE I= 33' = 8,425 SF *6% OF PARKING AREA = 3,720 SF TOTAL REQUIRED = 12,145 SF
ASSESSOR'S PARCEL NO:	8026-018-023	LANDSCAPED AREA PROVIDED	LANDSCAPED SETBACK = 6,600 S.F. PARKING AREA = 5,600 S.F. TOTAL = 12,200 S.F.
BUILDING CODE	CBC 2019 with LACoBC 2020 AMENDMENTS		
BLDG. OCCUPANCY	B / S-1	LANDSCAPED AREA MUST BE WATER EFFICIENT IN COMPLIANCE WITH AB1881	
BUILDING TYPE	III-B, FULLY SPRINKLERED	PARKING REQUIRED :	
LAND AREA :	PARCEL 288,935 S.F. (6.63 AC) GROSS	FIRST 40,000 SQ. FEET	40,000/500 = 80 CARS
CONSTRUCTION TYPE	III-B W/ AUTOMATIC FIRE SPRINKLERS	40,001 TO 100,000 SF	60,000/750 = 80 CARS
AREA JUSTIFICATION	AREA JUSTIFICATION: UNLIMITED AREA PER 507.4, SURROUNDED BY 60' WIDE PUBLIC WAYS OR YARDS, SUCH YARDS CAN BE REDUCED TO 40' IN UP TO 75% OF THE PERIMETER MAX. HEIGHT PER TABLE 504.3 = 75' , MAX. NUMBER OF STORIES PER TABLE 504.4 =2	OVER100,000 SQ. FEET	44,411 / 1,000 = 45 CARS
		TOTAL	205 CARS
BUILDING TOTAL AREA	**144,411 S.F.**	PARKING PROVIDED:	
FIRST FLOOR — WAREHOUSE	135,411 S.F.	ACCESSIBLE (STANDARD) 14' X 20'	4 - STALLS
OFFICE	2,000 S.F.	ACCESSIBLE (8' VAN) 17' X 20'	4 - STALLS
BUILDING FOOTPRINT	**137,411 S.F.**	STANDARD STALLS 8'-6" X 19'	115 - STALLS
MEZZA FLOOR — OFFICE MEZZANINE	3,000 S.F.	CLEAN AIR STALLS (10%) 8'-6" X 19'	21 - STALLS
STORAGE MEZZANINE	4,000 S.F.	ELEC. VEHICLE (101-150) 8'-6" X 19'	11 - STALLS
TOTAL MEZZANINE	**7,000 S.F.**	COMPACT STALLS 7'-6" X 15'	25% (OF REQ.) 52 - STALLS
		TOTAL	205 - STALLS
		LONG TERM BIKE RACK @ 5% OF PARKING	5 SPACES
		SHORT TERM BIKE RACK @ 5% OF 30 VISITOR PARKING	2 SPACES
		TRASH ENCLOSURE AREA REQUIRED 1% x 40,000 = 400 S.F. 0.5% x 104,466 = 522 S.F.	TRASH ENCLOSURE AREA PROVIDED = 922 S.F.

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, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with warehouse/storage land use. The vehicle-mix percentages provided for heavy warehouse use in the City of Fontana’s “Truck Trip Generation Study”, August 2003, were used to determine the number of various types of truck trips to be generated. A truck trip is generally equivalent to 2 or 3 passenger car trips depending on the type of trucks. Accordingly, a 2.0 factor was applied to the number of 2-axle and 3-axle truck trips and a 3.0 factor was applied to the number of 4+-axle truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.

Table 6 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 333 net one-way PCE trips per average day (167 inbound and 166 outbound). The average weekday net new peak hour PCE trips will be approximately 33 trips during the AM peak hour (25 inbound and 8 outbound), and 36 trips during the PM peak hour (10 inbound and 26 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 8 depicts the regional trip distribution percentages to and from the site.

Figure 9 depicts project traffic volumes at key circulation locations during the AM and PM peak hours.

TABLE 6
TRIP GENERATION BY GREENSTONE WAREHOUSE

ITE Code/ Land Use	Size & Unit	Trip Generation Rate[1]							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															
W/Hse (150)	144.41 KSF	1.74	0.17	77%	23%	0.19	27%	73%	251	19	6	25	7	20	27
Vehicle Mix[2] and Passenger Car Equivalent (PCE) Trips															
Vehicle Mix	Trip %	Vehicle Trips							PCE Trips						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			IN	OUT	Total	IN	OUT	Total		IN	OUT	Total	IN	OUT	Total
Car (PCE=1.0)	79.57%	200	15	4	19	5	16	21	200	15	5	20	6	16	22
2-axle Truck (PCE=2.0)	3.46%	9	1	0	1	1	1	2	17	1	1	2	0	1	1
3-axle Truck (PCE=2.0)	4.64%	11	1	1	2	0	1	1	23	2	0	2	1	2	3
4-axle Truck (PCE=3.0)	12.33%	31	2	1	3	1	2	3	93	7	2	9	3	7	10
TOTAL TRIPS IN PCE:									333	25	8	33	10	26	36

Note: All trip rates are average rates per Institute of Transportation Engineers (ITE)'s publication manual "Trip Generation", 10th Edition, 2017.

[1] Trip rates for Warehouse (ITE Code 150) from Institute of Transportation Engineers (ITE), "Trip Generation" manual, 10th Edition, 2017

[2] Vehicle mix percentages for Heavy Warehouse (ITE Code 150) from the City of Fontana, "Truck Trip Generation Study", August 2003

FIGURE 8
PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION

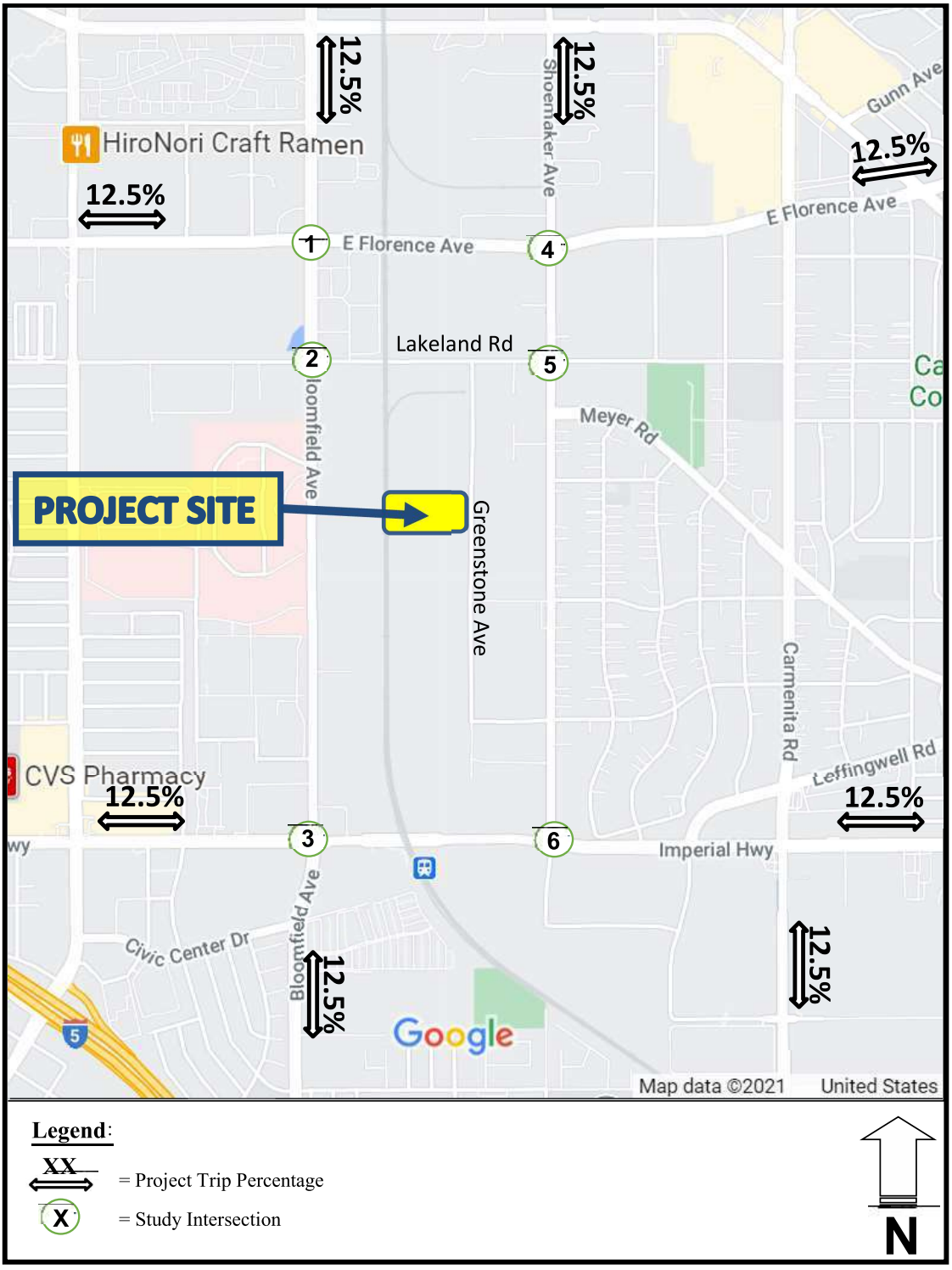
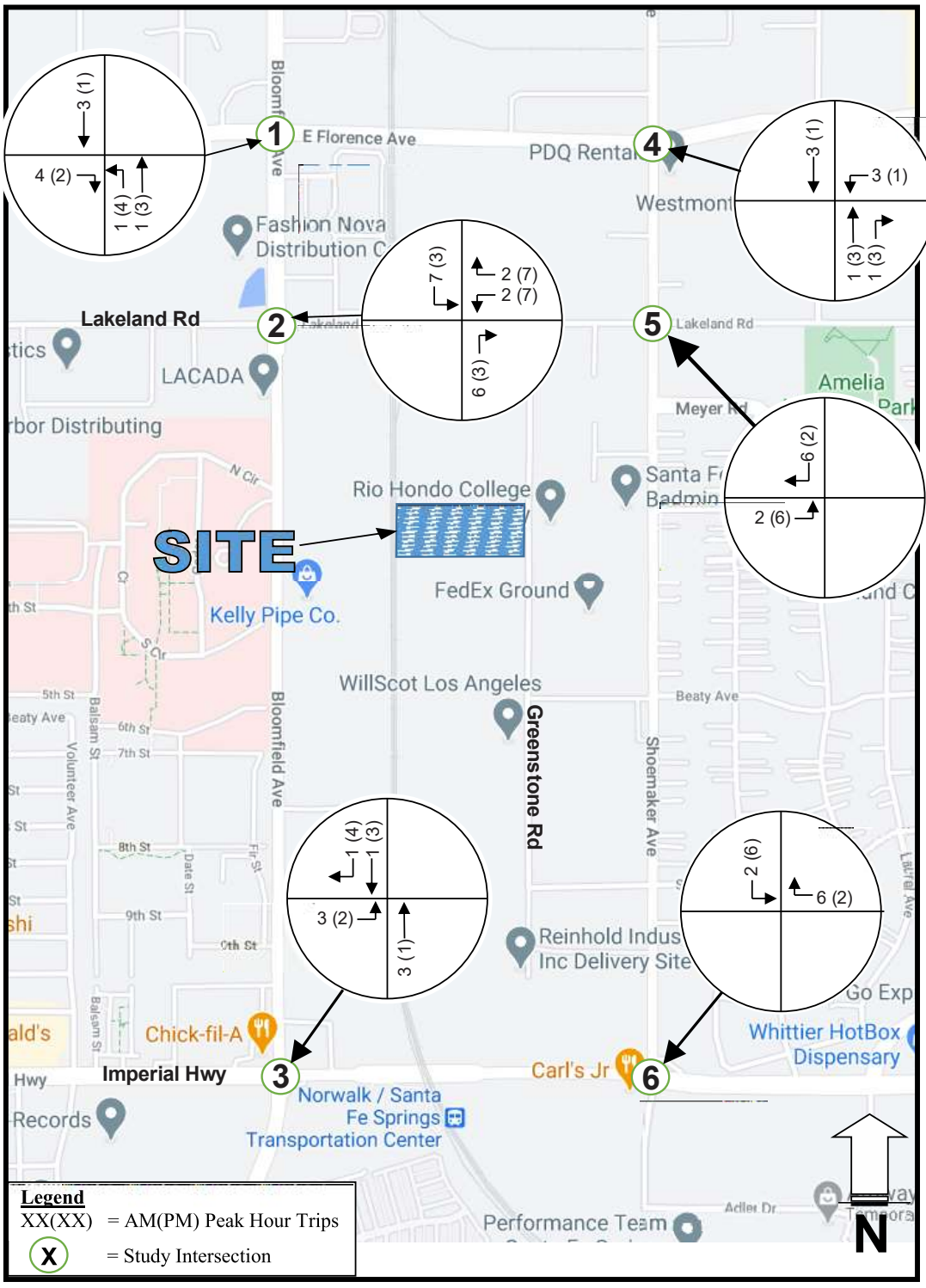


FIGURE 9
DISTRIBUTION OF PROJECT RELATED PEAK HOUR TRIPS



2022 CUMULATIVE CONDITIONS WITH PROJECT TRAFFIC

2022 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES WITH PROJECT

The 2021 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2022 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. **Figure 10** shows Year 2020 post-project cumulative volumes for AM and PM peak hours.

Year 2022 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 2022 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, all of the 6 study intersections will continue to operate at an acceptable 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.

FIGURE 10
FUTURE 2022 POST-PROJECT CUMULATIVE PEAK HOUR TRIPS

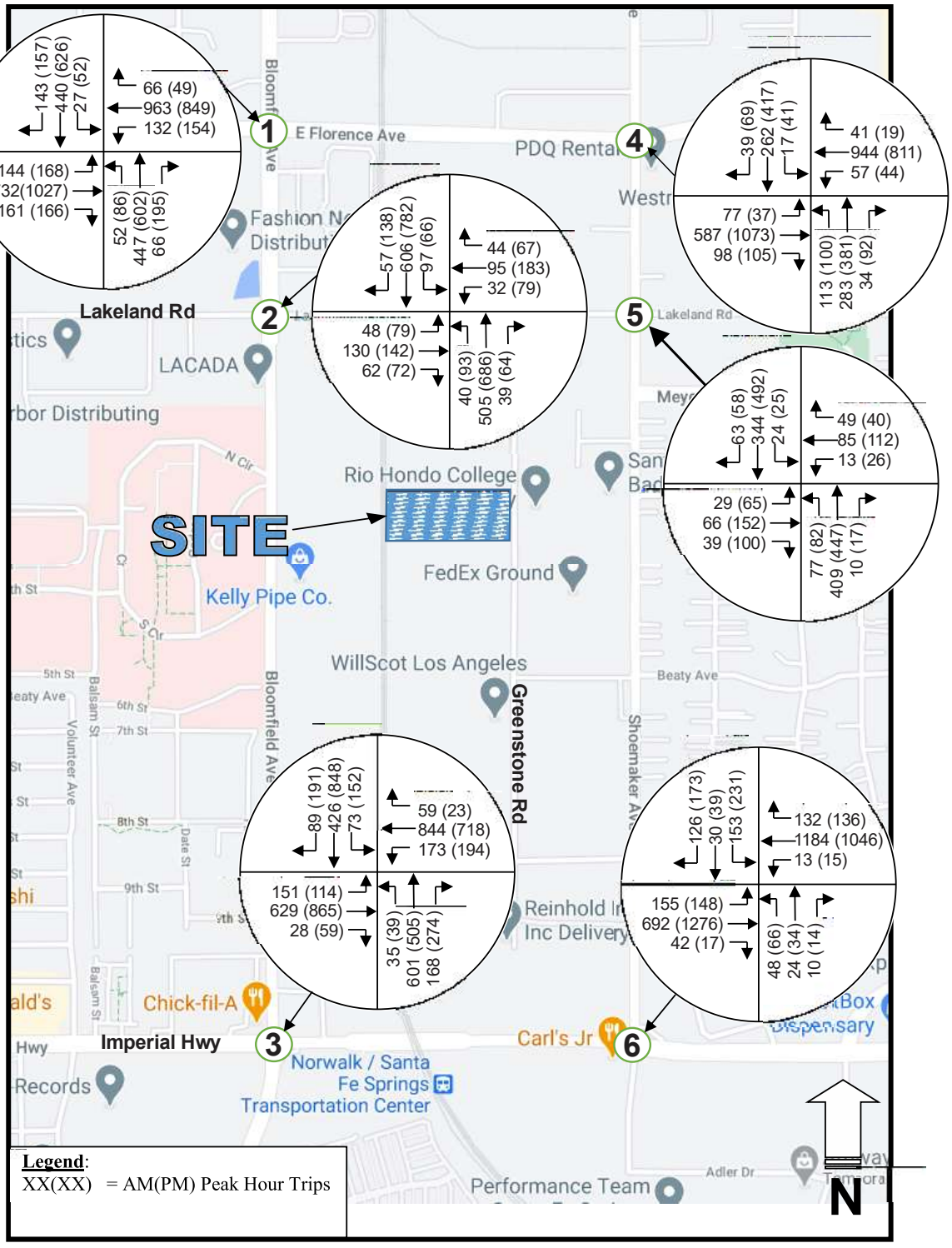


TABLE 7
2022 FUTURE WITH PROJECT CONDITIONS LEVEL OF SERVICE SUMMARY

#	Intersection	Control Type	Peak Hour	2022 Future with Project Conditions	
				LOS	V/C Ratio
1	Bloomfield Ave & Florence Ave	Signal	AM	C	0.706
			PM	D	0.816
2	Bloomfield Ave & Lakeland Rd	Signal	AM	A	0.420
			PM	A	0.566
3	Bloomfield Ave & Imperial Hwy	Signal	AM	B	0.616
			PM	B	0.691
4	Shoemaker Ave & Florence Ave	Signal	AM	B	0.608
			PM	B	0.677
5	Shoemaker Ave & Lakeland Rd	Signal	AM	A	0.327
			PM	A	0.416
6	Shoemaker Ave & Imperial Hwy	Signal	AM	A	0.599
			PM	B	0.613

PROJECT IMPACT AND MITIGATION MEAUSURES

As indicated in the previous section, all of the 6 study intersections will continue to operate at an acceptable 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.

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 considered deficient and 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 2022 cumulative conditions (with project as well as without project) are summarized in **Table 8** to compare Project's traffic impact at key intersections.

TABLE 8
2022 FUTURE WITH AND WITHOUT PROJECT LEVEL OF SERVICE SUMMARY

#	Intersection	Control Type	Peak Hour	2022 Pre-Project Future Conditions		2022 Future with Project Conditions		Increase in V/C by Project
				LOS	V/C Ratio	LOS	V/C Ratio	
1	Bloomfield Ave & Florence Ave	Signal	AM	B	0.704	C	0.706	0.002
			PM	D	0.813	D	0.816	0.003
2	Bloomfield Ave & Lakeland Rd	Signal	AM	A	0.415	A	0.420	0.005
			PM	A	0.566	A	0.566	0.000
3	Bloomfield Ave & Imperial Hwy	Signal	AM	B	0.613	B	0.616	0.003
			PM	B	0.690	B	0.691	0.001
4	Shoemaker Ave & Florence Ave	Signal	AM	B	0.607	B	0.608	0.001
			PM	B	0.677	B	0.677	0.000
5	Shoemaker Ave & Lakeland Rd	Signal	AM	A	0.326	A	0.327	0.001
			PM	A	0.416	A	0.416	0.000
6	Shoemaker Ave & Imperial Hwy	Signal	AM	A	0.598	A	0.599	0.001
			PM	B	0.612	B	0.613	0.001

As the above results indicate, the increases in V/C ratio by project traffic would not exceed the significance thresholds of project-related impacts. Therefore, the project is not expected to significantly impact traffic conditions at any of the key intersections in the vicinity.

Since the project's traffic impacts would not be significant at any of the off-site intersections, no off-site mitigation measures would be necessary for the development of this project.

SITE ACCESS ANALYSIS

The project will provide two full-access driveways along the east side of Greenstone Avenue. A maximum of 19 vehicles (passenger car equivalent) will enter the site during the peak hour through the driveways on Greenstone Avenue from the north by making a right-turn movement. A maximum of 20 vehicles (passenger car equivalent) will exit the site during the peak hour through the driveways to travel north by making a left-turn movement. This low volume of traffic is not expected to cause any significant on-street delays or long queues.

Adequate sight distance is available from the driveways along both directions on Greenstone Avenue.

PARKING DEMAND ANALYSIS

Adequate parking spaces will be provided on-site for the proposed Greenstone Warehouse project in accordance with the parking code requirements of the City of Santa Fe Springs.

The City's parking code requires 1 parking space per 500 square feet of warehouse facilities up to 20,000 square feet of floor area, 1 space per 750 square feet of warehouse facilities for 20,000 – 100,000 square feet of floor area, and 1 parking space per 1,000 square feet for the floor area beyond 100,000 square feet. For office uses, the code requires 1 parking space per 250 square feet; however, it applies only when office square feet exceed 15% of the total warehouse square feet. Therefore, the total parking requirement for the project will be 192 parking spaces [i.e., 20,000 / 500 + (100,000 - 20,000) / 750 + (144,411 - 100,000) / 1,000 = 40 + 107 + 45 = 192]. In addition, for trailer parking, the City requires 1 space (12'x53') per 4 dock doors. Therefore, for the buildings' 16 dock doors, 4 additional spaces (12'x53') will be required for trailer parking.

The project's site plan shows that surface parking will consist of a total of 205 marked parking spaces to be provided in the rear sides of the warehouse building, in addition to four (4) 12'x53' trailer parking spaces. Therefore, the project's parking requirement will be adequately satisfied.

CONCLUSION

Based on the results of the traffic impact analysis, the proposed Greenstone Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. 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. Therefore, no off-site mitigation measures would be necessary for the development of this project.

The project will provide a full-access driveway along the east side of Greenstone Avenue. Traffic volume accessing the driveways by making left turns is expected to be low and is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveways along both direction on Greenstone Avenue.

A total of 205 parking space, including a total of four (4) 12'x53' trailer parking spaces, will be provided on-site for the proposed Greenstone Warehouse project in accordance with the parking code requirements of the City of Santa Fe Springs. The project's parking supply will adequately satisfy the City's parking requirement of 192 spaces per code.

APPENDIX A

TRAFFIC COUNTS

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : Bloomfield_Florence
Site Code : 00000000
Start Date : 4/6/2021
Page No : 1

Groups Printed- Vehicles

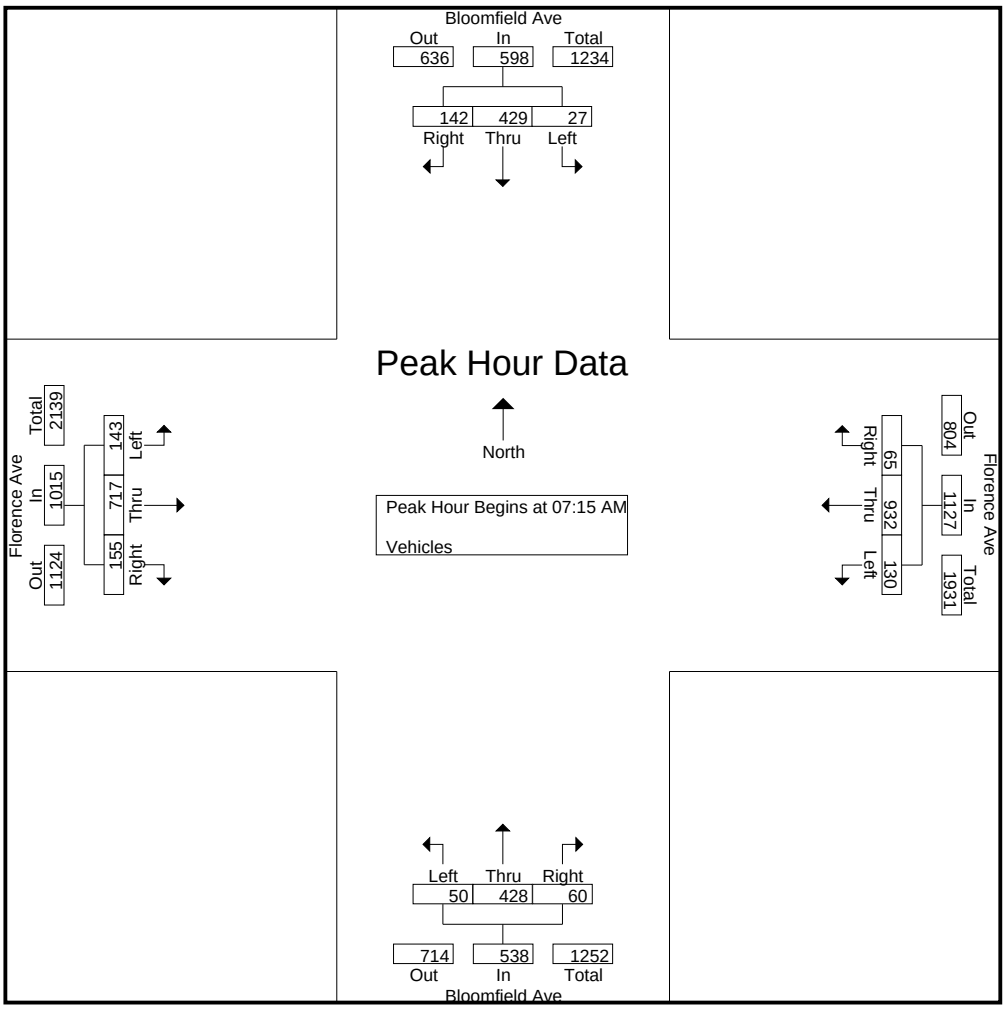
	Bloomfield Ave Southbound			Florence Ave Westbound			Bloomfield Ave Northbound			Florence Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	10	81	17	27	191	4	11	76	9	26	155	56	663
07:15 AM	9	101	30	34	227	9	12	106	13	34	178	45	798
07:30 AM	9	90	36	34	246	24	12	89	15	35	185	36	811
07:45 AM	2	132	42	25	232	16	14	143	16	38	191	44	895
Total	30	404	125	120	896	53	49	414	53	133	709	181	3167
08:00 AM	7	106	34	37	227	16	12	90	16	36	163	30	774
08:15 AM	12	93	29	23	185	7	19	100	14	33	155	28	698
08:30 AM	10	91	37	22	199	8	4	81	29	22	170	23	696
08:45 AM	10	112	26	17	221	5	25	116	22	26	151	20	751
Total	39	402	126	99	832	36	60	387	81	117	639	101	2919
04:00 PM	12	153	36	16	220	7	12	136	35	40	215	23	905
04:15 PM	11	141	43	12	201	10	21	124	29	48	239	40	919
04:30 PM	18	154	32	47	252	16	21	147	49	45	232	66	1079
04:45 PM	7	140	30	39	166	10	30	145	64	42	253	54	980
Total	48	588	141	114	839	43	84	552	177	175	939	183	3883
05:00 PM	16	169	42	37	215	12	13	153	41	43	236	24	1001
05:15 PM	10	141	51	25	195	11	17	142	37	36	270	18	953
05:30 PM	5	111	31	35	203	9	14	112	36	35	228	18	837
05:45 PM	7	103	43	15	167	12	14	132	34	48	276	18	869
Total	38	524	167	112	780	44	58	539	148	162	1010	78	3660
Grand Total	155	1918	559	445	3347	176	251	1892	459	587	3297	543	13629
Apprch %	5.9	72.9	21.2	11.2	84.3	4.4	9.6	72.7	17.6	13.3	74.5	12.3	
Total %	1.1	14.1	4.1	3.3	24.6	1.3	1.8	13.9	3.4	4.3	24.2	4	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : Bloomfield_Florence
Site Code : 00000000
Start Date : 4/6/2021
Page No : 2

	Bloomfield Ave Southbound				Florence Ave Westbound				Bloomfield Ave Northbound				Florence 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**9**	101	30	140	34	227	9	270	12	106	13	131	34	178	**45**	257	798
07:30 AM	9	90	36	135	34	**246**	**24**	**304**	12	89	15	116	35	185	36	256	811
07:45 AM	2	**132**	**42**	**176**	25	232	16	273	**14**	**143**	**16**	**173**	**38**	**191**	44	**273**	**895**
08:00 AM	7	106	34	147	**37**	227	16	280	12	90	16	118	36	163	30	229	774
Total Volume	27	429	142	598	130	932	65	1127	50	428	60	538	143	717	155	1015	3278
% App. Total	4.5	71.7	23.7		11.5	82.7	5.8		9.3	79.6	11.2		14.1	70.6	15.3		
PHF	.750	.813	.845	.849	.878	.947	.677	.927	.893	.748	.938	.777	.941	.938	.861	.929	.916

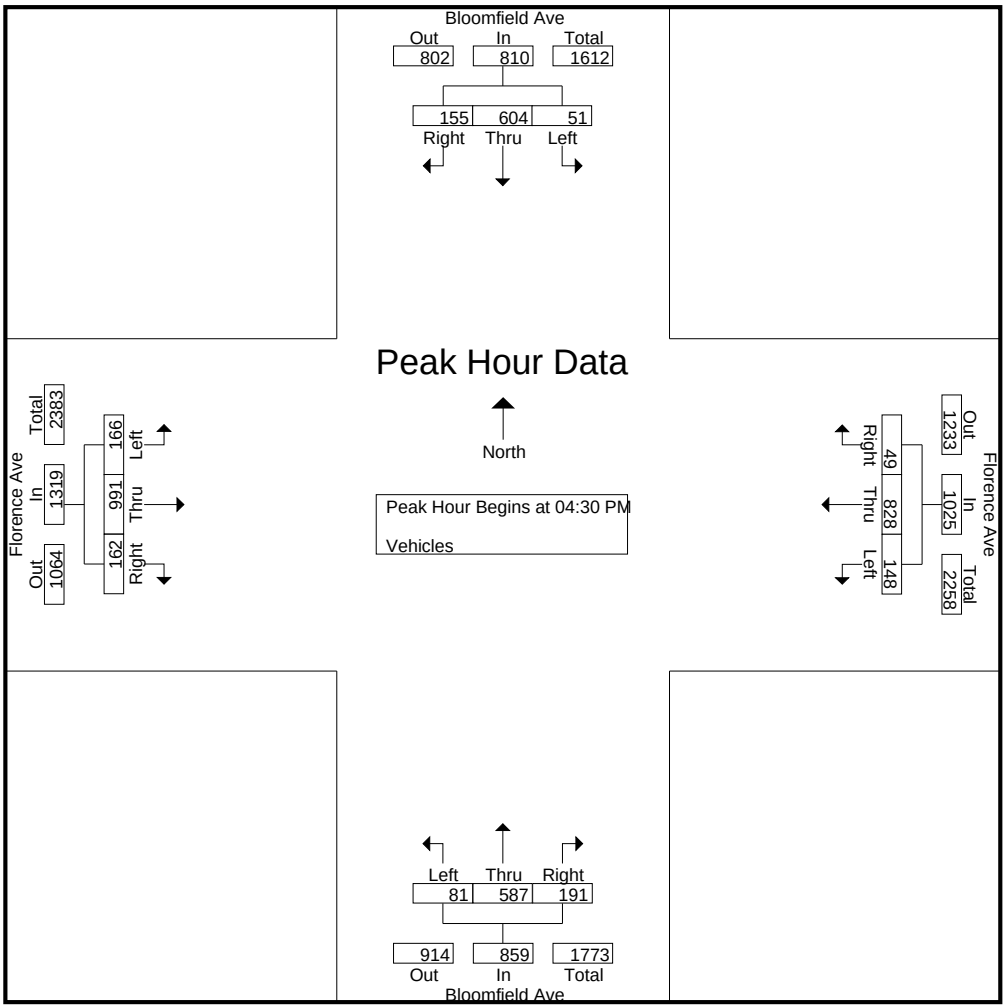


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

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Site Code : 00000000
Start Date : 4/6/2021
Page No : 3

	Bloomfield Ave Southbound				Florence Ave Westbound				Bloomfield Ave Northbound				Florence 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**18**	154	32	204	**47**	**252**	**16**	**315**	21	147	49	217	**45**	232	**66**	343	**1079**
04:45 PM	7	140	30	177	39	166	10	215	**30**	145	**64**	**239**	42	253	54	**349**	980
05:00 PM	16	**169**	42	**227**	37	215	12	264	13	**153**	41	207	43	236	24	303	1001
05:15 PM	10	141	**51**	202	25	195	11	231	17	142	37	196	36	**270**	18	324	953
Total Volume	51	604	155	810	148	828	49	1025	81	587	191	859	166	991	162	1319	4013
% App. Total	6.3	74.6	19.1		14.4	80.8	4.8		9.4	68.3	22.2		12.6	75.1	12.3		
PHF	.708	.893	.760	.892	.787	.821	.766	.813	.675	.959	.746	.899	.922	.918	.614	.945	.930



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Groups Printed- Vehicles

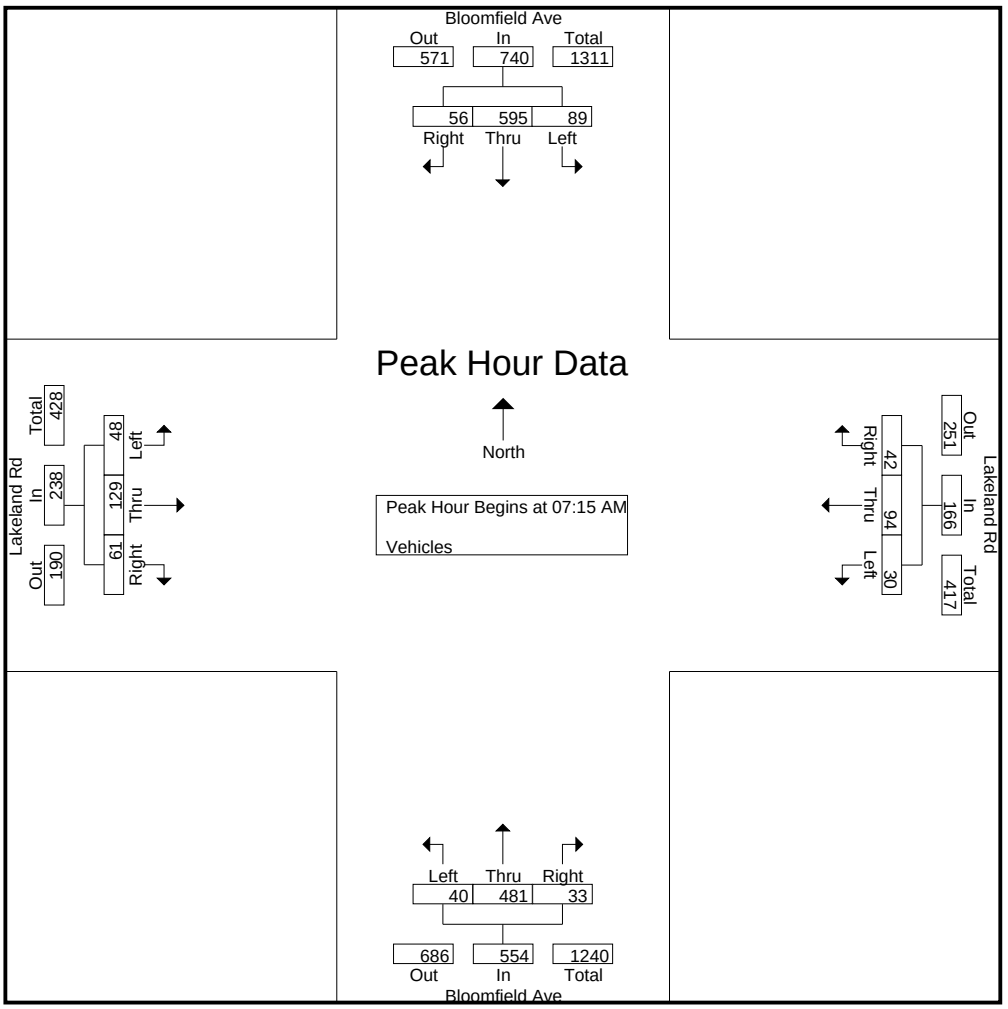
	Bloomfield Ave Southbound			Lakeland Rd Westbound			Bloomfield Ave Northbound			Lakeland Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	22	120	23	9	25	4	12	91	11	10	27	13	367
07:15 AM	26	135	19	8	22	7	21	103	5	16	38	26	426
07:30 AM	25	148	12	2	19	14	4	110	8	8	32	8	390
07:45 AM	21	159	13	13	36	12	7	150	8	14	40	21	494
Total	94	562	67	32	102	37	44	454	32	48	137	68	1677
08:00 AM	17	153	12	7	17	9	8	118	12	10	19	6	388
08:15 AM	16	120	16	8	31	17	6	99	9	11	30	11	374
08:30 AM	13	96	9	8	7	15	13	103	2	10	31	6	313
08:45 AM	20	110	13	7	47	28	6	110	9	7	23	10	390
Total	66	479	50	30	102	69	33	430	32	38	103	33	1465
04:00 PM	12	146	17	9	42	13	22	122	15	17	39	12	466
04:15 PM	13	124	26	16	49	9	14	159	9	5	30	10	464
04:30 PM	13	213	52	27	52	19	29	174	24	32	31	15	681
04:45 PM	23	176	48	19	30	22	29	156	10	28	42	32	615
Total	61	659	143	71	173	63	94	611	58	82	142	69	2226
05:00 PM	14	192	20	12	50	6	19	187	12	13	37	13	575
05:15 PM	12	173	17	13	49	12	15	154	14	5	31	11	506
05:30 PM	16	151	9	17	49	10	18	151	10	9	30	10	480
05:45 PM	9	134	15	7	41	10	11	137	17	13	27	3	424
Total	51	650	61	49	189	38	63	629	53	40	125	37	1985
Grand Total	272	2350	321	182	566	207	234	2124	175	208	507	207	7353
Apprch %	9.2	79.9	10.9	19.1	59.3	21.7	9.2	83.9	6.9	22.6	55	22.5	
Total %	3.7	32	4.4	2.5	7.7	2.8	3.2	28.9	2.4	2.8	6.9	2.8	

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	Bloomfield Ave Southbound				Lakeland Rd Westbound				Bloomfield Ave Northbound				Lakeland Rd 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**26**	135	**19**	180	8	22	7	37	**21**	103	5	129	**16**	38	**26**	**80**	426
07:30 AM	25	148	12	185	2	19	**14**	35	4	110	8	122	8	32	8	48	390
07:45 AM	21	**159**	13	**193**	**13**	**36**	12	**61**	7	**150**	8	**165**	14	**40**	21	75	**494**
08:00 AM	17	153	12	182	7	17	9	33	8	118	**12**	138	10	19	6	35	388
Total Volume	89	595	56	740	30	94	42	166	40	481	33	554	48	129	61	238	1698
% App. Total	12	80.4	7.6		18.1	56.6	25.3		7.2	86.8	6		20.2	54.2	25.6		
PHF	.856	.936	.737	.959	.577	.653	.750	.680	.476	.802	.688	.839	.750	.806	.587	.744	.859

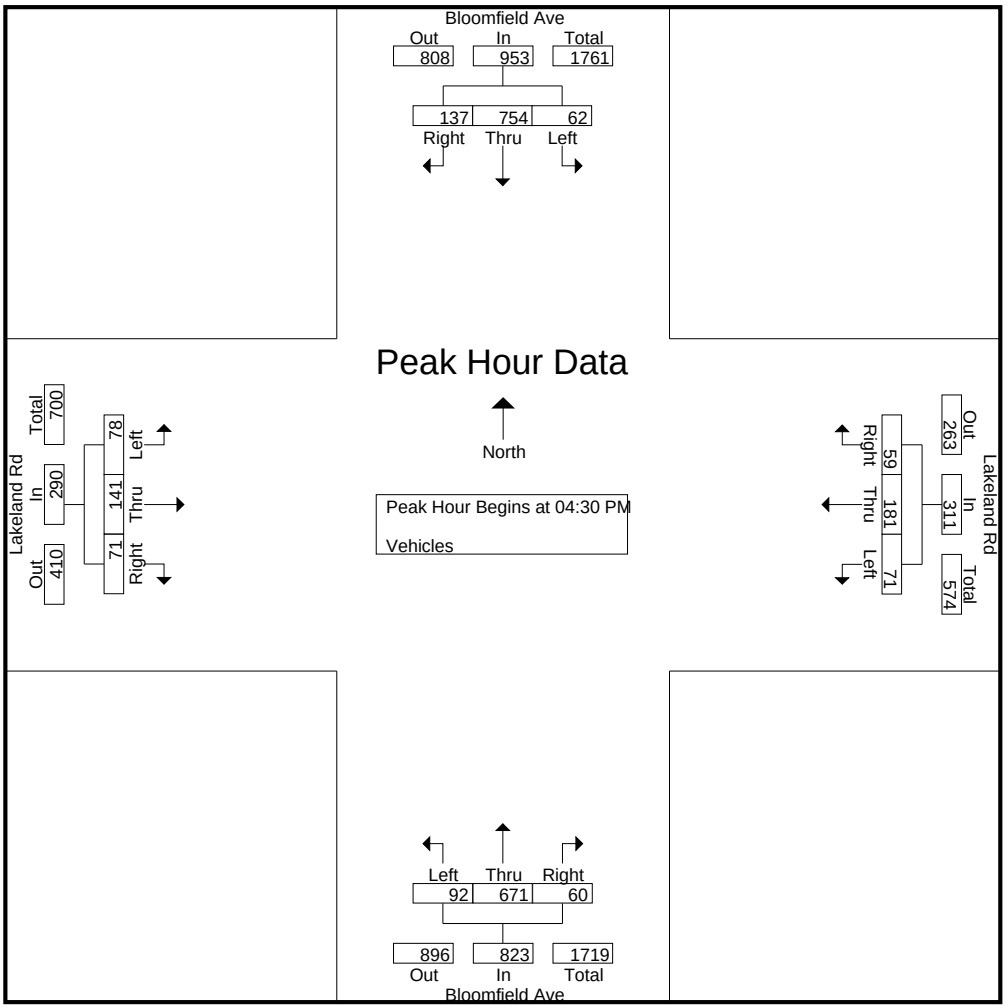


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	Bloomfield Ave Southbound				Lakeland Rd Westbound				Bloomfield Ave Northbound				Lakeland Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	**213**	**52**	**278**	**27**	**52**	19	**98**	**29**	174	**24**	**227**	**32**	31	15	78	**681**
04:45 PM	**23**	176	48	247	19	30	**22**	71	29	156	10	195	28	**42**	**32**	**102**	615
05:00 PM	14	192	20	226	12	50	6	68	19	**187**	12	218	13	37	13	63	575
05:15 PM	12	173	17	202	13	49	12	74	15	154	14	183	5	31	11	47	506
Total Volume	62	754	137	953	71	181	59	311	92	671	60	823	78	141	71	290	2377
% App. Total	6.5	79.1	14.4		22.8	58.2	19		11.2	81.5	7.3		26.9	48.6	24.5		
PHF	.674	.885	.659	.857	.657	.870	.670	.793	.793	.897	.625	.906	.609	.839	.555	.711	.873



CITY TRAFFIC COUNTERS

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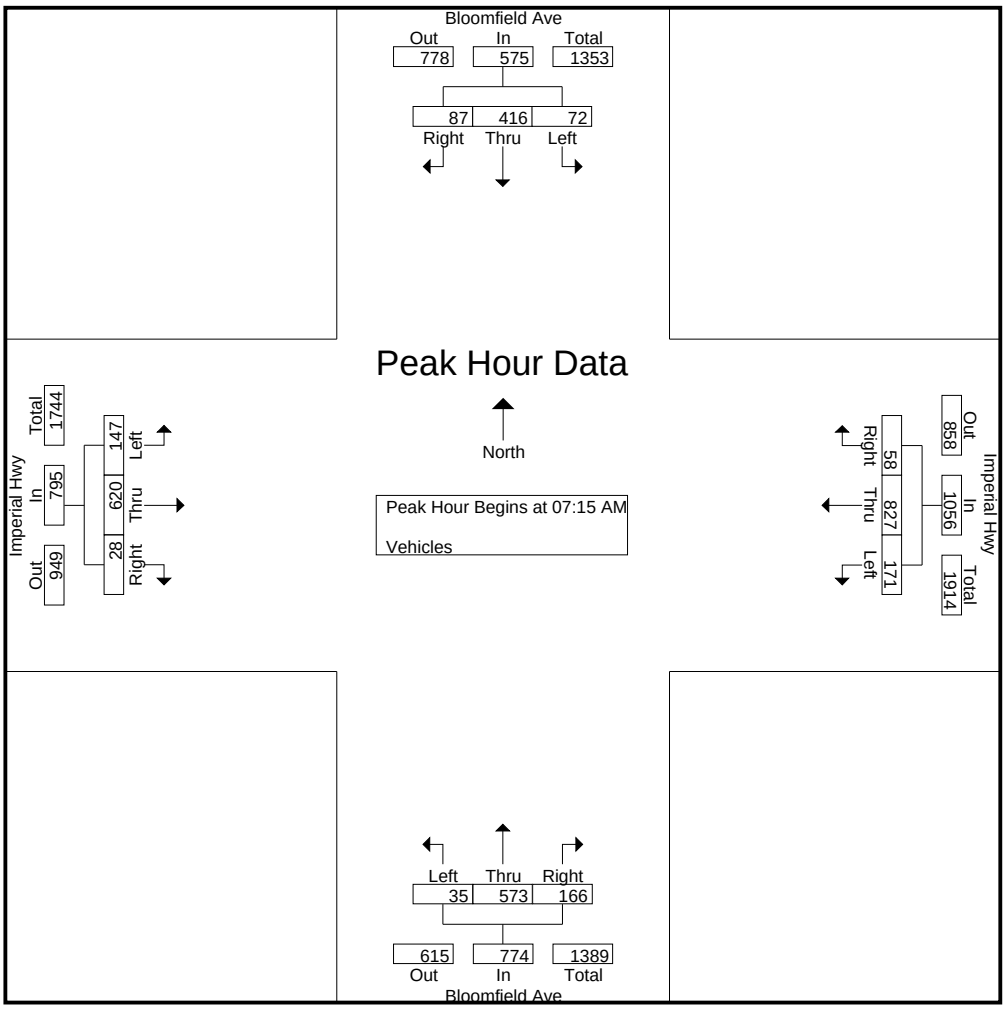
File Name : Bloomfield_Imperial
Site Code : 00000000
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Groups Printed- Vehicles

	Bloomfield Ave Southbound			Imperial Hwy Westbound			Bloomfield Ave Northbound			Imperial Hwy Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	13	73	27	34	218	15	12	128	28	26	128	5	707
07:15 AM	18	103	22	36	219	11	2	123	38	38	144	5	759
07:30 AM	12	102	24	54	218	14	11	137	41	43	148	11	815
07:45 AM	22	114	19	43	201	17	11	189	44	40	155	7	862
Total	65	392	92	167	856	57	36	577	151	147	575	28	3143
08:00 AM	20	97	22	38	189	16	11	124	43	26	173	5	764
08:15 AM	14	93	23	38	168	18	20	97	46	27	137	13	694
08:30 AM	16	88	21	49	157	8	5	85	51	25	143	2	650
08:45 AM	18	91	13	54	151	16	26	69	35	26	119	4	622
Total	68	369	79	179	665	58	62	375	175	104	572	24	2730
04:00 PM	31	193	32	60	173	13	4	79	46	29	233	7	900
04:15 PM	32	152	39	42	189	11	10	102	73	24	205	5	884
04:30 PM	38	228	51	50	193	5	13	117	64	33	211	14	1017
04:45 PM	32	179	55	43	161	2	0	141	63	24	216	17	933
Total	133	752	177	195	716	31	27	439	246	110	865	43	3734
05:00 PM	42	232	48	49	176	4	7	107	73	38	233	17	1026
05:15 PM	38	178	31	50	177	12	19	126	71	16	188	10	916
05:30 PM	16	191	29	47	185	6	9	105	72	16	269	13	958
05:45 PM	40	135	33	50	130	5	23	73	59	30	238	20	836
Total	136	736	141	196	668	27	58	411	275	100	928	60	3736
Grand Total	402	2249	489	737	2905	173	183	1802	847	461	2940	155	13343
Apprch %	12.8	71.6	15.6	19.3	76.1	4.5	6.5	63.6	29.9	13	82.7	4.4	
Total %	3	16.9	3.7	5.5	21.8	1.3	1.4	13.5	6.3	3.5	22	1.2	

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	Bloomfield Ave Southbound				Imperial Hwy Westbound				Bloomfield Ave Northbound				Imperial Hwy 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	103	22	143	36	**219**	11	266	2	123	38	163	38	144	5	187	759
07:30 AM	12	102	**24**	138	**54**	218	14	**286**	**11**	137	41	189	**43**	148	**11**	202	815
07:45 AM	**22**	**114**	19	**155**	43	201	**17**	261	11	**189**	**44**	**244**	40	155	7	202	**862**
08:00 AM	20	97	22	139	38	189	16	243	11	124	43	178	26	**173**	5	**204**	764
Total Volume	72	416	87	575	171	827	58	1056	35	573	166	774	147	620	28	795	3200
% App. Total	12.5	72.3	15.1		16.2	78.3	5.5		4.5	74	21.4		18.5	78	3.5		
PHF	.818	.912	.906	.927	.792	.944	.853	.923	.795	.758	.943	.793	.855	.896	.636	.974	.928

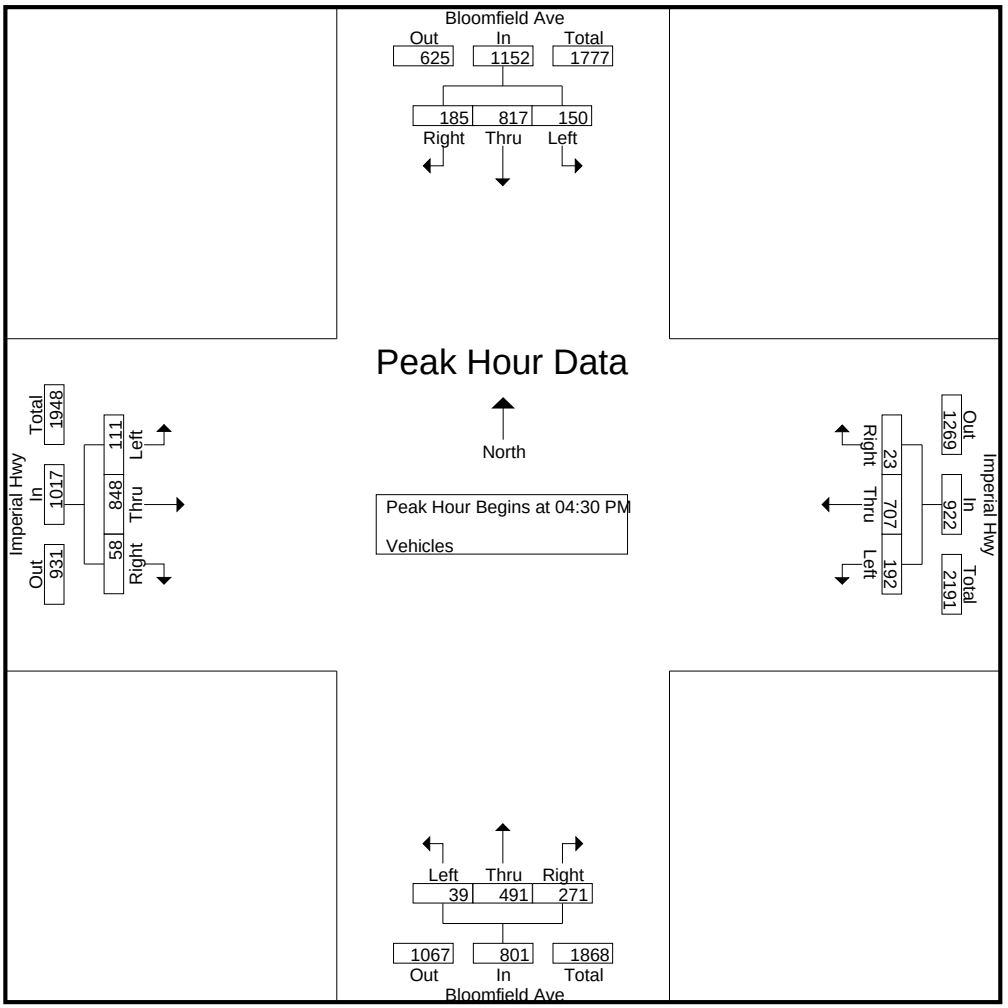


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	Bloomfield Ave Southbound				Imperial Hwy Westbound				Bloomfield Ave Northbound				Imperial Hwy Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	38	228	51	317	**50**	**193**	5	**248**	13	117	64	194	33	211	14	258	1017
04:45 PM	32	179	**55**	266	43	161	2	206	0	**141**	63	204	24	216	**17**	257	933
05:00 PM	**42**	**232**	48	**322**	49	176	4	229	7	107	**73**	187	**38**	**233**	17	**288**	**1026**
05:15 PM	38	178	31	247	50	177	**12**	239	**19**	126	71	**216**	16	188	10	214	916
Total Volume	150	817	185	1152	192	707	23	922	39	491	271	801	111	848	58	1017	3892
% App. Total	13	70.9	16.1		20.8	76.7	2.5		4.9	61.3	33.8		10.9	83.4	5.7		
PHF	.893	.880	.841	.894	.960	.916	.479	.929	.513	.871	.928	.927	.730	.910	.853	.883	.948



CITY TRAFFIC COUNTERS

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Groups Printed- Vehicles

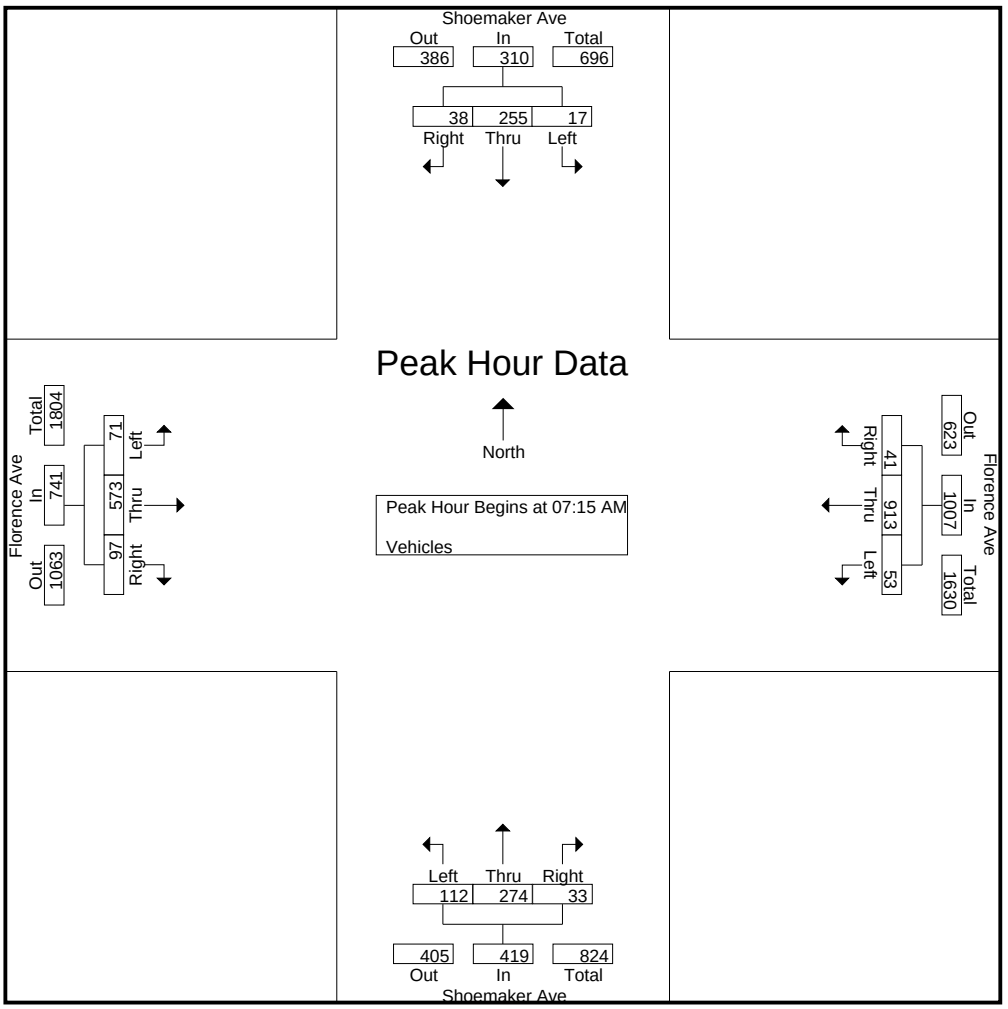
	Shoemaker Ave Southbound			Florence Ave Westbound			Shoemaker Ave Northbound			Florence Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	62	10	14	203	10	11	56	4	14	111	37	534
07:15 AM	7	63	8	10	243	11	19	68	7	26	138	30	630
07:30 AM	6	64	9	13	264	12	32	65	6	12	150	18	651
07:45 AM	1	74	8	13	239	15	31	77	10	19	141	27	655
Total	16	263	35	50	949	48	93	266	27	71	540	112	2470
08:00 AM	3	54	13	17	167	3	30	64	10	14	144	22	541
08:15 AM	1	67	10	6	188	26	22	70	4	13	136	18	561
08:30 AM	4	57	11	5	168	3	24	60	8	13	123	23	499
08:45 AM	5	48	8	10	181	6	32	53	14	12	158	21	548
Total	13	226	42	38	704	38	108	247	36	52	561	84	2149
04:00 PM	21	96	19	13	161	3	25	81	17	9	226	28	699
04:15 PM	5	106	10	8	206	4	27	74	13	11	233	18	715
04:30 PM	12	125	22	9	205	5	13	90	27	12	252	23	795
04:45 PM	10	116	10	12	181	4	23	97	19	5	240	27	744
Total	48	443	61	42	753	16	88	342	76	37	951	96	2953
05:00 PM	13	97	18	13	181	6	33	125	26	9	257	29	807
05:15 PM	6	69	13	9	223	4	30	60	16	9	288	25	752
05:30 PM	16	112	21	10	189	7	28	58	22	13	247	25	748
05:45 PM	9	92	21	12	176	4	13	76	16	3	221	36	679
Total	44	370	73	44	769	21	104	319	80	34	1013	115	2986
Grand Total	121	1302	211	174	3175	123	393	1174	219	194	3065	407	10558
Apprch %	7.4	79.7	12.9	5	91.4	3.5	22	65.7	12.3	5.3	83.6	11.1	
Total %	1.1	12.3	2	1.6	30.1	1.2	3.7	11.1	2.1	1.8	29	3.9	

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	Shoemaker Ave Southbound				Florence Ave Westbound				Shoemaker Ave Northbound				Florence 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**7**	63	8	78	10	243	11	264	19	68	7	94	**26**	138	**30**	**194**	630
07:30 AM	6	64	9	79	13	**264**	12	**289**	**32**	65	6	103	12	**150**	18	180	651
07:45 AM	1	**74**	8	**83**	13	239	**15**	267	31	**77**	**10**	**118**	19	141	27	187	**655**
08:00 AM	3	54	**13**	70	**17**	167	3	187	30	64	10	104	14	144	22	180	541
Total Volume	17	255	38	310	53	913	41	1007	112	274	33	419	71	573	97	741	2477
% App. Total	5.5	82.3	12.3		5.3	90.7	4.1		26.7	65.4	7.9		9.6	77.3	13.1		
PHF	.607	.861	.731	.934	.779	.865	.683	.871	.875	.890	.825	.888	.683	.955	.808	.955	.945

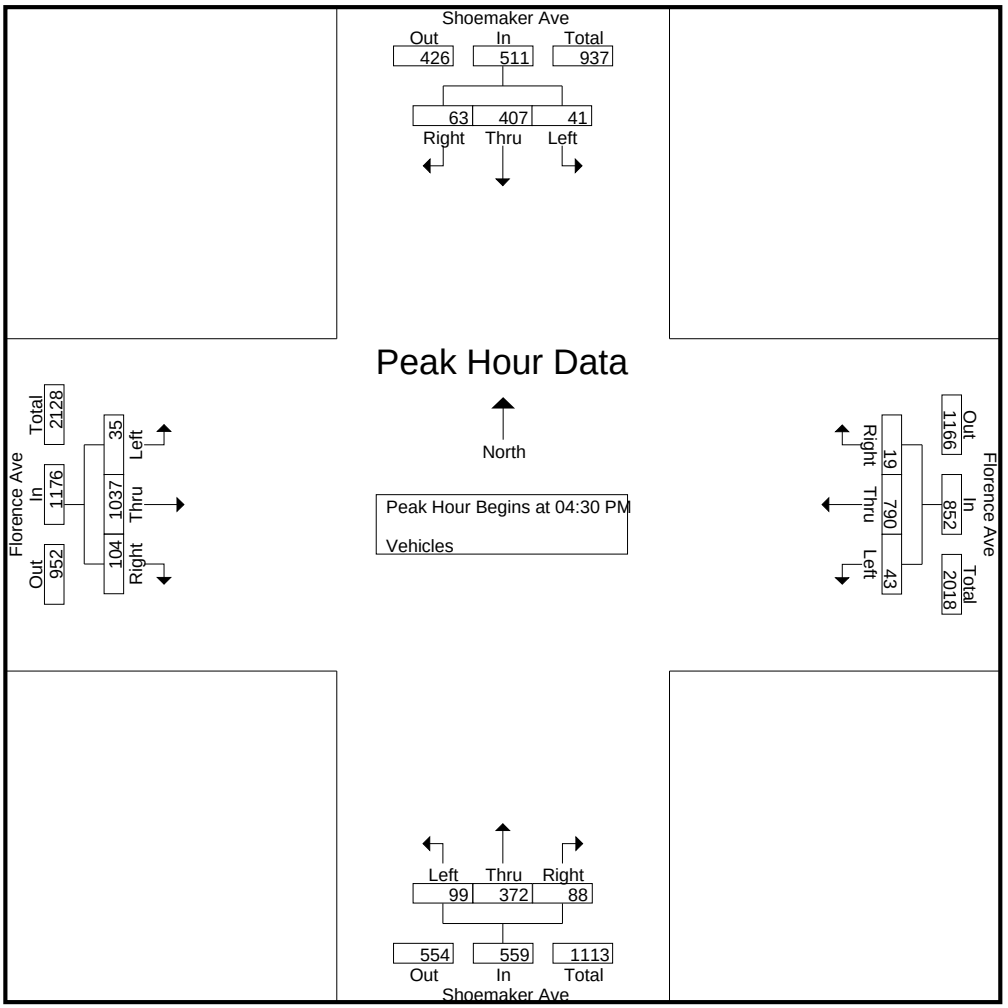


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	Shoemaker Ave Southbound				Florence Ave Westbound				Shoemaker Ave Northbound				Florence Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	**125**	**22**	**159**	9	205	5	219	13	90	**27**	130	**12**	252	23	287	795
04:45 PM	10	116	10	136	12	181	4	197	23	97	19	139	5	240	27	272	744
05:00 PM	**13**	97	18	128	**13**	181	**6**	200	**33**	**125**	26	**184**	9	257	**29**	295	**807**
05:15 PM	6	69	13	88	9	**223**	4	**236**	30	60	16	106	9	**288**	25	**322**	752
Total Volume	41	407	63	511	43	790	19	852	99	372	88	559	35	1037	104	1176	3098
% App. Total	8	79.6	12.3		5	92.7	2.2		17.7	66.5	15.7		3	88.2	8.8		
PHF	.788	.814	.716	.803	.827	.886	.792	.903	.750	.744	.815	.760	.729	.900	.897	.913	.960



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Groups Printed- Vehicles

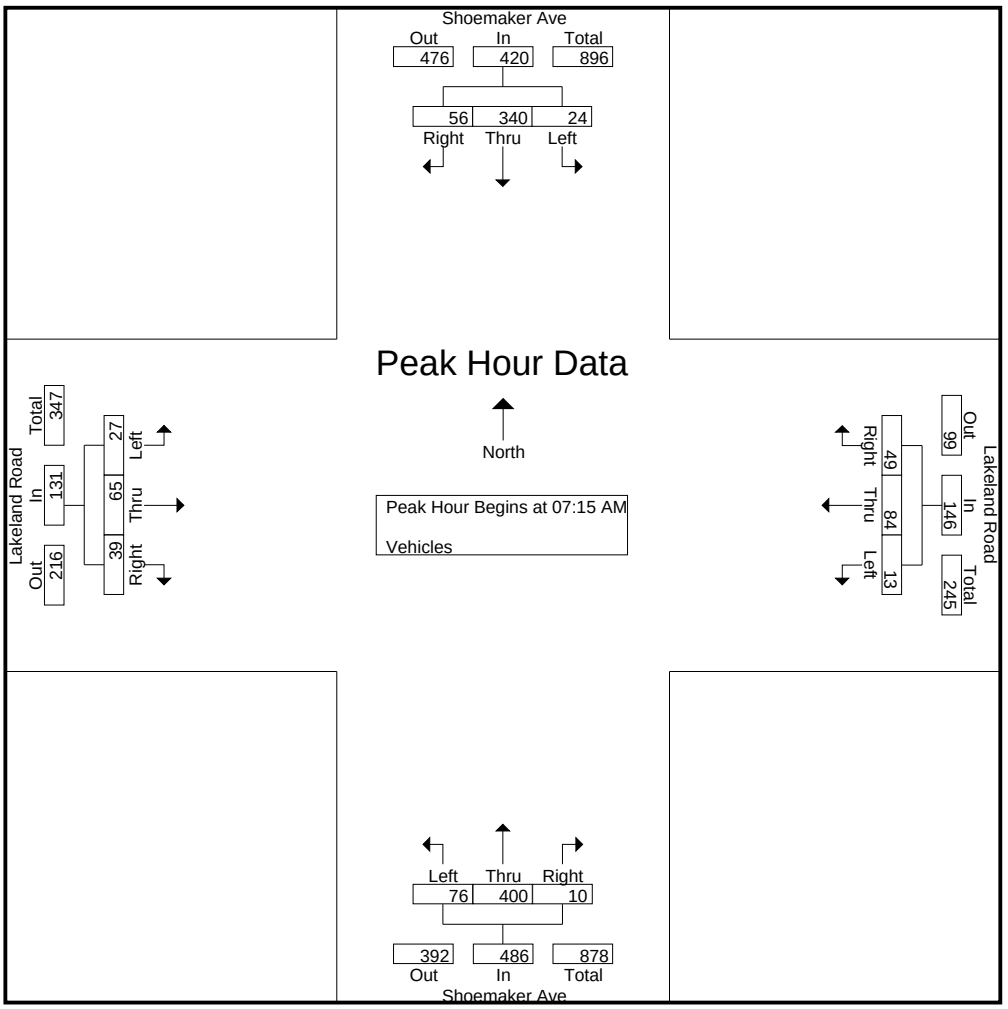
	Shoemaker Ave Southbound			Lakeland Road Westbound			Shoemaker Ave Northbound			Lakeland Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	82	14	2	13	8	9	59	4	8	13	10	227
07:15 AM	5	83	16	5	19	12	22	84	4	10	10	7	277
07:30 AM	5	67	14	1	25	11	21	97	2	5	17	9	274
07:45 AM	6	110	16	4	19	16	20	119	2	5	11	13	341
Total	21	342	60	12	76	47	72	359	12	28	51	39	1119
08:00 AM	8	80	10	3	21	10	13	100	2	7	27	10	291
08:15 AM	6	83	8	4	15	6	21	85	1	8	13	11	261
08:30 AM	2	55	11	4	21	5	11	78	2	7	14	18	228
08:45 AM	6	63	12	1	13	6	18	89	2	10	13	8	241
Total	22	281	41	12	70	27	63	352	7	32	67	47	1021
04:00 PM	6	117	10	13	27	11	18	94	9	12	39	29	385
04:15 PM	7	104	14	4	25	13	21	94	4	11	33	15	345
04:30 PM	5	119	8	7	40	5	23	113	3	18	45	28	414
04:45 PM	7	138	16	7	15	6	17	114	5	13	41	22	401
Total	25	478	48	31	107	35	79	415	21	54	158	94	1545
05:00 PM	6	121	17	8	31	16	20	120	5	16	31	34	425
05:15 PM	3	98	13	18	21	8	16	80	4	11	19	16	307
05:30 PM	5	105	21	4	17	11	9	80	5	8	22	16	303
05:45 PM	8	109	14	4	7	6	8	91	4	7	28	14	300
Total	22	433	65	34	76	41	53	371	18	42	100	80	1335
Grand Total	90	1534	214	89	329	150	267	1497	58	156	376	260	5020
Apprch %	4.9	83.5	11.6	15.7	57.9	26.4	14.7	82.2	3.2	19.7	47.5	32.8	
Total %	1.8	30.6	4.3	1.8	6.6	3	5.3	29.8	1.2	3.1	7.5	5.2	

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	Shoemaker Ave Southbound				Lakeland Road Westbound				Shoemaker Ave Northbound				Lakeland Road 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	83	**16**	104	**5**	19	12	36	**22**	84	**4**	110	**10**	10	7	27	277
07:30 AM	5	67	14	86	1	**25**	11	37	21	97	2	120	5	17	9	31	274
07:45 AM	6	**110**	16	**132**	4	19	**16**	**39**	20	**119**	2	**141**	5	11	**13**	29	**341**
08:00 AM	**8**	80	10	98	3	21	10	34	13	100	2	115	7	**27**	10	**44**	291
Total Volume	24	340	56	420	13	84	49	146	76	400	10	486	27	65	39	131	1183
% App. Total	5.7	81	13.3		8.9	57.5	33.6		15.6	82.3	2.1		20.6	49.6	29.8		
PHF	.750	.773	.875	.795	.650	.840	.766	.936	.864	.840	.625	.862	.675	.602	.750	.744	.867

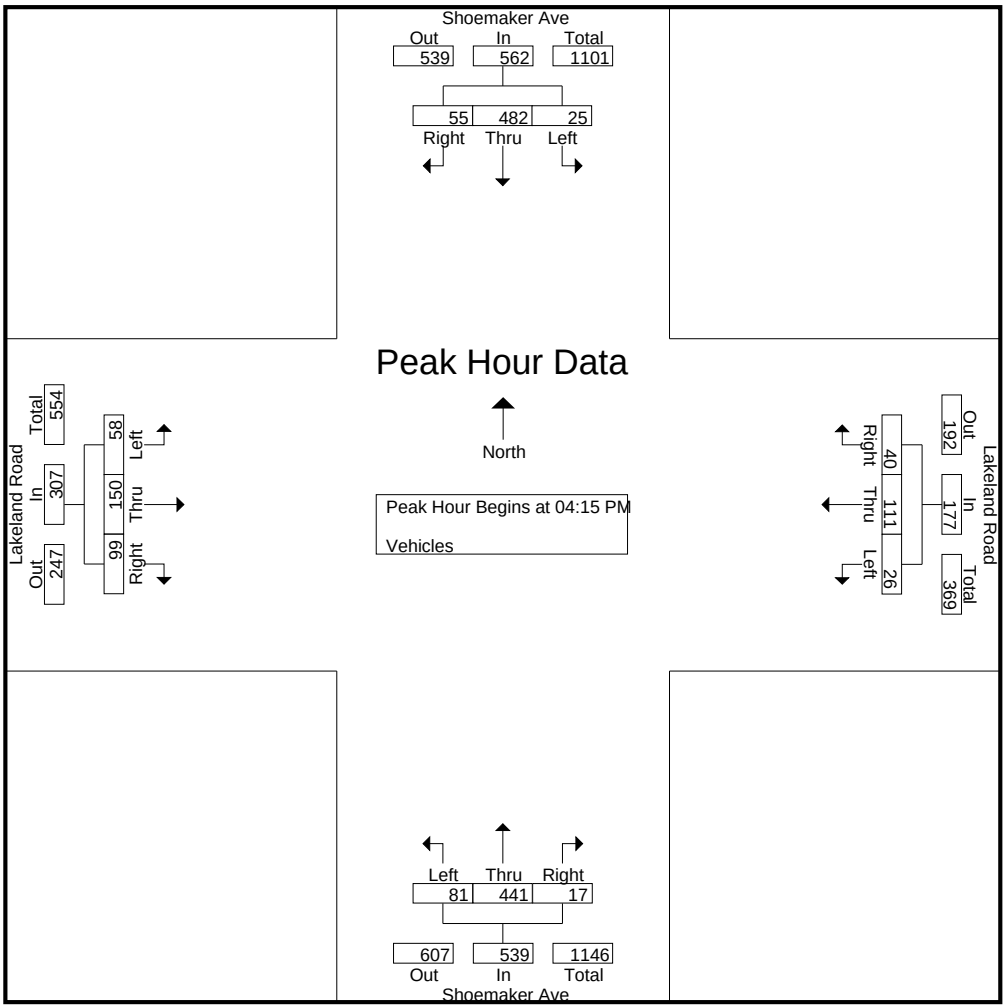


CITY TRAFFIC COUNTERS

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File Name : Shoemaker_Lakeland
Site Code : 00000000
Start Date : 4/1/2021
Page No : 3

	Shoemaker Ave Southbound				Lakeland Road Westbound				Shoemaker Ave Northbound				Lakeland Road 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**7**	104	14	125	4	25	13	42	21	94	4	119	11	33	15	59	345
04:30 PM	5	119	8	132	7	**40**	5	52	**23**	113	3	139	**18**	**45**	28	**91**	414
04:45 PM	7	**138**	16	**161**	7	15	6	28	17	114	**5**	136	13	41	22	76	401
05:00 PM	6	121	**17**	144	**8**	31	**16**	**55**	20	**120**	5	**145**	16	31	**34**	81	**425**
Total Volume	25	482	55	562	26	111	40	177	81	441	17	539	58	150	99	307	1585
% App. Total	4.4	85.8	9.8		14.7	62.7	22.6		15	81.8	3.2		18.9	48.9	32.2		
PHF	.893	.873	.809	.873	.813	.694	.625	.805	.880	.919	.850	.929	.806	.833	.728	.843	.932



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : Shoemaker_Imperial
Site Code : 00000000
Start Date : 4/1/2021
Page No : 1

Groups Printed- Vehicles

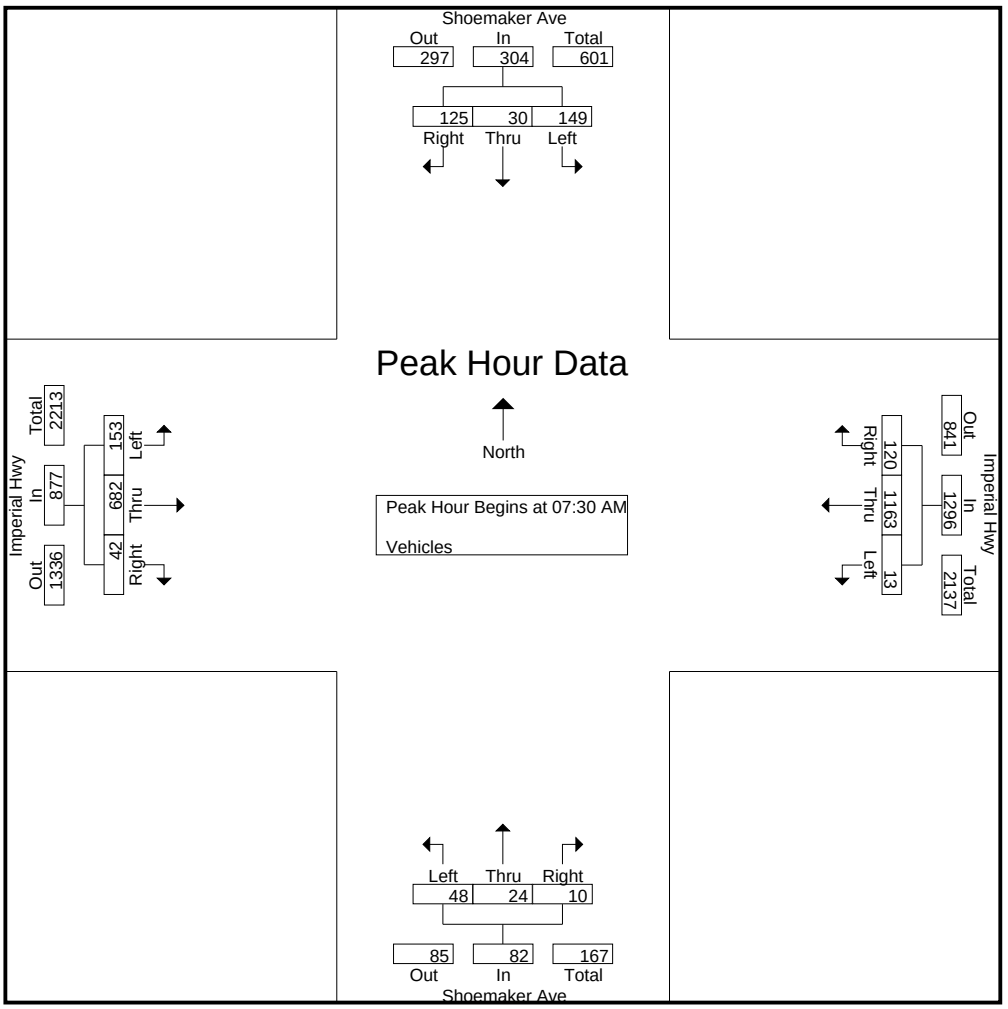
	Shoemaker Ave Southbound			Imperial Hwy Westbound			Shoemaker Ave Northbound			Imperial Hwy Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	34	5	41	0	273	23	18	3	0	27	152	27	603
07:15 AM	40	10	26	1	257	23	6	6	2	39	134	15	559
07:30 AM	34	7	28	3	309	26	18	3	3	45	158	7	641
07:45 AM	41	10	40	4	296	29	9	7	1	42	154	11	644
Total	149	32	135	8	1135	101	51	19	6	153	598	60	2447
08:00 AM	38	9	37	2	292	30	15	10	1	40	208	14	696
08:15 AM	36	4	20	4	266	35	6	4	5	26	162	10	578
08:30 AM	28	6	28	1	274	28	4	6	0	27	197	11	610
08:45 AM	24	8	35	1	220	14	8	10	2	20	145	6	493
Total	126	27	120	8	1052	107	33	30	8	113	712	41	2377
04:00 PM	44	10	36	4	238	26	35	9	4	41	295	2	744
04:15 PM	37	5	39	7	213	30	15	13	1	40	284	8	692
04:30 PM	61	8	43	6	241	30	18	11	4	45	295	4	766
04:45 PM	57	8	36	3	249	27	22	5	0	43	294	7	751
Total	199	31	154	20	941	113	90	38	9	169	1168	21	2953
05:00 PM	41	15	49	4	262	45	16	7	8	30	331	5	813
05:15 PM	59	8	43	2	280	29	9	11	2	29	334	1	807
05:30 PM	25	5	28	4	266	45	17	8	2	35	276	10	721
05:45 PM	32	3	34	3	212	27	11	9	5	29	293	9	667
Total	157	31	154	13	1020	146	53	35	17	123	1234	25	3008
Grand Total	631	121	563	49	4148	467	227	122	40	558	3712	147	10785
Apprch %	48	9.2	42.8	1.1	88.9	10	58.4	31.4	10.3	12.6	84	3.3	
Total %	5.9	1.1	5.2	0.5	38.5	4.3	2.1	1.1	0.4	5.2	34.4	1.4	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : Shoemaker_Imperial
Site Code : 00000000
Start Date : 4/1/2021
Page No : 2

	Shoemaker Ave Southbound				Imperial Hwy Westbound				Shoemaker Ave Northbound				Imperial Hwy 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	34	7	28	69	3	**309**	26	**338**	**18**	3	3	24	**45**	158	7	210	641
07:45 AM	**41**	**10**	**40**	**91**	**4**	296	29	329	9	7	1	17	42	154	11	207	644
08:00 AM	38	9	37	84	2	292	30	324	15	**10**	1	**26**	40	**208**	**14**	**262**	**696**
08:15 AM	36	4	20	60	4	266	**35**	305	6	4	**5**	15	26	162	10	198	578
Total Volume	149	30	125	304	13	1163	120	1296	48	24	10	82	153	682	42	877	2559
% App. Total	49	9.9	41.1		1	89.7	9.3		58.5	29.3	12.2		17.4	77.8	4.8		
PHF	.909	.750	.781	.835	.813	.941	.857	.959	.667	.600	.500	.788	.850	.820	.750	.837	.919

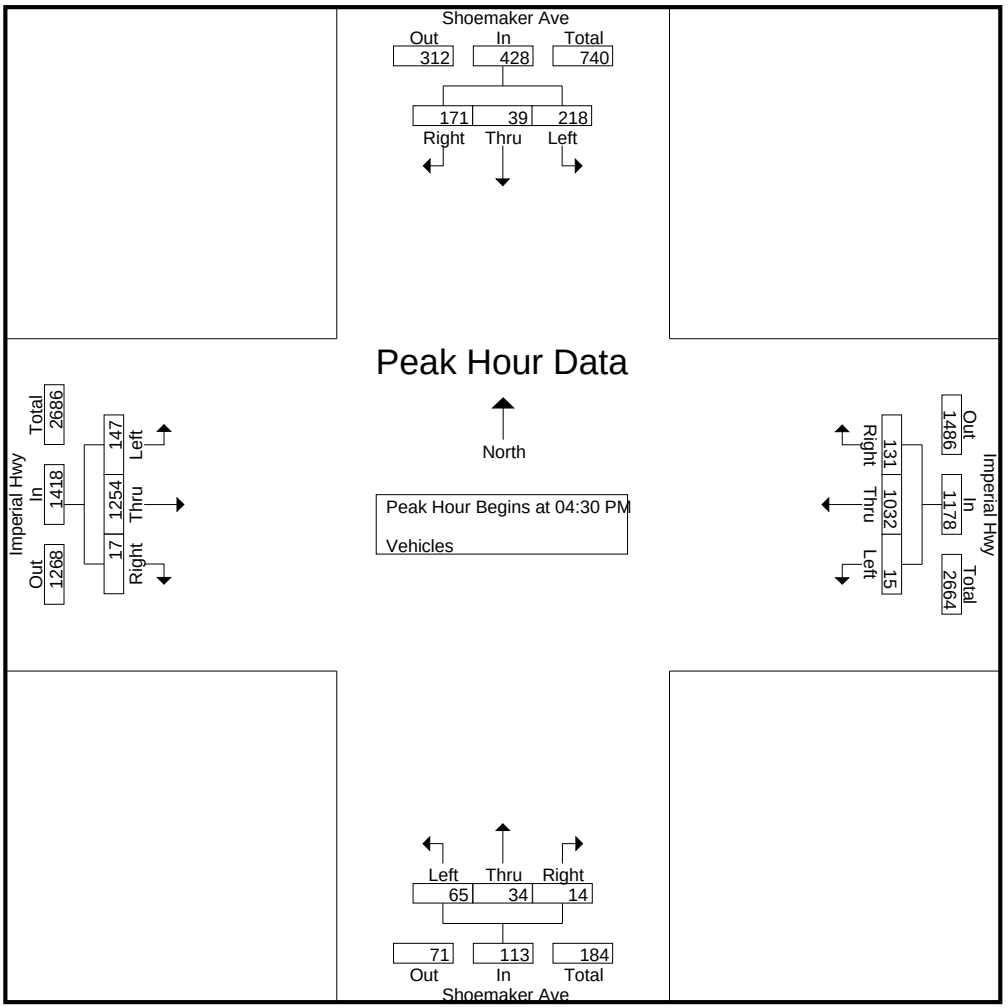


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : Shoemaker_Imperial
Site Code : 00000000
Start Date : 4/1/2021
Page No : 3

	Shoemaker Ave Southbound				Imperial Hwy Westbound				Shoemaker Ave Northbound				Imperial Hwy 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**61**	8	43	**112**	**6**	241	30	277	18	**11**	4	**33**	**45**	295	4	344	766
04:45 PM	57	8	36	101	3	249	27	279	**22**	5	0	27	43	294	**7**	344	751
05:00 PM	41	**15**	**49**	105	4	262	**45**	**311**	16	7	**8**	31	30	331	5	**366**	**813**
05:15 PM	59	8	43	110	2	**280**	29	311	9	11	2	22	29	**334**	1	364	807
Total Volume	218	39	171	428	15	1032	131	1178	65	34	14	113	147	1254	17	1418	3137
% App. Total	50.9	9.1	40		1.3	87.6	11.1		57.5	30.1	12.4		10.4	88.4	1.2		
PHF	.893	.650	.872	.955	.625	.921	.728	.947	.739	.773	.438	.856	.817	.939	.607	.969	.965



APPENDIX B

LEVEL OF SERVICE ANALYSIS ICU CALCULATION SHEET

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	50	81					50	81	0.031	0.051	0.031	0.051
N/B Thru	2	3,200	428	587					428	587	0.153	0.243		
N/B Right	-	-	60	191					60	191	0.000	0.000		
S/B Left	1	1,600	27	51					27	51	0.017	0.032		
S/B Thru	2	3,200	429	604					429	604	0.178	0.237	0.178	0.237
S/B Right	-	-	142	155					142	155	0.000	0.000		
E/B Left	1	1,600	143	166					143	166	0.089	0.104	0.089	
E/B Thru	2	3,200	717	991					717	991	0.224	0.310		0.310
E/B Right	1	1,600	155	162					155	162	0.066	0.051		
W/B Left	1	1,600	130	148					130	148	0.081	0.093		0.093
W/B Thru	2	3,200	932	828					932	828	0.291	0.259	0.291	
W/B Right	1	1,600	65	49					65	49	0.024	0.031		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.590	0.690
									Lost Time:				0.100	0.100
									Total V/C:				0.690	0.790
									Level Of Service:				B	C

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes with Project (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	50	81			1	4	51	85	0.032	0.053	0.032	0.053
N/B Thru	2	3,200	428	587			1	3	429	590	0.153	0.244		
N/B Right	-	-	60	191					60	191	0.000	0.000		
S/B Left	1	1,600	27	51					27	51	0.017	0.032		
S/B Thru	2	3,200	429	604			3	1	432	605	0.179	0.238	0.179	0.238
S/B Right	-	-	142	155					142	155	0.000	0.000		
E/B Left	1	1,600	143	166					143	166	0.089	0.104	0.089	
E/B Thru	2	3,200	717	991					717	991	0.224	0.310		0.310
E/B Right	1	1,600	155	162			4	2	159	164	0.068	0.049		
W/B Left	1	1,600	130	148					130	148	0.081	0.093		0.093
W/B Thru	2	3,200	932	828					932	828	0.291	0.259	0.291	
W/B Right	1	1,600	65	49					65	49	0.024	0.031		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.592	0.693
									Lost Time:				0.100	0.100
									Total V/C:				0.692	0.793
									Level Of Service:				B	C

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects without Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	50	81	0	0			51	82	0.032	0.051	0.032	0.051
N/B Thru	2	3,200	428	587	14	6			446	599	0.160	0.248		
N/B Right	-	-	60	191	5	2			66	195	0.000	0.000		
S/B Left	1	1,600	27	51	0	0			27	52	0.017	0.032		
S/B Thru	2	3,200	429	604	4	15			437	625	0.181	0.244	0.181	0.244
S/B Right	-	-	142	155	0	0			143	157	0.000	0.000		
E/B Left	1	1,600	143	166	0	0			144	168	0.090	0.105	0.090	
E/B Thru	2	3,200	717	991	8	26			732	1027	0.229	0.321		0.321
E/B Right	1	1,600	155	162	0	0			157	164	0.066	0.051		
W/B Left	1	1,600	130	148	1	5			132	154	0.083	0.097		0.097
W/B Thru	2	3,200	932	828	22	13			963	849	0.301	0.265	0.301	
W/B Right	1	1,600	65	49	0	0			66	49	0.024	0.031		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.604	0.713
									Lost Time:				0.100	0.100
									Total V/C:				0.704	0.813
									Level Of Service:				B	D

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects with Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	50	81	-	-	1	4	52	86	0.032	0.054	0.032	0.054
N/B Thru	2	3,200	428	587	14	6	1	3	447	602	0.160	0.249		
N/B Right	-	-	60	191	5	2	-	-	66	195	0.000	0.000		
S/B Left	1	1,600	27	51	-	-	-	-	27	52	0.017	0.032		
S/B Thru	2	3,200	429	604	4	15	3	1	440	626	0.182	0.245	0.182	0.245
S/B Right	-	-	142	155	-	-	-	-	143	157	0.000	0.000		
E/B Left	1	1,600	143	166	-	-	-	-	144	168	0.090	0.105	0.090	
E/B Thru	2	3,200	717	991	8	26	-	-	732	1027	0.229	0.321		0.321
E/B Right	1	1,600	155	162	-	-	4	2	161	166	0.068	0.050		
W/B Left	1	1,600	130	148	1	5	-	-	132	154	0.083	0.097		0.097
W/B Thru	2	3,200	932	828	22	13	-	-	963	849	0.301	0.265	0.301	
W/B Right	1	1,600	65	49	-	-	-	-	66	49	0.024	0.031		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.606	0.716
									Lost Time:				0.100	0.100
									Total V/C:				0.706	0.816
									Level Of Service:				C	D

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	40	92					40	92	0.025	0.058	0.025	0.058
N/B Thru	2	3,200	481	671					481	671	0.150	0.210		
N/B Right	1	1,600	33	60					33	60	0.002	0.038		
S/B Left	1	1,600	89	62					89	62	0.056	0.039		
S/B Thru	2	3,200	595	754					595	754	0.186	0.236	0.186	0.236
S/B Right	1	1,600	56	137					56	137	0.005	0.037		
E/B Left	1	1,600	48	78					48	78	0.030	0.049		0.049
E/B Thru	1	1,600	129	141					129	141	0.081	0.088	0.081	
E/B Right	1	1,600	61	71					61	71	0.013	0.044		
W/B Left	1	1,600	30	71					30	71	0.019	0.044	0.019	
W/B Thru	1	1,600	94	181					94	181	0.059	0.113		0.113
W/B Right	1	1,600	42	59					42	59	0.026	0.037		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.310	0.455
									Lost Time:				0.100	0.100
									Total V/C:				0.410	0.555
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes with Project (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	40	92					40	92	0.025	0.058	0.025	0.058
N/B Thru	2	3,200	481	671					481	671	0.150	0.210		
N/B Right	1	1,600	33	60			6	3	39	63	0.004	0.039		
S/B Left	1	1,600	89	62			7	3	96	65	0.060	0.041		
S/B Thru	2	3,200	595	754					595	754	0.186	0.236	0.186	0.236
S/B Right	1	1,600	56	137					56	137	0.005	0.037		
E/B Left	1	1,600	48	78					48	78	0.030	0.049		0.049
E/B Thru	1	1,600	129	141					129	141	0.081	0.088	0.081	
E/B Right	1	1,600	61	71					61	71	0.013	0.044		
W/B Left	1	1,600	30	71			2	7	32	78	0.020	0.049	0.020	
W/B Thru	1	1,600	94	181					94	181	0.059	0.113		0.113
W/B Right	1	1,600	42	59			2	7	44	66	0.028	0.001		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.312	0.455
									Lost Time:				0.100	0.100
									Total V/C:				0.412	0.555
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects without Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	40	92	0	0			40	93	0.025	0.058	0.025	0.058
N/B Thru	2	3,200	481	671	19	8			505	686	0.158	0.214		
N/B Right	1	1,600	33	60	0	0			33	61	0.002	0.038		
S/B Left	1	1,600	89	62	0	0			90	63	0.056	0.039		
S/B Thru	2	3,200	595	754	5	20			606	782	0.189	0.244	0.189	0.244
S/B Right	1	1,600	56	137	0	0			57	138	0.005	0.037		
E/B Left	1	1,600	48	78	0	0			48	79	0.030	0.049		0.049
E/B Thru	1	1,600	129	141	0	0			130	142	0.081	0.089	0.081	
E/B Right	1	1,600	61	71	0	0			62	72	0.013	0.045		
W/B Left	1	1,600	30	71	0	0			30	72	0.019	0.045	0.019	
W/B Thru	1	1,600	94	181	0	0			95	183	0.059	0.114		0.114
W/B Right	1	1,600	42	59	0	0			42	60	0.027	0.037		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.315	0.466
									Lost Time:				0.100	0.100
									Total V/C:				0.415	0.566
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects with Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	40	92	-	-	-	-	40	93	0.025	0.058		0.058
N/B Thru	2	3,200	481	671	19	8	-	-	505	686	0.158	0.214	0.158	
N/B Right	1	1,600	33	60	-	-	6	3	39	64	0.004	0.040		
S/B Left	1	1,600	89	62	-	-	7	3	97	66	0.061	0.041	0.061	
S/B Thru	2	3,200	595	754	5	20	-	-	606	782	0.189	0.244		0.244
S/B Right	1	1,600	56	137	-	-	-	-	57	138	0.005	0.037		
E/B Left	1	1,600	48	78	-	-	-	-	48	79	0.030	0.049		0.049
E/B Thru	1	1,600	129	141	-	-	-	-	130	142	0.081	0.089	0.081	
E/B Right	1	1,600	61	71	-	-	-	-	62	72	0.013	0.045		
W/B Left	1	1,600	30	71	-	-	2	7	32	79	0.020	0.049	0.020	
W/B Thru	1	1,600	94	181	-	-	-	-	95	183	0.059	0.114		0.114
W/B Right	1	1,600	42	59	-	-	2	7	44	67	0.028	0.001		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.320	0.466
									Lost Time:				0.100	0.100
									Total V/C:				0.420	0.566
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	35	39					35	39	0.022	0.024		0.024
N/B Thru	2	3,200	573	491					573	491	0.179	0.153	0.179	
N/B Right	1	1,600	166	271					166	271	0.104	0.049		
S/B Left	1	1,600	72	150					72	150	0.045	0.094	0.045	
S/B Thru	2	3,200	416	817					416	817	0.130	0.255		0.255
S/B Right	1	1,600	87	185					87	185	0.054	0.046		
E/B Left	1	1,600	147	111					147	111	0.092	0.069	0.092	
E/B Thru	3	4,800	620	848					620	848	0.129	0.177		0.177
E/B Right	1	1,600	28	58					28	58	0.018	0.012		
W/B Left	1	1,600	171	192					171	192	0.107	0.120		0.120
W/B Thru	3	4,800	827	707					827	707	0.184	0.152	0.184	
W/B Right	-	-	58	23					58	23	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.500	0.576
									Lost Time:				0.100	0.100
									Total V/C:				0.600	0.676
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes with Project (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	35	39					35	39	0.022	0.024		0.024
N/B Thru	2	3,200	573	491			3	1	576	492	0.180	0.154	0.180	
N/B Right	1	1,600	166	271					166	271	0.104	0.049		
S/B Left	1	1,600	72	150					72	150	0.045	0.094	0.045	
S/B Thru	2	3,200	416	817			1	3	417	820	0.130	0.256		0.256
S/B Right	1	1,600	87	185			1	4	88	189	0.055	0.048		
E/B Left	1	1,600	147	111			3	2	150	113	0.094	0.071	0.094	
E/B Thru	3	4,800	620	848					620	848	0.129	0.177		0.177
E/B Right	1	1,600	28	58					28	58	0.018	0.012		
W/B Left	1	1,600	171	192					171	192	0.107	0.120		0.120
W/B Thru	3	4,800	827	707					827	707	0.184	0.152	0.184	
W/B Right	-	-	58	23					58	23	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.503	0.577
									Lost Time:				0.100	0.100
									Total V/C:				0.603	0.677
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects without Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	35	39	0	0			35	39	0.022	0.025		0.025
N/B Thru	2	3,200	573	491	19	8			598	504	0.187	0.157	0.187	
N/B Right	1	1,600	166	271	0	0			168	274	0.105	0.050		
S/B Left	1	1,600	72	150	0	0			73	152	0.045	0.095	0.045	
S/B Thru	2	3,200	416	817	5	20			425	845	0.133	0.264		0.264
S/B Right	1	1,600	87	185	0	0			88	187	0.055	0.047		
E/B Left	1	1,600	147	111	0	0			148	112	0.093	0.070	0.093	
E/B Thru	3	4,800	620	848	3	9			629	865	0.131	0.180		0.180
E/B Right	1	1,600	28	58	0	0			28	59	0.018	0.012		
W/B Left	1	1,600	171	192	0	0			173	194	0.108	0.121		0.121
W/B Thru	3	4,800	827	707	9	4			844	718	0.188	0.154	0.188	
W/B Right	-	-	58	23	0	0			59	23	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.513	0.590
									Lost Time:				0.100	0.100
									Total V/C:				0.613	0.690
									Level Of Service:				B	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Bloomfield Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects with Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	35	39	-	-	-	-	35	39	0.022	0.025		0.025
N/B Thru	2	3,200	573	491	19	8	3	1	601	505	0.188	0.158	0.188	
N/B Right	1	1,600	166	271	-	-	-	-	168	274	0.105	0.050		
S/B Left	1	1,600	72	150	-	-	-	-	73	152	0.045	0.095	0.045	
S/B Thru	2	3,200	416	817	5	20	1	3	426	848	0.133	0.265		0.265
S/B Right	1	1,600	87	185	-	-	1	4	89	191	0.056	0.048		
E/B Left	1	1,600	147	111	-	-	3	2	151	114	0.095	0.071	0.095	
E/B Thru	3	4,800	620	848	3	9	-	-	629	865	0.131	0.180		0.180
E/B Right	1	1,600	28	58	-	-	-	-	28	59	0.018	0.012		
W/B Left	1	1,600	171	192	-	-	-	-	173	194	0.108	0.121		0.121
W/B Thru	3	4,800	827	707	9	4	-	-	844	718	0.188	0.154	0.188	
W/B Right	-	-	58	23	-	-	-	-	59	23	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.516	0.591
									Lost Time:				0.100	0.100
									Total V/C:				0.616	0.691
									Level Of Service:				B	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes (Count Date: 4/1/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	112	99					112	99	0.070	0.062	0.070	0.062
N/B Thru	2	3,200	274	372					274	372	0.086	0.116		
N/B Right	1	1,600	33	88					33	88	0.021	0.028		
S/B Left	1	1,600	17	41					17	41	0.011	0.026		
S/B Thru	2	3,200	255	407					255	407	0.092	0.147	0.092	0.147
S/B Right	-	-	38	63					38	63	0.000	0.000		
E/B Left	1	1,600	71	35					71	35	0.044	0.022	0.044	
E/B Thru	2	3,200	573	1037					573	1037	0.179	0.324		0.324
E/B Right	1	1,600	97	104					97	104	0.061	0.003		
W/B Left	1	1,600	53	43					53	43	0.033	0.027		0.027
W/B Thru	2	3,200	913	790					913	790	0.285	0.247	0.285	
W/B Right	1	1,600	41	19					41	19	0.015	0.012		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.491	0.560
									Lost Time:				0.100	0.100
									Total V/C:				0.591	0.660
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes with Project (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	112	99					112	99	0.070	0.062	0.070	0.062
N/B Thru	2	3,200	274	372			1	3	275	375	0.086	0.117		
N/B Right	1	1,600	33	88			1	3	34	91	0.021	0.029		
S/B Left	1	1,600	17	41					17	41	0.011	0.026		
S/B Thru	2	3,200	255	407			3	1	258	408	0.093	0.147	0.093	0.147
S/B Right	-	-	38	63					38	63	0.000	0.000		
E/B Left	1	1,600	71	35					71	35	0.044	0.022	0.044	
E/B Thru	2	3,200	573	1037					573	1037	0.179	0.324		0.324
E/B Right	1	1,600	97	104					97	104	0.061	0.003		
W/B Left	1	1,600	53	43			3	1	56	44	0.035	0.028		0.028
W/B Thru	2	3,200	913	790					913	790	0.285	0.247	0.285	
W/B Right	1	1,600	41	19					41	19	0.015	0.012		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.492	0.561
									Lost Time:				0.100	0.100
									Total V/C:				0.592	0.661
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects without Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	112	99	0	0			113	100	0.071	0.062	0.071	0.062
N/B Thru	2	3,200	274	372	5	2			282	378	0.088	0.118		
N/B Right	1	1,600	33	88	0	0			33	89	0.021	0.028		
S/B Left	1	1,600	17	41	0	0			17	41	0.011	0.026		
S/B Thru	2	3,200	255	407	1	5			259	416	0.093	0.151	0.093	0.151
S/B Right	-	-	38	63	1	5			39	69	0.000	0.000		
E/B Left	1	1,600	71	35	5	2			77	37	0.048	0.023	0.048	
E/B Thru	2	3,200	573	1037	8	26			587	1073	0.183	0.335		0.335
E/B Right	1	1,600	97	104	0	0			98	105	0.061	0.003		
W/B Left	1	1,600	53	43	0	0			54	43	0.033	0.027		0.027
W/B Thru	2	3,200	913	790	22	13			944	811	0.295	0.253	0.295	
W/B Right	1	1,600	41	19	0	0			41	19	0.015	0.012		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.507	0.577
									Lost Time:				0.100	0.100
									Total V/C:				0.607	0.677
									Level Of Service:				B	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Florence Avenue **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects with Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Cumulative		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1	1,600	112	99	-	-	-	-	113	100	0.071	0.062	0.071	0.062
N/B Thru	2	3,200	274	372	5	2	1	3	283	381	0.088	0.119		
N/B Right	1	1,600	33	88	-	-	1	3	34	92	0.021	0.030		
S/B Left	1	1,600	17	41	-	-	-	-	17	41	0.011	0.026		
S/B Thru	2	3,200	255	407	1	5	3	1	262	417	0.094	0.152	0.094	0.152
S/B Right	-	-	38	63	1	5	-	-	39	69	0.000	0.000		
E/B Left	1	1,600	71	35	5	2	-	-	77	37	0.048	0.023	0.048	
E/B Thru	2	3,200	573	1037	8	26			587	1073	0.183	0.335		0.335
E/B Right	1	1,600	97	104	-	-	-	-	98	105	0.061	0.003		
W/B Left	1	1,600	53	43	-	-	3	1	57	44	0.035	0.028		0.028
W/B Thru	2	3,200	913	790	22	13	-	-	944	811	0.295	0.253	0.295	
W/B Right	1	1,600	41	19	-	-	-	-	41	19	0.015	0.012		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.508	0.577
									Lost Time:				0.100	0.100
									Total V/C:				0.608	0.677
									Level Of Service:				B	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes (Count Date: 4/1/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	76	81					76	81	0.048	0.051	0.048	0.051
N/B Thru	2	3,200	400	441					400	441	0.125	0.138		
N/B Right	1	1,600	10	17					10	17	0.006	0.011		
S/B Left	1	1,600	24	25					24	25	0.015	0.016		
S/B Thru	2	3,200	340	482					340	482	0.106	0.151	0.106	0.151
S/B Right	1	1,600	56	55					56	55	0.018	0.034		
E/B Left	1	1,600	27	58					27	58	0.017	0.036	0.017	
E/B Thru	1	1,600	65	150					65	150	0.041	0.094		0.094
E/B Right	1	1,600	39	99					39	99	0.024	0.011		
W/B Left	1	1,600	13	26					13	26	0.008	0.016		0.016
W/B Thru	1	1,600	84	111					84	111	0.053	0.069	0.053	
W/B Right	1	1,600	49	40					49	40	0.016	0.009		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.223	0.311
									Lost Time:				0.100	0.100
									Total V/C:				0.323	0.411
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes with Project (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	76	81					76	81	0.048	0.051	0.048	0.051
N/B Thru	2	3,200	400	441					400	441	0.125	0.138		
N/B Right	1	1,600	10	17					10	17	0.006	0.011		
S/B Left	1	1,600	24	25					24	25	0.015	0.016		
S/B Thru	2	3,200	340	482					340	482	0.106	0.151	0.106	0.151
S/B Right	1	1,600	56	55			6	2	62	57	0.021	0.036		
E/B Left	1	1,600	27	58			2	6	29	64	0.018	0.040	0.018	
E/B Thru	1	1,600	65	150					65	150	0.041	0.094		0.094
E/B Right	1	1,600	39	99					39	99	0.024	0.011		
W/B Left	1	1,600	13	26					13	26	0.008	0.016		0.016
W/B Thru	1	1,600	84	111					84	111	0.053	0.069	0.053	
W/B Right	1	1,600	49	40					49	40	0.016	0.009		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.224	0.311
									Lost Time:				0.100	0.100
									Total V/C:				0.324	0.411
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects without Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	76	81	0	0			77	82	0.048	0.051	0.048	0.051
N/B Thru	2	3,200	400	441	5	2			409	447	0.128	0.140		
N/B Right	1	1,600	10	17	0	0			10	17	0.006	0.011		
S/B Left	1	1,600	24	25	0	0			24	25	0.015	0.016		
S/B Thru	2	3,200	340	482	1	5			344	492	0.108	0.154	0.108	0.154
S/B Right	1	1,600	56	55	0	0			57	56	0.018	0.035		
E/B Left	1	1,600	27	58	0	0			27	59	0.017	0.037	0.017	
E/B Thru	1	1,600	65	150	0	0			66	152	0.041	0.095		0.095
E/B Right	1	1,600	39	99	0	0			39	100	0.025	0.011		
W/B Left	1	1,600	13	26	0	0			13	26	0.008	0.016		0.016
W/B Thru	1	1,600	84	111	0	0			85	112	0.053	0.070	0.053	
W/B Right	1	1,600	49	40	0	0			49	40	0.016	0.009		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.226	0.316
									Lost Time:				0.100	0.100
									Total V/C:				0.326	0.416
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Lakeland Road **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects with Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	76	81	-	-	-	-	77	82	0.048	0.051	0.048	0.051
N/B Thru	2	3,200	400	441	5	2	-	-	409	447	0.128	0.140		
N/B Right	1	1,600	10	17	-	-	-	-	10	17	0.006	0.011		
S/B Left	1	1,600	24	25	-	-	-	-	24	25	0.015	0.016		
S/B Thru	2	3,200	340	482	1	5	-	-	344	492	0.108	0.154	0.108	0.154
S/B Right	1	1,600	56	55	-	-	6	2	63	58	0.021	0.036		
E/B Left	1	1,600	27	58	-	-	2	6	29	65	0.018	0.040	0.018	
E/B Thru	1	1,600	65	150	-	-	-	-	66	152	0.041	0.095		0.095
E/B Right	1	1,600	39	99	-	-	-	-	39	100	0.025	0.011		
W/B Left	1	1,600	13	26	-	-	-	-	13	26	0.008	0.016		0.016
W/B Thru	1	1,600	84	111	-	-	-	-	85	112	0.053	0.070	0.053	
W/B Right	1	1,600	49	40	-	-	-	-	49	40	0.016	0.009		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.227	0.316
									Lost Time:				0.100	0.100
									Total V/C:				0.327	0.416
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes (Count Date: 4/1/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	48	65					48	65	0.030	0.041	0.030	0.041
N/B Thru	1	1,600	24	34					24	34	0.015	0.021		
N/B Right	1	1,600	10	14					10	14	0.006	0.009		
S/B Left	1	1,600	149	218					149	218	0.093	0.136		
S/B Thru	1	1,600	30	39					30	39	0.097	0.131	0.097	0.131
S/B Right	-	-	125	171					125	171	0.000	0.000		
E/B Left	1	1,600	153	147					153	147	0.096	0.092	0.096	0.092
E/B Thru	3	4,800	682	1254					682	1254	0.151	0.265		
E/B Right	-	-	42	17					42	17	0.000	0.000		
W/B Left	1	1,600	13	15					13	15	0.008	0.009		
W/B Thru	3	4,800	1163	1032					1163	1032	0.267	0.242	0.267	0.242
W/B Right	-	-	120	131					120	131	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.490	0.506
									Lost Time:				0.100	0.100
									Total V/C:				0.590	0.606
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Base 2021 Traffic Volumes with Project (Count Date: 4/6/2021)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	48	65					48	65	0.030	0.041	0.030	0.041
N/B Thru	1	1,600	24	34					24	34	0.015	0.021		
N/B Right	1	1,600	10	14					10	14	0.006	0.009		
S/B Left	1	1,600	149	218			2	6	151	224	0.094	0.140		
S/B Thru	1	1,600	30	39					30	39	0.097	0.131	0.097	0.131
S/B Right	-	-	125	171					125	171	0.000	0.000		
E/B Left	1	1,600	153	147					153	147	0.096	0.092	0.096	0.092
E/B Thru	3	4,800	682	1254					682	1254	0.151	0.265		
E/B Right	-	-	42	17					42	17	0.000	0.000		
W/B Left	1	1,600	13	15					13	15	0.008	0.009		
W/B Thru	3	4,800	1163	1032					1163	1032	0.269	0.243	0.269	0.243
W/B Right	-	-	120	131			6	2	126	133	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.491	0.506
									Lost Time:				0.100	0.100
									Total V/C:				0.591	0.606
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2021
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects without Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	48	65	0	0			48	66	0.030	0.041	0.030	0.041
N/B Thru	1	1,600	24	34	0	0			24	34	0.015	0.021		
N/B Right	1	1,600	10	14	0	0			10	14	0.006	0.009		
S/B Left	1	1,600	149	218	1	5			151	225	0.095	0.141		
S/B Thru	1	1,600	30	39	0	0			30	39	0.098	0.133	0.098	0.133
S/B Right	-	-	125	171	0	0			126	173	0.000	0.000		
E/B Left	1	1,600	153	147	0	0			155	148	0.097	0.093	0.097	0.093
E/B Thru	3	4,800	682	1254	3	9			692	1276	0.153	0.269		
E/B Right	-	-	42	17	0	0			42	17	0.000	0.000		
W/B Left	1	1,600	13	15	0	0			13	15	0.008	0.009		
W/B Thru	3	4,800	1163	1032	9	4			1184	1046	0.273	0.246	0.273	0.246
W/B Right	-	-	120	131	5	2			126	134	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.498	0.512
									Lost Time:				0.100	0.100
									Total V/C:				0.598	0.612
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Shoemaker Avenue and Imperial Highway **City:** Santa Fe Springs
Project No. CCE2021-01 **Analyzed By:** PBL **File Name:** PR1

Problem Condition: Future 2022 Traffic Volumes & Cumulative Projects with Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Cumulative		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	1,600	48	65	-	-	-	-	48	66	0.030	0.041	0.030	0.041
N/B Thru	1	1,600	24	34	-	-	-	-	24	34	0.015	0.021		
N/B Right	1	1,600	10	14	-	-	-	-	10	14	0.006	0.009		
S/B Left	1	1,600	149	218	1	5	2	6	153	231	0.096	0.144		
S/B Thru	1	1,600	30	39	-	-	-	-	30	39	0.098	0.133	0.098	0.133
S/B Right	-	-	125	171	-	-	-	-	126	173	0.000	0.000		
E/B Left	1	1,600	153	147	-	-	-	-	155	148	0.097	0.093	0.097	0.093
E/B Thru	3	4,800	682	1254	3	9	-	-	692	1276	0.153	0.269		
E/B Right	-	-	42	17	-	-	-	-	42	17	0.000	0.000		
W/B Left	1	1,600	13	15	-	-	-	-	13	15	0.008	0.009		
W/B Thru	3	4,800	1163	1032	9	4	-	-	1184	1046	0.274	0.246	0.274	0.246
W/B Right	-	-	120	131	5	2	6	2	132	136	0.000	0.000		
ANALYSIS RESULTS :									Sum Of Critical V/C:				0.499	0.513
									Lost Time:				0.100	0.100
									Total V/C:				0.599	0.613
									Level Of Service:				A	B

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2021
Study Volume Year: 2022
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

LOS Definition

Total V/C	Level Of Service
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, CALIFORNIA

4/23/2021 - +

Attachment #5: Resolution 190-2021
a. Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 190-2021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING DEVELOPMENT PLAN APPROVAL CASE NO. 980

WHEREAS, a request was filed for Development Plan Approval Case No. 980 to allow the construction of a new ±144,434 sq. ft. concrete tilt-up industrial building and related improvements; and

WHEREAS, the subject property is located on the west side of Greenstone Avenue, with Accessor's Parcel Number of 8026-018-023, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is Babak Nassirzadeh, 1820 San Vicente Boulevard, Santa Monica, CA 90402; and

WHEREAS, the proposed Development Plan Approval Case No. 980 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and staff's assessment, it was found and determined that the proposed project will not have a significant adverse effect on the environmental following mitigation; therefore, the City caused to be prepared and proposed to adopt an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed project; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on July 1, 2021 published a legal notice in the *Whitter Daily News,* a local paper of general circulation, indicating the date and time of the public hearing, and also mailed said public hearing notice on June 30, 2021 to each property owner within a 500 foot radius of the project site in accordance with state law; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the General Plan and zoning of the subject property, the testimony, written comments, or other materials presented at the Planning Commission Meeting on July 12, 2021 concerning Development Plan Approval Case No. 980.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The proposed development is considered a project under the California Environmental Quality Act (CEQA) and as a result, the project is subject to the City's environmental review process. The environmental analysis provided in the Initial Study indicated that the proposed project will not result in any significant adverse immitigable impacts to the environment, therefore, the City required the preparation and adoption of a Mitigated Negative Declaration (MND) for the proposed Project. The MND reflects the independent judgment of the City of Santa Fe Springs, and the City's environmental consultant, Blodgett/Baylosis Environmental Planning.

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

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

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring and Reporting 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.
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions.
- 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.

SECTION II. DEVELOPMENT PLAN APPROVAL FINDINGS

Pursuant to Section 155.739 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission has made the following findings:

(A) That the proposed development is in conformance with the overall objectives of this chapter (Chapter 155: Zoning).

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

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.

2. The proposed project will result in a new concrete tilt-up speculative industrial building, therefore the land is being maintained for industrial uses.

3. The project involves the construction of a new attractive industrial building on a site that is currently developed with office/maintenance building used by an existing truck trailer storage facility. The assessed value of the property will significantly improve after the project, thus leading to an increase in property values for both the subject property and neighboring properties.

4. The new building offers new construction with modern amenities (i.e. greater ceiling height, energy efficient, etc.) that will help to attract local industrial businesses to either locate or otherwise remain in Santa Fe Springs.

(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.

The applicant is proposing to construct a new concrete-tilt up speculative industrial building on the existing site. The new concrete tilt-up industrial building has been designed with variation in the provided setback, height, color, and materials used. The result is an attractive project with a contemporary building that is comparable to other high quality office/industrial projects here in Santa Fe Springs.

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

The proposed building is well-designed and should be highly suitable for a variety of office, manufacturing and/or warehouse-type users. The design of the new concrete tilt-up industrial building provides quality architectural design, as 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. At this time, the proposed building does not have a particular tenant and the tenant is considered speculative. As designed, the new building is suitable for their intended industrial 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.*

Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's Zoning Ordinance. The majority of the landscaping will be provided along Greenstone Avenue for maximum aesthetic value. Additionally, 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, a 14' high concrete screen wall with a 10' high sliding gate will be provided to screen activities within the truck yard area. And lastly, the proposed trash enclosures have been strategically placed where they are not visible or easily accessible by the public, and where they have least impact on adjacent properties.

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

As stated previously, the proposed building is contemporary in design. The architect used glazing, pop-outs, height variations, materials, and color. The style and architecture of the proposed building is consistent with other high quality buildings that were recently constructed 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.*

Pursuant to Section 155.736 of the Zoning Ordinance "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general." As a result, the Planning Commission believes that proper attention has been given to the location, size, and overall design of the proposed building and related improvements.

(G) *As a means of encouraging residential development projects to incorporate units affordable to extremely low income households and consistent with the city's housing element, the city will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low income units. For purposes of this section, extremely low income households are households whose income does not exceed the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state's Department of Housing and Community Development pursuant Cal. Health and Safety Code § 50106.*

The Planning Commission finds that the proposed project is not a residential development; therefore, the requirements pertaining to low income units do not apply.

SECTION IV. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 190-2021 to approve and adopt the proposed Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (IS/MND/MMRP); and also approve Development Plan Approval Case No. 980 to allow the construction of a new ±144,434 sq. ft. concrete tilt-up industrial building and related improvements for the subject property located at 11401 Greenstone Avenue, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of July, 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Ken Arnold, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

EXHIBIT A - CONDITIONS OF APPROVAL
Development Plan Approval Case No. 980
11401 Greenstone Avenue
APN: 8026-018-023

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

STREETS

1. That the applicant will pay a flat fee of **$29,382.00** to reconstruct/resurface the existing street frontage to centerline for Greenstone Avenue.

2. That applicant will remove and replace (2) driveway approaches, curb, & gutter per city standard plan R-6.4B along Greenstone Avenue.

3. That the applicant will design and construct a 5-foot wide meandering sidewalk per City standard plan R-12 and dedicate an easement along the Greenstone Avenue. Easement will be shown on the Parcel/Tract Map or per Exhibit and Description prepared by California Licensed Civil Engineer or Land Surveyor, to be recorded by applicant. Furthermore, said meandering sidewalk will be shown on both the civil and landscape plans.

4. That applicant will replace all concrete street pavement disrupted in the installation of all new proposed utility services. The concrete pavement will be full panel replacement, from joint to joint, or joint to existing score line. New Concrete panels will match existing concrete pavement thickness (nine inches thick minimum), and joined/dowelled to existing street per latest S.P.P.W.C. (Greenbook) Standard. Subgrade to match existing street section.

5. All above oil wells, pipelines, tanks, and related lines within the public right-of-way will be removed from the right-of-way unless otherwise approved by the City Engineer.

6. That adequate “on-site” parking will be provided per City requirements, and all streets abutting the development will be posted “No Stopping Any Time.” The City will install the offsite signs and the applicant will pay **$600.00** to install (3) new signs.

7. That the applicant will pay to the City, **$15,000.00** the entire cost of design, engineering, installation and inspection of (1) street lights on Greenstone Avenue. The City will design and cause construction of said street light(s).

8. Proposed driveways will be located to clear existing fire hydrants, street lights, water meters, etc.

CITY UTILITIES

9. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project will be constructed in accordance with City specifications in Greenstone Avenue. Storm drain plans will be approved by the City Engineer.

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

11. That sanitary sewers will be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers will be approved by the City Engineer. A sewer study (including a sewer flow test) will be submitted along with the sanitary sewer plans.

12. All buildings will be connected to the sanitary sewers.

13. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, will 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 will be performed in the presence of personnel from the City Water Department. The valve on the water main line will be operated only by the City and only upon the City's approval of the test results.

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

15. That the landscape irrigation system will be connected to reclaimed water, if available, on Greenstone Avenue. Separate meter(s) will be installed to accommodate connection or future connection of irrigation systems to the reclaimed water line.

16. The applicant will have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan will be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

TRAFFIC

17. The applicant will submit a traffic study prepared by a Professional Engineer. The traffic study will 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 will 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.

18. That all point of access to the proposed development will be reviewed and approved by the City Engineer. Left turns may be prohibited as designated by the City Engineer.

FEES

19. That the applicant will 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 will pay a mitigation fee of **$23,267.00** for off-site transportation improvements.

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

21. That the applicant will pay the water trunkline connection fee of **$3,700.00** per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

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

23. That a hydrology study will be submitted to the City. The study will be prepared by a Professional Civil Engineer.

24. That upon completion of public improvements constructed by developers, the developer's civil engineer will submit mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.

25. That the applicant will comply with the National Pollutant Discharge Elimination System (NPDES) program and will 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) and Low Impact Development Plan (LID).

DEPARTMENT OF FIRE: ENVIRONMENTAL PREVENTION:
(Contact: Eric Scott 562.868.0511 x 3812

26. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.

27. 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.

28. 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.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION):
(Contact: Chad Van Meeteren 562.868.0511 x 3811)

29. That all buildings over 5,000 sq. ft. shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.

30. That 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.

31. That a methane gas protection system designed in accordance with the standards established by the County of Los Angeles shall be required for all habitable structures. Plans for the proposed methane gas protection system shall be submitted to the Department of Fire-Rescue prior to construction. An alternative to the County of Los Angeles standards may be acceptable if approved by the Department of Fire-Rescue.

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

33. That if on-site fire hydrants are required by the Department of Fire-Rescue, a minimum flow must be in accordance with Appendix B from the current Fire Code

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.

34. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the California Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.

35. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Department of Fire-Rescue 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.

36. 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.

37. That signs and markings required by the Department of Fire-Rescue shall be installed along the required Department of Fire-Rescue access roadways.

POLICE SERVICES DEPARTMENT:
(Contact: Lou Collazo at 562.409.1850 x 3335)

38. 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.

39. 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.

40. 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.

41. That all tenants occupying the premises are to be notified that all respective work shall be conducted inside at all times including, but not limited to, all loading and unloading of trucks and trailers. Items shall not be left out awaiting loading.

42. That trucks are not to back-in from the street or block traffic at any time; drivers are subject to citations.

43. That off-street parking areas shall not be reduced or encroached upon at any time.

44. 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.

45. 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.

46. That it shall be the responsibility of the job-supervisor to maintain the job site in a clean and orderly manner. Dirt and debris that has migrated to the street or neighboring properties shall be immediately cleaned. Porte-potties, or equal, shall not be visible from the public street and maintained on a regular basis.

47. That all construction debris shall be placed in trash/recycle bins at the end of every work day and shall not be left out visible from public view.

48. That the property owner and/or lease agent shall notify any potential tenants they are mandated to comply with the ambient noise requirements as required by Santa Fe Springs Zoning Code Section 155.424.

49. That the property owner and/or lease agent shall notify any potential tenants that the parking areas and their respective aisle shall not be reduced or encroached upon with outdoor storage. Moreover, outdoor storage is prohibited at all times.

50. That all parking stalls and/or designated parking areas shall be constantly available to all employees during their business hours. Parking Stalls shall not be sectioned off for reserved or preferred parking. Temporary reduction of parking stalls for the temporary storage of building construction material as a result of building repairs, or the like, is permitted.

51. That trucks of any kind or passenger vehicles associated with the property shall not queue on the street or cause any traffic congestion that would cause the free street access to the emergency vehicles exiting the Fire station across Greenstone Avenue.

WASTE MANAGEMENT:
(Contact: Maribel Garcia 562.868.0511 x7509)

52. 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.

53. All projects are subject to the requirements of Chapter 50 to reuse or recycle 75% of the project waste. Contact the Environmental Consultant, MuniEnviornmental at (562) 432-3700.

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

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Vince Velasco 562.868.0511 x7353)

55. This approval shall allow the applicant, Greenstone SFS, LLC, to construct, operate, and maintain a new ±144,400 sq. ft. concrete tilt-up industrial building on the subject property.

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

57. To prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the

structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs. *Refer to California Electrical Code, Chapter 5, Sections 500 and 501.*

58. The subject property is located within the "Methane Zone". As a result the applicant shall therefore indicate the subject property is located within the Methane Zone on the first page of the building construction plans as well as the MEPs that are submitted to the County. Said indication shall be clearly painted with a minimum front size of 20 point.

59. The Mitigation Monitoring and Reporting Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Initial Study/Mitigated Negative Declaration, shall be made part of the conditions of approval for the subject development on property located at 11401 Greenstone Avenue (APN: 8026-018-023). The Mitigation Monitoring and Reporting Program is listed as an attachment to this staff report.

60. The applicant shall be responsible for implementing mitigation measures pursuant to the Mitigation Monitoring and Reporting Program and provide all necessary documentation. Planning Department staff will verify compliance prior to the issuance of the Certificate of Occupancy. *Mitigations that require on-going monitoring shall be reported to the City every six (6) months.*

61. Prior to the issuance of Building Permits, the applicant shall obtain an Office Trailer Permit for any use of mobile office trailers during the construction process.

62. 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.)

63. The applicant, Greenstone SFS, LLC, shall implement a dust control program for air quality control. The program shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction. The 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.

64. Secure fencing around the construction site with locking gates and appropriate lighting shall be installed during construction to prevent trespassing and theft.

65. It shall be unlawful for any person to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, other than emergency work, between 7:00 p.m. on one day and 7:00 a.m. of the following day, if such maintenance activity produces noise above the ambient levels as identified in the City's Zoning Ordinance.

66. The applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein shall be made part of the construction drawings for the proposed development. *Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.*

67. 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 line-of-sight drawing or a building cross-section drawing which shows the roof-mounted equipment and its relation to the roof and parapet lines.

    NOTE: line-of sight drawing and/or building cross section must be scaled.

68. 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 should also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.

69. The applicant agrees and understands that any existing overhead utilities within the development shall be placed underground.

70. Applicant shall provide for appropriate cable television systems and for communication systems, including but not limited to, telephone and internet services to each building in the subdivision. The applicant is responsible for complying with this requirements and shall make necessary arrangements with each of the serving utilities, including licensed cable television operators and other video service providers for the installation of these facilities.

71. All fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.

72. 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)*.

73. All outdoor trash enclosures shall provide a solid roof cover. (Please see L.A. County Department Public Works handout).

74. 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.

75. 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.

76. All street-facing roof drains shall be provided along the interior walls and not along the exterior of the building.

77. The proposed development shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

78. The Department of Planning and Development requires that the double-check detector assembly be placed as far back from the property line as practical, screened by shrubs or other materials, and painted forest green. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; however, the area in front of the OS and Y valves shall not be screened. The screening shall also only be applicable to the double-check detector assembly and shall not include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly. The bottom of the valve shut off wheel shall be located a maximum of two (2) feet above ground.

79. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "forest green." Please see All-Spec Enclosure Inc., stainless steel tubular backflow preventer. The enclosure shall be lockable, weather resistant and

vandal proof. The location shall be near the water meter in the landscape area. Note: See Public Works Backflow Prevention Enclosure standard W-20.

80. 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, shrubs designed to fully screen the interior yard and parking areas from public view, and minimum 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.)

81. 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).*

82. Upon completion of the landscaping improvements, 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, and removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

83. 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 consistent with Southern California Edison's Guidelines which requires three foot clearance on sides and back of the equipment, and eight foot clearance in front of the equipment. Additionally, the 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.)

84. The applicant shall be responsible for insuring future tenants to not allow commercial vehicles, trucks and/or truck tractors to queue on Greenstone Avenue, use Greenstone Avenue as a staging area, or to back-up onto the street from the subject property.

85. No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written

approval is obtained from the Director of Planning, Director of Police Services and the Fire Marshall.

86. That all parking areas shall be striped in accordance with the proposed site plan, as submitted by the applicant and on file with this case. A minimum of 205 parking stalls shall be provided and continually maintained on-site at all times.

87. All parking stalls shall be legibly marked on the pavement. 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.

88. The applicant shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. Information shall include, but is not limited to:
    1. Current maps, routes and schedules for public transit routes serving the site; and
    2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
    3. Ridesharing promotional material supplied by commuter-oriented organizations; and
    4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City’s General Plan Circulation Element.

89. Preferential parking spaces shall be reserved for potential carpool/vanpool vehicles without displacing handicapped and customer parking needs. Vanpool space(s) shall be legibly marked on the pavement or identified by a sign and also conveyed to employees through the required transportation information board. The preferential carpool/vanpool parking shall be identified on the site plan at the time of plan check submittal. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City’s General Plan Circulation Element.

90. An area shall be designate for bicycle parking and bicycle racks shall be provided. Bike racks shall be provided to accommodate bicycles at a ratio of 4 bicycles for first 50,000 square feet and 1 bicycle for each additional 50,000 square feet. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City’s General Plan Circulation Element.

91. There shall be a safe and convenient zone in which carpool/vanpool vehicles may deliver or board their passengers. Additionally, there shall be sidewalks or other designated pathways following direct and safe routes from external pedestrian circulation system to each building in the development and safe and convenience access from the external circulation system to bicycle parking facilities on-site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City's General Plan Circulation Element.

92. The Department of Planning and Development shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 11" x 17" maximum-size paper. All signs shall be installed in accordance with the sign standards of the City's Zoning Ordinance and the Sign Guidelines of the City.

93. Prior to issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:
    a. Covenants.
        1. The applicant shall provide a written covenant to the Planning Department that, except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq
        2. The applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of the applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.
    b. The applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their

employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.

c. The 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. The 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.

94. 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 the Finance Department at (562) 868-0511, extension 7520 for additional information. A business license application can also be downloaded at www.santafesprings.org.

95. Prior to occupancy of the property/buildings, 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 the Finance Department at (562) 868-0511, extension 7520, or through the City's web site (www.santafesprings.org).

96. The development shall be built substantially in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case. Any modification shall be subject to the review and approval of the Director of Planning or his/her designee.

97. The final site 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.

98. That prior to the issuance of the Certificate of Occupancy, the applicant shall provide certification from the Landscape Architect of record that the plant installation on the Site are in accordance with the approval planting an irrigation plan.

99. The applicant understands and agrees that if any term or condition of this approval is determined in whole or in part to be invalid or unenforceable, such determination shall not affect the validity or enforceability of any other term or condition contained herein.

100. The applicant understands and agrees that this approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include, but are not limited to, Applicant's failure to comply with any condition of approval contained herein.

101. 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 shall 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.

102. 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.

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

104. The applicant agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the 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.

Attachment #6: Full Set of Proposed Plans

GREENSTONE INDUSTRIAL

PROPOSED:

NEW ±144,434 S.F. WAREHOUSE AND OFFICE CONCRETE TILT UP SPEC. BUILDING WITH A ±137,476 S.F. FOOTPRINT AND MEZZANINE FLOOR ±6,958 S.F.

FOR:

TRUCK TERMINAL PROPERTIES

CONTACT PERSON: BOBBY NASSIR
1820 SAN VICENTE BLVD.
SANTA MONICA, CALIFORNIA
TEL (310) 466-7225

PROJECT ADDRESS:

11401 GREENSTONE AVENUE, SANTA FE SPRINGS, CA.



CONSULTANTS

OWNER/DEVELOPER
TRUCK TERMINAL PROPERTIES, LLC
THREE POINTE DRIVE, SUITE 217
CONTACT PERSON: BOBBY NASSIR
1820 SAN VICENTE BLVD., SANTA MONICA, CA 90402
TEL (310) 466-7225

STRUCTURAL ENGINEER
OC ENGINEERING
CONTACT PERSON: MIKE OLIAIE
7901 CROSSWAY DRIVE,
PICO RIVERA, CALIFORNIA 90660
TEL (562) 942-9804
FAX (562) 948-1735

ELECTRICAL ENGINEER
JOSEPH NASR ENGINEERING INC.
CONTACT PERSON: JOSEPH NASR
1411 N. BATAVIA ST., SUITE 220
ORANGE, CA 92867
(714) 289-2621

PLUMBING ENGINEER
KAMAL S. ISKANDER & ASSOCIATES
CONTACT PERSON: KAMAL ISKANDER
20101 E. VALLEY BLVD., SUITE #E
WALNUT, CA 91789
TEL (909)-869-6337
FAX (909) 869-6340

CONTRACTOR
C.E.G. CONSTRUCTION
7901 CROSSWAY DRIVE,
PICO RIVERA, CALIFORNIA 90660
TEL (562) 948-4850
FAX (562) 948-1735

FIRE SPRINKLERS & SIGNS
DESIGN BUILD - UNDER SEPARATE PERMIT

CIVIL ENGINEER
BLUE PEAK ENGINEERING INCORPORATED
ROBERT J DEPRAT
18543 YORBA LINDA BLVD., SUITE 235
YORBA LINDA, CALIFORNIA 92886
TEL (714) 749-3077

LANDSCAPE ARCHITECT
PHIL MAY DESIGN
CONTACT PERSON: PHIL MAY
1937 WEST NINTH STREET
UPLAND, CA 91786
TEL (909) 373-1959

SOILS ENGINEER
SLADDEN ENGINEERING
BRETT ANDERSON
6782 STANTON AVENUE, SUITE A
BUENA PARK, CA 90621
TEL (714) 523-0952

ABBREVIATIONS

A	
A & B	ABOVE AND BELOW
A.B.	ANCHOR BOLTS
ABV	ABOVE
ADJ.	ADJACENT
A.F.F.	ABOVE FINISH FLOOR
ARCH	ARCHITECTURAL
B	
B.F.W.	BALLOON FRAMED WALL
BLDG.	BUILDING
BLKG	BLOCKING
BM.	BEAM
BOTT	BOTTOM
BRG	BEARING
C	
C	CAMBER
CANT.	CANTILEVER
C.J.	CEILING JOIST
CLG	CEILING
CTR	CENTER
CLR	CLEARANCE
CONC	CONCRETE
C.M.U.	CONC. MASONRY UNIT
CONN	CONNECT. CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUOUS
CSK	COUNTERSINK
C.T.	COLLAR TIE
D	
DBL.	DOUBLE
DET	DETAIL
D.F.	DOUGLAS FIR
DIA	DIAGONAL
DIAPH	DIAPHRAGM
DIM	DIMENSION
DIR	DIRECTION
DR.	DOOR
D.F.	DOOR FRAME
DWG	DRAWING
E	
E	EAST
EA.	EACH
E.F.	EACH F.FACE
ELEV	ELEVATION
EMB	EMBEDMENT
E.N.	EDGE NAILING
EQ.	EQUAL
E.W.	EACH WAY
EXP	EXPANSION
(E)	EXISTING
F	
F.F.	FINISH FLOOR
F.HT.	FULL HEIGHT
F.H.O.B.	FULL HEIGHT OF BLDG.
F.W.O.B.	FULL WIDTH OF BUILDING
FIN	FINISH
FLR	FLOOR
F.J.	FLOOR JOIST
F.L.O.M.	FULL HEIGHT OF MEMBER
F.N.	FACE NAILED
F.O.S.	FACE OF STUDS
F.O.C.	FACE OF CONCRETE
FNDN.	FOUNDATION
F.P.	FIREPLACE
FRAM'G	FRAMING
FT.	FEET
FTG.	FOOTING
G	
GALV.	GALVANIZED
GAR.	GARAGE
GEN.	GENERAL
G.L.B.	GLU-LAM BEAM
GR.	GRADE
H	
HDR.	HEADER
HT.	HEIGHT
I	
INFO.	INFORMATION
INT.	INTERIOR
J	
J.H.	JOIST HANGER
JNT	JOINT
JST	JOIST
K	
K.P.	KING POST
L	
LOC.	LOCATION
M	
MANU.	MANUFACTURER
MATL	MATERIAL
MAX.	MAXIMUM
M.B.	MACHINE BOLT
MEZZ.	MEZZANINE
MFG.	MANUFACTURING
M.I.	MALLEABLE IRON
MIN.	MINIMUM
MTD.	MOUNTED
N	
(N)	NEW
N	NORTH
N/A	NOT APPLICABLE
NAIL'G	NAILING
N.E.	NORTHEAST
N.T.S.	NOT TO SCALE
N.W.	NORTHWEST
O	
O.C.	ON CENTER
O.H.	OPPOSITE HAND
OPEN'G	OPENING
OPT.	OPTIONAL
P	
PC'S	PIECES
P.E.N.	PLYWOOD EDGE NAILING
PERIM.	PERIMETER
PLT.	PLATE
PLC'S	PLACES
PLYD.	PLYWOOD
P.T.	PRESSURE TREATED
R	
RAF.	RAFTERS
RDWD.	REDWOOD
REQ'D	REQUIRED
REQT	REQUIREMENT
RET.	RETAINING
RF.	ROOF
S	
S	SOUTH
S.A.D.	SEE ARCH. DRWG'S
S.G.E.	STRUCTURAL GABLE END
S.B.	STRONG BACK
SCH.	SCHEDULE
S.E.	SOUTHEAST
SEC.	SECTION
SIM.	SIMILAR
SHT.	SHEET
SHTG	SHEATHING
SIMP.	SIMPSON COMPANY
SPC'G	SPACING
SPECS	SPECIFICATIONS
SQ.	SQUARE
S.F.	SQUARE FEET
S.S.D.	SEE STR. DRW'GS
STL	STEEL
STR.	STRUCTURAL
S.W.	SOUTHWEST
S.W.S.	SHEAR WALL SCHEDULE
S.W.T.	SHEAR WALL TYPE
T	
T & B	TOP AND BOTTOM
T & G	TONGUE AND GROOVE
T.B.F.V.	TO BE FIELD VERIFIED
T.D.	TIEDOWN OR HOLDDOWN
T.D.S.	TIEDOWN SCHEDULE
T.N.	TOE NAIL
T.O.	TOP OF
T.O.C.	TOP OF CONCRETE
T.O.L.	TOP OF LEDGER
T.O.P.	TOP OF PARAPET
T.O.S.	TOP OF SHEATHING
T.O.S.F.	TOP OF SUB-FLOOR
T.O.W.	TOP OF WALL
TOT	TOTAL
TYP.	TYPICAL
U	
U.N.O.	UNLESS NOTED OTHERWISE
W	
W.	WEST
WDW	WINDOW
S.W.F.	STEEL WIDE FLANGE
W.W.F.	WELDED WIRE FABRIC
W/	WITH
W/O	WITHOUT
@	AT
'	FEET
"	INCHES
∥	PARALLEL
⊥	PERPENDICULAR
&	AND
ø	DIAMETER
℄	CENTER LINE
∪	HANGER
∠	STEEL ANGLE
℄	PROPERTY LINE

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PROJECT DATA

DESCRIPTION	AREAS	COVERAGE :	50.00%
ZONING	M - 2	TOTAL OFFICE 3.4%	5,000 S.F.
LEGAL DESCRIPTION	RANCHO SANTA GERTRUDES SECTIONS TOWNSHIP AND RANGE LOT COM AT INTERSECTION OF S LINE OF NW 1/4 OF NW 1/4 OF SEC 8 T 3S R 11W WITH E ... SEE MAPBOOK FOR MISSING PORTION ... OF NW 1/4 OF SEC 8 T 3S R 11W	LANDSCAPE AREA REQUIRED PARKING AREA = 62,000 S.F.	*2SF FOR EA 1' OF FRONTAGE, F-137' = 8,425 SF *15% OF PARKING AREA = 3,720 SF TOTAL REQUIRED = 12,145 SF
ASSESSOR'S PARCEL NO:	8026-018-023	LANDSCAPED AREA PROVIDED	LANDSCAPED SETBACK = 6,408 S.F. PARKING AREA = 11,017 S.F. TOTAL = 17,425 S.F.
BUILDING CODE	CBC 2019 with LACoBC 2020 AMENDMENTS		
BLDG. OCCUPANCY	B / S-1	LANDSCAPED AREA MUST BE WATER EFFICIENT IN COMPLIANCE WITH AB1881	
BUILDING TYPE	III-B, FULLY SPRINKLERED	PARKING REQUIRED :	
LAND AREA :	PARCEL 288,935 S.F. (6.63 AC) GROSS	FIRST 40,000 SQ. FEET 40,001 TO 100,000 SF OVER100,000 SQ. FEET TOTAL	40,000/500 = 80 CARS 60,000/750 = 80 CARS 44,434/ 1,000 = 45 CARS 205 CARS
CONSTRUCTION TYPE	III-B W/ AUTOMATIC FIRE SPRINKLERS		
AREA JUSTIFICATION	AREA JUSTIFICATION: UNLIMITED AREA PER 507.4, SURROUNDED BY 60' WIDE PUBLIC WAYS OR YARDS. SUCH YARDS CAN BE REDUCED TO 40' IN UP TO 75% OF THE PERIMETER MAX. HEIGHT PER TABLE 504.3 = 75' , MAX. NUMBER OF STORIES PER TABLE 504.4 =2	PARKING PROVIDED: ACCESSIBLE (STANDARD) 14' X 20' ACCESSIBLE (8' VAN) 17' X 20' STANDARD STALLS 8'-6" X 19' CLEAN AIR STALLS (151-200) 8'-6" X 19' ELEC VEHICLE (151-200) 8'-6" X 19' PARALLEL STALLS 10' X 22'	4 - STALLS 4 - STALLS 139 - STALLS 16 - STALLS 10 - STALLS 32 - STALLS
BUILDING TOTAL AREA	**144,434 S.F.**	TOTAL	205 - STALLS
FIRST FLOOR	WAREHOUSE 134,995 S.F. OFFICE 2,481 S.F. **BUILDING FOOTPRINT 137,476 S.F.**	TRUCK PARKING (12' X 52') 1 PER 4 TRUCK DOORS	4 SPACES
MEZZA FLOOR	OFFICE MEZZANINE 2,940 S.F. STORAGE MEZZANINE 4,018 S.F. **TOTAL MEZZANINE 6,958 S.F.**	LONG TERM BIKE RACK @ 5% OF PARKING SHORT TERM BIKE RACK @ 5% OF 30 VISITOR PARKING	5 SPACES 2 SPACES
		TRASH ENCLOSURE AREA REQUIRED 1% x 40,000 = 400 S.F. 0.5% x 104,434 = 522 S.F.	TRASH ENCLOSURE AREA PROVIDED = 922 S.F.

APPLICABLE CODES

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA PLUMBING CODE
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA ENERGY STANDARDS
- 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2020 LOS ANGELES COUNTY AMENDMENTS

SYMBOLS

DETAIL REFERENCE
INTERIOR ELEVATION REFERENCE
EXTERIOR ELEVATION REFERENCE
SECTION CUT
GRID LINE
KEYNOTE REFERENCE NUMBER
WINDOW REFERENCE NUMBER
DOOR REFERENCE NUMBER
ROOM REFERENCE NUMBER
REVISIONS REFERENCE NUMBER
TILT-UP PANEL REFERENCE NUMBER
SHEAR WALL REFERENCE NUMBER

DEFERRED SUBMITTALS

DEFERRED ITEMS SHALL BE: DESIGN BUILD SYSTEMS PROVIDED BY CONTRACTOR OR OWNER/ TENANT AGENTS AND WHERE REQUIRED BY THE GOVERNING AGENCY SHALL BE SUBMITTED FOR PLAN CHECK SEPARATELY UNDER A SEPARATE PERMIT AND WHERE REQUIRED SHALL BE APPROVED PRIOR TO ISSUANCE OF PERMIT OF THIS SET OF DOCUMENTS. CONTRACTOR SHALL VERIFY AND COORDINATE ALL DESIGN BUILD SYSTEMS WITH GOVERNING AGENCIES AND OWNER.

DESIGN BUILD SYSTEMS SHALL INCLUDE, BUT NOT LIMITED TO THE FOLLOWING:

1. FIRE SPRINKLER SYSTEM.
2. STORAGE RACKING SYSTEM
3. RETAINING WALLS OR BLOCK FENCE WALLS GREATER THAN 6' HIGH
4. PLANTERS/LANDSCAPING
5. BUILDING SIGNAGE
6. STEEL ROOF GIRDERS AND TRUSSES
7. FLOOR TJI WOOD TRUSS



VICINITY MAP
NOT TO SCALE

architecture
O.C. DESIGN & ENGINEERING
7901 CROSSWAY DRIVE
PICO RIVERA, CA 90660
TEL 562.942.9804

C.E.G. CONSTRUCTION
7901 CROSSWAY DRIVE
PICO RIVERA, CA 90660
TEL 562.948.4850

LICENSED ARCHITECT ★ STATE OF CALIFORNIA ★ TONY D. GRESSO C-34996 10/31/2021 RENEWAL DATE

REVISIONS:

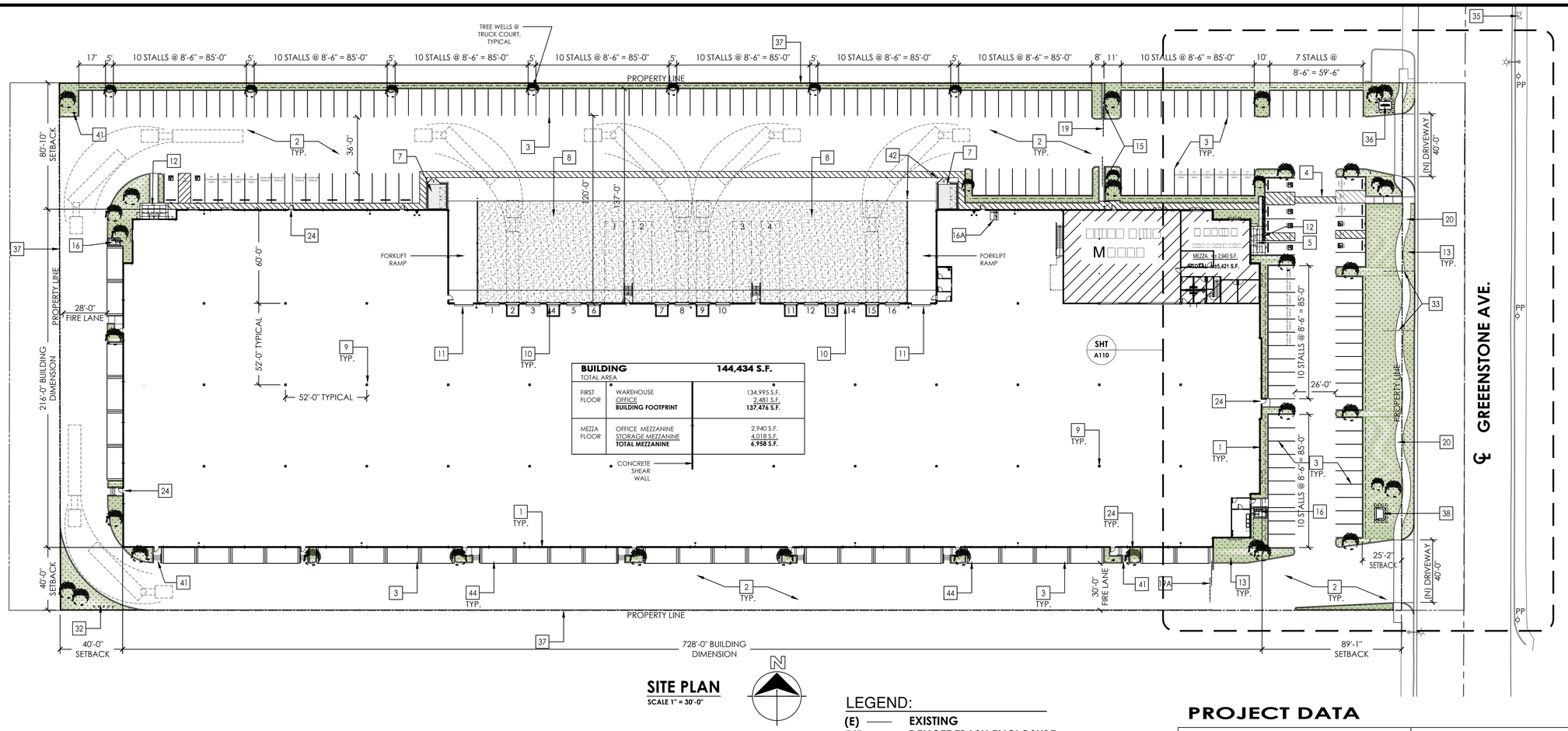
CLIENT: MR. BOBBY NASSIR

CONTENTS: TITLE SHEET
SCALE: N.T.S.
PROJECT NO. A-20-011
DRAWN: B.C.
DATE: 29MAR21

SHEET T100 OF ☐ SHEETS

GREENSTONE AVENUE INDUSTRIAL

THESE DRAWINGS AND SPECIFICATIONS ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT. ALL DRAWINGS, SPECIFICATIONS AND COPIES THEREOF FURNISHED BY THE ARCHITECT ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. THEY ARE NOT TO BE USED ON ANY OTHER PROJECT AND WITH THE EXCEPTION OF ONE SET FOR PERMIT AND CONSTRUCTION PURPOSES ARE TO BE RETURNED TO THE ARCHITECT UPON REQUEST. VISUAL CONTACT WITH THESE DRAWINGS AND SPECIFICATIONS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.



SITE PLAN
SCALE 1" = 30'-0"

KEY NOTES:

1. CONCRETE TITL-UP WALL, SEE STRUCTURAL DRAWINGS
2. A.C. PAVING PER CIVIL PLANS AND SOILS REPORT.
3. PARKING STALL STRIPPING (PER CITY OF SANTA FE SPRING STDS.) TYP., SEE DETAIL: 15 AD100
4. ACCESSIBLE PATH OF TRAVEL. 48" WIDE (MIN.)
5. BUILDING ENTRANCE. PROVIDE FIRE DEPARTMENT KNOX BOX AS REQUIRED
6. CATCH BASIN WITH GALVANIZED GRATING. SEE CIVIL PLANS
7. TRASH ENCLOSURE, MIN. 6' HIGH SCREEN WALLS WITH METAL DOORS-SEE (1-TRASH/1-RECYCLE BIN) PER SANTA FE SPRINGS DISPOSAL STANDARDS, SEE DETAIL: SHT A110 · 9 AD100 · 10 AD100
8. CONCRETE TRUCKWELL- SEE GRADING & STRUCTURAL DWGS.
9. STEEL BUILDING COLUMNS. TYP.
10. 9' X10' TRUCK DOOR (DOCK HIGH), TYPICAL. SEE DETAIL: 11 AD400
11. 12' X14' TRUCK DOOR (GRADE LEVEL) TYPICAL. SEE DETAIL: 7 AD400 · 8 AD400 · 16 AD400
12. ACID WASH CONCRETE FINISH. (VERIFY COLOR & PATTERN W/ OWNER)
13. LANDSCAPE W/AUTOMATIC IRRIGATION SYSTEM SEE LANDSCAPING DWGS. MOUND LANDSCAPE WHERE PATH OF TRAVEL OCCURS TO PROVIDE 3" MAX. GRADE ELEVATION DIFFERENCE
14. 28'-0" WIDE MIN. & CLEAR TO THE SKY FIRE LANE W/ FIRE TRUCK TURNABOUT STRIPED PER FIRE DEPARTMENT STANDARDS
15. 14' HIGH CONC. TILT-UP SCREEN WALL. COLOR & REVEALS TO MATCH BUILDING. SEE STRUCTURAL DRAWINGS 14 AD100
16. (1) WELLE CIRCULAR RACK ROUND PIPE (PARKS 4 BICYCLE) MODEL #WCRO2-IC AS MANUF. BY PALMER GROUP FOR SHORT TERM PARKING. SEE DETAIL: 11 A110
    16A (1) WELLE MULTI BEND BICYCLE RACK (PARKS 5 BICYCLE) MODEL #H3605-SM AS MANUF. BY PALMER GROUP FOR LONG TERM PARKING
17. TRANSPORTATION DEMAND MANAGEMENT BULLETIN BOARD
18. PARKING SPACES FOR CLEAN AIR VEHICLE / CARPOOL PARKING
19. 10'-HIGH WROUGHT IRON MANUAL BI-PARTING SLIDING GATE W/ CONC. SCREEN WALL TO COVER TRUCK YARD. PROVIDE FIRE DEPARTMENT KNOX BOX. SEE NOTE #34 ON A-1.1. (BY OTHERS, UNDER SEPARATE PLAN CHECK PERMIT) PROVIDE ELECTRICAL CONDUIT FOR GATE OPENER FUTURE USE. SEE DETAIL: 14 AD100
    19A 8'-HIGH WROUGHT IRON MANUAL BI-PARTING SLIDING GATE. PROVIDE FIRE DEPARTMENT KNOX BOX. SEE NOTE #34 ON A-1.1. (BY OTHERS, UNDER SEPARATE PLAN CHECK PERMIT)
20. 5' WIDE CONCRETE MEANDERING WALKWAY. 5% MAX. SLOPE W/ 2% MAX. CROSS SLOPE MOUND LANDSCAPE WHERE PATH OF TRAVEL OCCURS TO PROVIDE 3" MAX. GRADE ELEVATION DIFFERENCE
21. VAN ACCESSIBLE PARKING SIGN, PER DETAIL: 16 A004
22. DESIGNATED SMOKING AREA FURTHER THAN 25'-0" FROM MAIN ENTRY DOORS
23. NO SMOKING SIGNAGE WITHIN 25'-0" OF BUILDING ENTRIES, OUTDOOR AIR INTAKES, OPERABLE WINDOWS, AND WITHIN THE BUILDING.
24. 3'X7' MAN DOOR (TYPICAL)WITH 60"x60" LANDING, SEE THRESHOLD DETAIL: 4 AD400
25. CATCH BASIN TO SUMP PUMP, SEE PLUMBING DWGS. TYP
26. DUAL SUMP PUMP IN 3'-0" X 3'-0" X 3'-0" 2V2D BASIN WITH GRATING, UNDER SEPARATE PERMIT, SEE PLUMBING PLANS
27. CONCRETE BUMPER, TYPICAL SEE DETAIL: 13 AD100
28. INTERIOR ROOF DRAIN W/SPLASH BLOCK DRAIN TO A.C. PAVING. SEE DETAIL: 4 AD100 · 7 AD200 · 9 AD200
29. CONCRETE SWALE PER CIVIL PLANS
30. 9'X18' MIN. ACCESSIBLE PARKING STALL W/ ALL SYMBOLS, SIGNS, RAMPS AS REQUIRED TO MEET TITLE 24 AND ADA REQUIREMENTS - SEE HANDICAP NOTES SHT. A-0.2 & A-0.4
31. 6" MIN. HIGH CONCRETE CURB, TYPICAL. SEE GRADING PLANS
32. PROPOSED LOCATION MONITORING WELL
33. EXISTING DRIVEWAY TO BE REMOVED, SEE GRADING PLAN
34. WARNING SIGN FOR ALL DRIVEWAY ACCESSIBLE PARKING. SEE DETAIL: 19 A004
35. (E) 6"x4"x2 1/2" OFF-SITE HYDRANT
36. DOUBLE DETECTOR CHECK ASSEMBLY WITH LANDSCAPE SCREENING . SEE CIVIL PLANS
37. 8' HIGH CHAIN LINK FENCE UNDER SEPARATE PERMIT. FENCING AT THE FRONT SETBACK SHALL NOT EXCEED 42 INCHES HIGH
38. TRANSFORMER PAD TO BE SCREENED WITH LANDSCAPING PER SCE STANDARDS
39. DETECTABLE WARNING TRUNCATED DOME. SEE DETAIL: 7 AD110
40. LIGHT POLE STANDARD AREA LIGHTING PER ELECTRICAL PLAN AND DETAIL: 20 AD110
41. NEW 6" x 4" x 2-1/2" ON-SITE PUBLIC FIRE HYDRANT, FOR GUARD POST SEE DETAIL: 19 AD100
42. CONCRETE FILLED PIPE BOLLARD PER DETAIL: 18 AD100
43. CATCH BASIN WITH GALVANIZED GRATING AND BIO-CLEAN INLET FILTER, SEE CIVIL PLANS
44. CONCRETE STAIR

LEGEND:

- (E) —— EXISTING
- T/E —— DENOTE TRASH ENCLOSURE
- R —— DENOTE RECYCLE AREA
- T —— DENOTE TRANSFORMER PAD
- P.P. —— POWER POLE
- F.H. —— FIRE HYDRANT
- T.D. —— TRUCK DOOR

CONCRETE

LANDSCAPE

STRIPING

INTERIOR CONC. AT OFFICE SLAB AREA TO RECEIVE 2" SAND OVER 10 MIL. VISQUEEN OVER 2" SAND.

⇦ ⇦ ⇦ ⇦ ACCESSIBLE PATH OF TRAVEL 1:20 MAX. SLOPE

SITE NOTES

1. SITE LIGHTING SHALL BE SHIELDED AND WILL NOT IMPACT NEIGHBORING PROPERTIES.
2. GROUND AND FLOOR SURFACES ALONG HANDICAP ACCESSIBLE ROUTES AND IN ACCESSIBLE ROOMS AND SPACES INCLUDING FLOORS, WALKS, RAMPS, STAIRS, AND CURB RAMPS SHALL BE FIRM AND SLIP RESISTANT.
3. THE SOILS REPORT IS A PART OF THIS PROJECT AND SHALL BE READ CAREFULLY. CONCRETE AND GRADING CONTRACTORS ARE RESPONSIBLE FOR ALL CONDITIONS OF THE SOILS REPORT. GRADING CONTRACTOR SHALL TAKE ALL ELEVATIONS FORM THE SURVEY.
4. PROPOSED BUILDING SEWER LINE SHALL TIED TO THE EXISTING USEABLE CITY SEWER REFER TO PLUMBING DRAWINGS PRIOR TO CONSTRUCTION.
5. ELECTRICAL CONTRACTOR SHALL PROVIDE 110 VOLT, 20 AMPERES RECEPTACLES FOR IRRIGATION CONTROL PURPOSES
6. PLUMBING CONTRACTOR SHALL PROVIDE WATER SUPPLY LINES, BACK FLOW PREVENTOR AND GATE VALVE FOR LANDSCAPE IRRIGATION SYSTEM.
7. PLUMBING CONTRACTOR SHALL PROVIDE AND INSTALL AN APPROVED SEISMIC GAS SHUT-OFF VALVE PER CALIFORNIA GAS COMPANY SPECIFICATION GUIDELINES.
8. WALKS AND SIDEWALKS SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING 1/2".
9. WALKS AND SIDEWALKS SHALL BE 48" MINIMUM IN WIDTH.
10. WALK AND SIDEWALK SURFACES SHALL BE SLIP-RESISTANT AS FOLLOWS: A SURFACES WITH A SLOPE OF LESS THAN 6% GRADIENT SHALL BE AT LEAST AS THAT DESCRIBED AS A MEDIUM SALTED FINISH. A SLIP RESISTANT B SURFACES WITH A SLOPE OF 6% OR GREATER GRADIENT SHALL BE SLIP RESISTANT.
11. CONTRACTOR SHALL VERIFY LOCATION AND SIZE OF ALL UTILITY PIPES.
12. THIS OFFICE SHALL NOT BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS
13. THE LANDSCAPE DESIGNER RESPONSIBLE FOR ANY LANDSCAPING FOR THIS PROJECT SHOULD BE ADVISED TO UTILIZE PLANTING AND IRRIGATION TECHNIQUES THAT LEND THEMSELVES TO OPTIMUM CONSERVATION OF WATER RESOURCES.
14. PLUMBING FIXTURES SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 422.1 SEE A-2.0 FOR FIXTURE CALCULATIONS
15. COMPLY WITH PROTECTION OF ADJOINING PROPERTY BY PROVIDING A WRITTEN NOTICE TO THE OWNERS OF ADJOINING BUILDINGS ADVISING THEM THAT AN EXCAVATION DEEPER THAN THE FOUNDATION OF THE ADJOINING BUILDING AND LOCATED LESS THAN EXCAVATION DEPTH TO THE PROPERTY LINE IS TO BE MADE AND THAT THE ADJOINING BUILDINGS SHOULD BE PROTECTED. SAID NOTIFICATION SHALL BE DELIVERED NOT LESS THAN 30 DAYS PRIOR TO THE SCHEDULED STARTING DATE OF THE EXCAVATIONS.
16. PEDESTRIANS SHALL BE PROTECTED DURING CONSTRUCTION, REMODELING AND DEMOLITION ACTIVITIES AS REQUIRED BY COUNTY OF LOS ANGELES BUILDING CODE CHAPTER 33
17. ANY FENCING WITHIN THE FRONT YARD SETBACK SHALL NOT EXCEED 42 INCHES.

PROJECT DATA

DESCRIPTION	AREAS	COVERAGE :	50.00%
ZONING	M - 2	TOTAL OFFICE 3.4%	5,000 S.F.
LEGAL DESCRIPTION	RANCHO SANTA GERTRUDES SECTIONS TOWNSHIP AND RANGE LOT COM AT INTERSECTION OF S LINE OF NW 1/4 OF NW 1/4 OF SEC 8 T 3S R 11W WITH E ... SEE MAPBOOK FOR MISSING PORTION ... OF NW 1/4 OF SEC 8 T 3S R 11W	LANDSCAPE AREA REQUIRED PARKING AREA = 62,000 S.F.	"15% FOR EA 1" OF FRONTAGE IN 50" = 8,425 SF *6% OF PARKING AREA = 3,720 SF TOTAL REQUIRED = 12,145 SF
ASSESSOR'S PARCEL NO:	8026-018-023	LANDSCAPED AREA PROVIDED	LANDSCAPED SETBACK = 6,408 S.F. PARKING AREA = 11,017 S.F. TOTAL = 17,425 S.F.
BUILDING CODE	CBC 2019 with LACoBC 2020 AMENDMENTS		
BLDG. OCCUPANCY	B S-1	LANDSCAPED AREA MUST BE WATER EFFICIENT IN COMPLIANCE WITH AB1881	
BUILDING TYPE	III-B, FULLY SPRINKLERED	PARKING REQUIRED :	
LAND AREA :	PARCEL 288,935 S.F. (6.63 AC) GROSS	FIRST 40,000 SQ. FEET	40,000/500 = 80 CARS
CONSTRUCTION TYPE	III-B W/ AUTOMATIC FIRE SPRINKLERS	40,001 TO 100,000 SF	60,000/750 = 80 CARS
AREA JUSTIFICATION	AREA JUSTIFICATION: UNLIMITED AREA PER 507.4, SURROUNDED BY 60' WIDE PUBLIC WAYS OR YARDS, SUCH YARDS CAN BE REDUCED TO 40' IN UP TO 75% OF THE PERIMETER MAX. HEIGHT PER TABLE 504.3 = 75' . MAX. NUMBER OF STORIES PER TABLE 504.4 =2	OVER100,000 SQ. FEET	44,434/ 1,000 = 45 CARS
		TOTAL	205 CARS
BUILDING TOTAL AREA	144,434 S.F.	PARKING PROVIDED:	
FIRST FLOOR — WAREHOUSE	134,995 S.F.	ACCESSIBLE (STANDARD) 14' X 20'	4 - STALLS
OFFICE	2,481 S.F.	ACCESSIBLE (8' VAN) 17' X 20'	4 - STALLS
BUILDING FOOTPRINT	137,476 S.F.	STANDARD STALLS 8'-6" X 19'	139 - STALLS
MEZZA FLOOR — OFFICE MEZZANINE	2,940 S.F.	CLEAN AIR STALLS (151-200) 8'-6" X 19'	16 - STALLS
STORAGE MEZZANINE	4,018 S.F.	ELEC VEHICLE (151-200) 8'-6" X 19'	10 - STALLS
TOTAL MEZZANINE	6,958 S.F.	PARALLEL STALLS 10' X 22'	32 - STALLS
		TOTAL	205 - STALLS
		TRUCK PARKING (12' X 52') 1 PER 4 TRUCK DOORS	4 SPACES
		LONG TERM BIKE RACK @ 5% OF PARKING	5 SPACES
		SHORT TERM BIKE RACK @ 5% OF 30 VISITOR PARKING	2 SPACES
		TRASH ENCLOSURE AREA REQUIRED 1% X 40,000 = 400 S.F. 0.5% x 104,434 = 522 S.F.	TRASH ENCLOSURE AREA PROVIDED = 922 S.F.

TRANSPORTATION DEMAND MANAGEMENT

TRIP REDUCTION & TRAVEL DEMAND PROGRAM

PROVIDE BULLETIN BOARD (INFORMATION AREA REQUIRED PER SEC. 16.57 OF THE ART. VI " TRIP REDUCTION AND TRAVEL DEMAND PROGRAM"). THE INFORMATION AREA MAY INCLUDE A BULLETIN BOARD, DISPLAY CASE, OR KIOSK, DISPLAYING TRANSPORTATION INFORMATION LOCATED WHERE THE GREATEST NUMBER OF EMPLOYEES ARE LIKELY TO SEE IT. INFORMATION IN THE AREA SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING:

1. CURRENT MAPS, ROUTES & SCHEDULES FOR PUBLIC TRANSIT ROUTES SERVING THE SITE.
2. TELEPHONE NUMBERS FOR REFERRALS ON TRANSPORTATION INFORMATION INCLUDING NUMBERS FOR THE REGIONAL RIDESHARING AGENCY AND LOCAL TRANSIT OPERATORS.
3. RIDESHARING PROMOTIONAL MATERIAL SUPPLIED BY COMMUTER-ORIENTED ORGANIZATIONS.
4. BICYCLE ROUTE AND FACILITY INFORMATION, INCLUDING REGIONAL/LOCAL BICYCLE MAPS AND BICYCLE SAFETY INFORMATION, AND
5. A LISTING OF FACILITIES AVAILABLE FOR CARPOOLERS, VANPOOLERS, BICYCLISTS, TRANSIT RIDERS AND PEDESTRIANS AT THE SITE.

FIRE FLOW CALCULATION:

FIRE SPRINKLER SYSTEM TYPE (CBC 903, CFC 903): ESFR SYSTEM

THE REQUIRED FIRE FLOW IS BASED ON THE FOLLOWING CALCULATION:
TYPE OF CONSTRUCTION PER THE BUILDING CODE: TYPE III-B
FIRE FLOW BASED ON THE TOTAL FLOOR AREA OF ALL FLOOR LEVELS WITHIN THE EXTERIOR WALLS
AND UNDER THE HORIZONTAL PROJECTIONS OF THE ROOF OF THE BUILDING: **5,250 GPM**
REDUCTION FOR FIRE SPRINKLERS (MAXIMUM 50%): 2,625 GPM
TOTAL FIRE FLOW REQUIRED: 2,625 GPM



VICINITY MAP
NOT TO SCALE

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LICENSED ARCHITECT ★ STATE OF CALIFORNIA ★ LORENZO D. CRESPO C-34696 10/31/2021 RENEWAL DATE

REVISIONS: 1. .

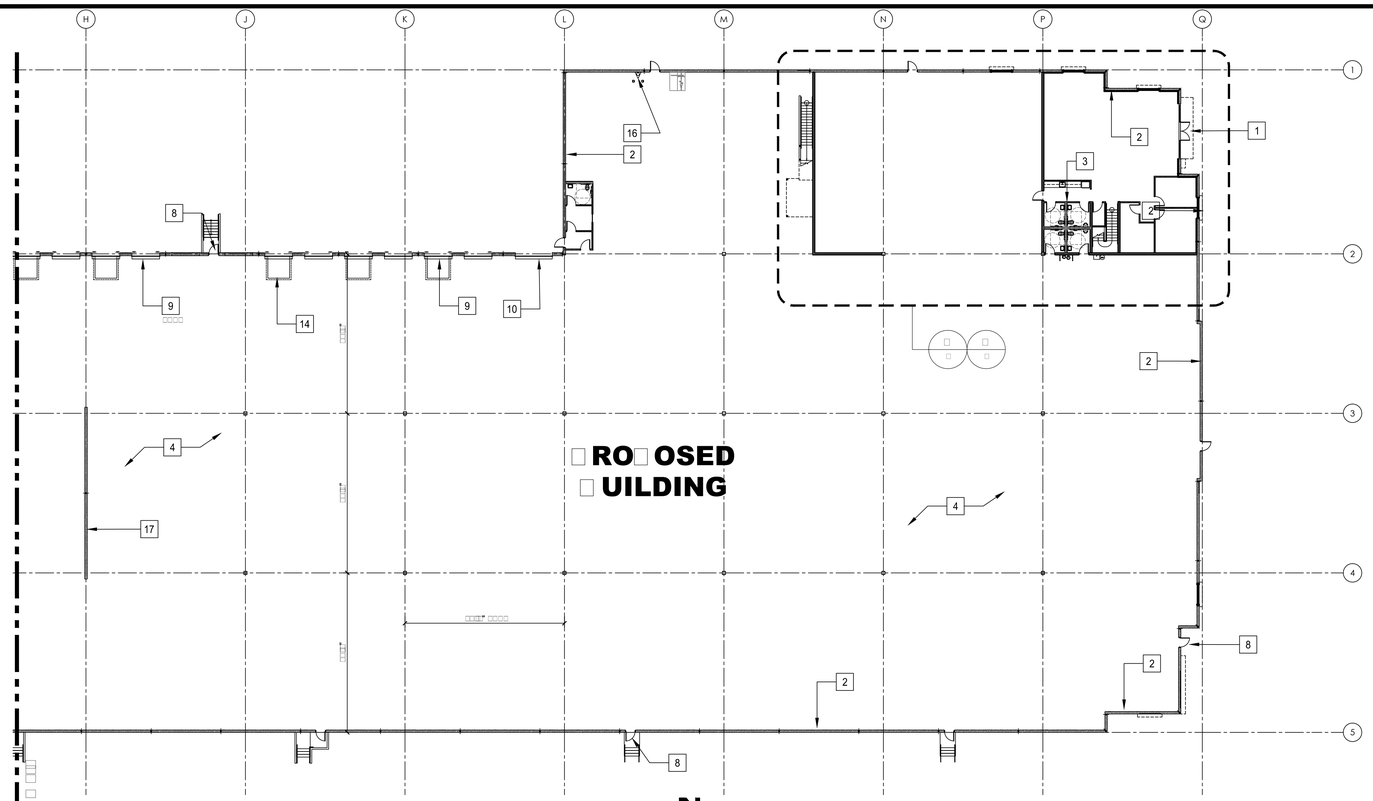
CLIENT: MR. BOBBY NASSIR

CONTENTS: SITE PLAN
SCALE: INDICATED PROJECT NO. A-20-011
DATE: 29MAR21 DRAWN: B.C.

SHEET A100 OF SHEETS

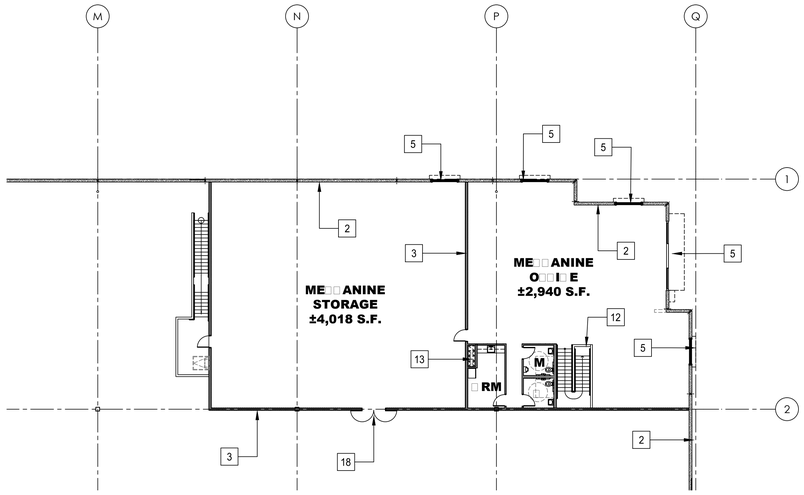
GREENSTONE AVENUE INDUSTRIAL

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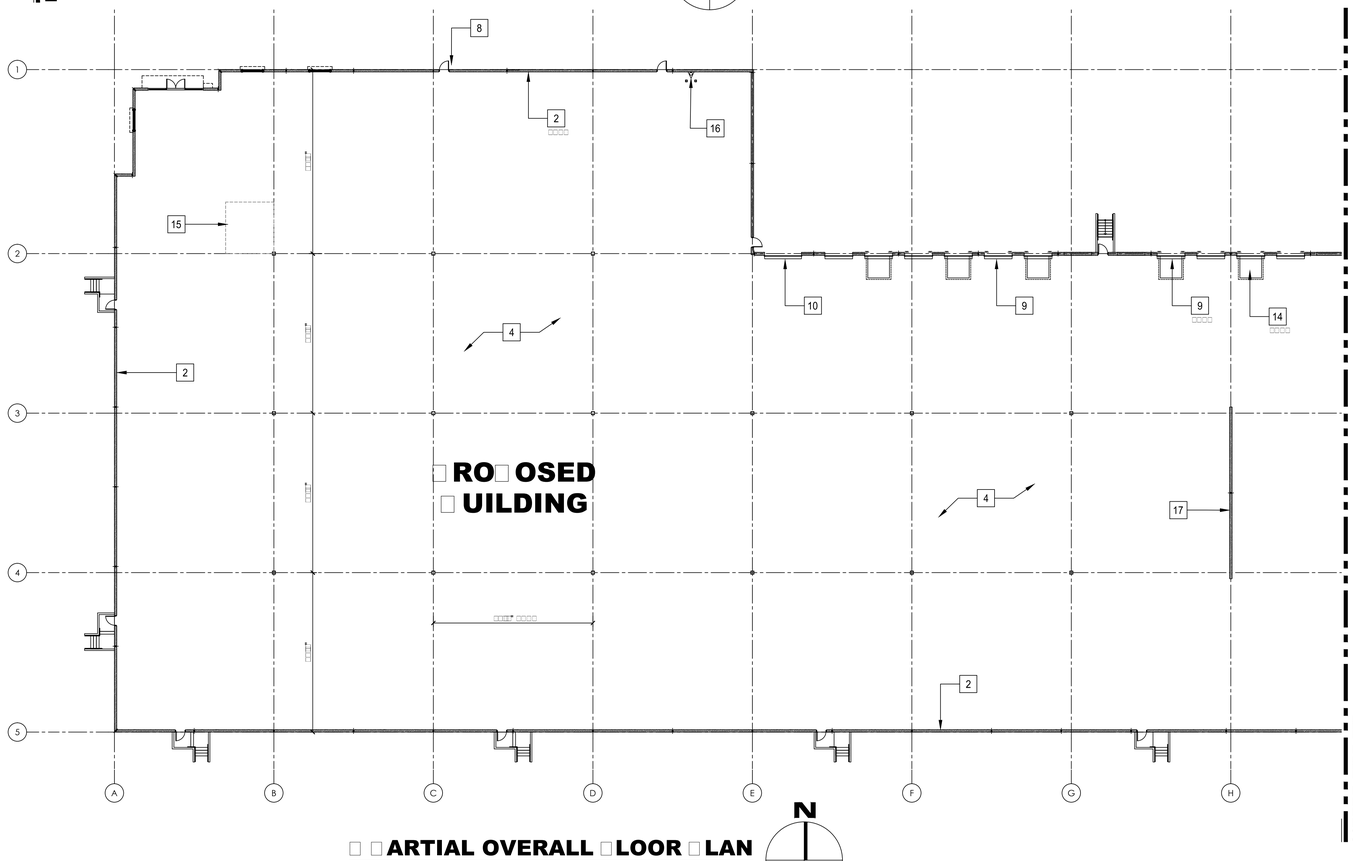
PARTIAL OVERALL FLOOR PLAN

SCALE: 1/16" = 1'-0"



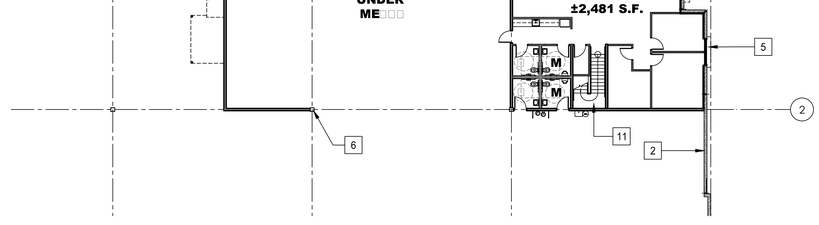
ENLARGED OFFICE FLOOR PLAN MEZZANINE

SCALE: 1/8" = 1'-0"



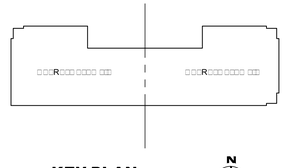
PARTIAL OVERALL FLOOR PLAN

SCALE: 1/16" = 1'-0"



ENLARGED OFFICE FLOOR PLAN GROUND

SCALE: 1/8" = 1'-0"



KEY PLAN

GENERAL NOTES

- GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS ON THE JOB SITE PRIOR TO COMMENCEMENT OF WORK.
- ALL DIMENSIONS ARE TO FACE OF FINISH, UNLESS NOTED OTHERWISE.
- ALL WORK SHALL COMPLY WITH THE 2019 CALIFORNIA BUILDING CODE AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
- ALL WORK SHALL BE PERFORMED BY LICENSED CONTRACTORS.
- ALL CONSTRUCTION MATERIALS SHALL BE NEW AND FREE OF DEFECTS.
- ALL WORK SHALL BE PERFORMED IN A WORKMANLIKE MANNER.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED PERMIT.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED INSPECTION SCHEDULE.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED CHANGE ORDERS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED SUBSTITUTIONS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED SHOP DRAWINGS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED SAMPLES.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED MOCK-UPS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED TESTING AND INSPECTION REPORTS.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED CERTIFICATES OF COMPLIANCE.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED CERTIFICATES OF OCCUPANCY.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED FINAL INSPECTION.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED PUNCH LIST.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED WARRANTY.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED MAINTENANCE AGREEMENT.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED OPERATION AND MAINTENANCE MANUAL.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPROVED AS-BUILT DRAWINGS.

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LICENSED ARCHITECT
EDUARDO CRESPO
C-34896
10/31/2021
RENEWAL DATE
STATE OF CALIFORNIA

REVISIONS:

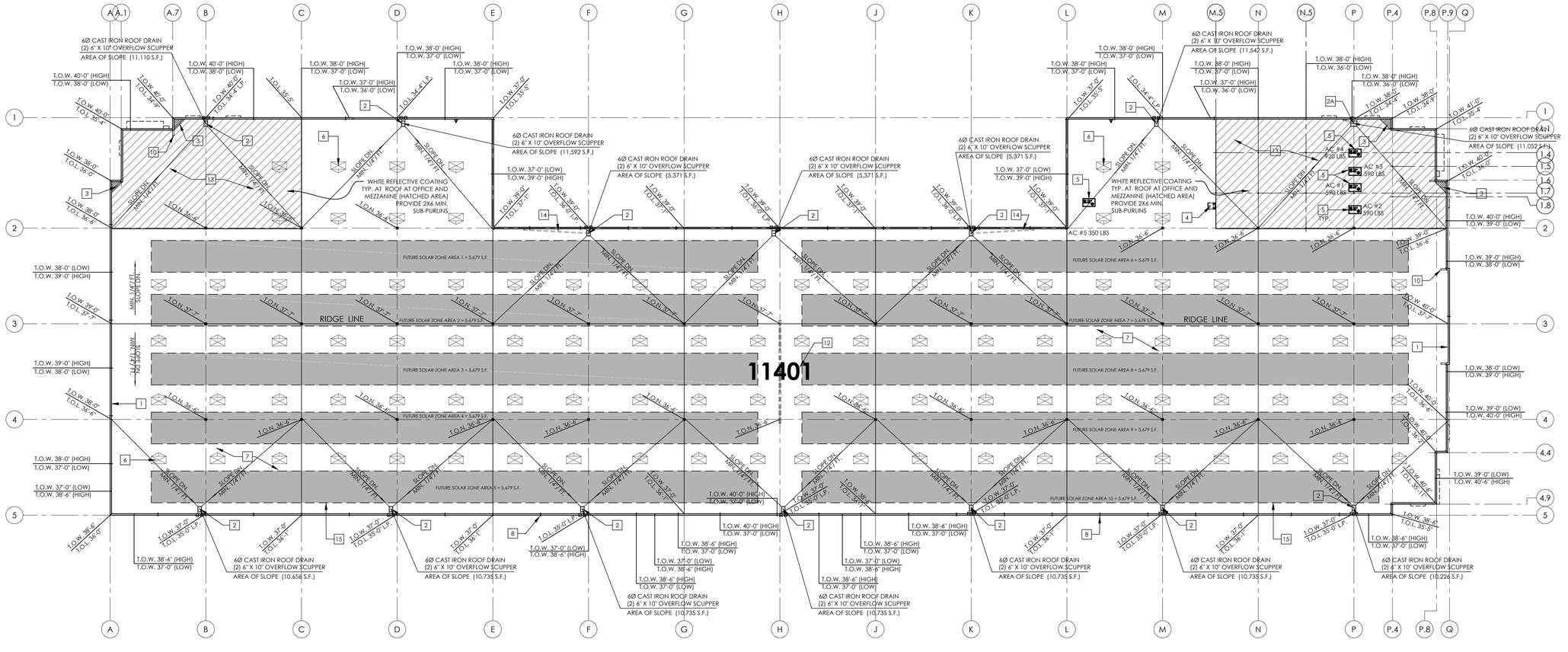
CLIENT:
MR. BOBBY NASSIR

CONTENTS:
FLOOR PLANS

SCALE: AS NOTED | PROJECT NO. A-20-011
DATE: 29MAR21 | DRAWN: B.C.

SHEET: A200 OF SHEETS

GREEN PLANNING INDUSTRIAL



ROOF PLAN
1" = 25'-0"

GENERAL NOTES

1. UNDERSIDE OF ROOF SHALL BE INSULATED WITH VENTED FOIL FACED AND KRAFT LINER CAPSHEET INSULATION THROUGHOUT. AT THE TIME OF TENANT IMPROVEMENTS IT SHALL BE REMOVED AND REPLACED WITH R-30 ABOVE CONDITIONED SPACES
2. VERIFY THAT ALL AREAS HAVE 1/4"/FT. MIN. SLOPE TOWARDS TO THE ROOF DRAIN
3. FOR TYPICAL ROOF PENETRATION CLEARANCES SEE DETAIL 12 / AD200
4. BUILT-UP ROOF TO BE INSTALLED FOR EXPOSURE "C" 100 MPH. WINDS
5. ALL ROOF ELEVATIONS ARE FROM THE FINISH FLOOR TO THE TOP OF FRAMING MEMBER. REFER TO PANEL ELEVATIONS ON STRUCTURAL DRAWINGS FOR EXACT LOCATION
6. CLASS A BUILT-UP COMPOSITION ROOF 4 PLIES 15# ASPHALT FELTS AND 1 PLY 90# MINERAL CAP SHEET, HOT MOP EACH PLY WITH 25# ASPHALT MOPPING. 275#/SQ.FT., FIBERGLASS CAP SHEET, 3" FIBER GLASS CANT AT ALL PROJECTIONS AT ROOF SUCH AS ROOF PARAPETS, EQUIPMENT PLATFORMS, CURBS, ETC. INSTALL PER MANUFACTURER SPECIFICATIONS. UL CLASS "A" FIRE RATING FH CLASS I FIRE RESISTANCE, ROOFING MAY BE GAF (UL R1306-02) OR EQUAL.
7. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF THE ROOF OPENINGS.
8. PROVIDE SHAPED INSULATION CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
9. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATION ON DRAWINGS ARE APPROXIMATE.
10. ROOF DRAINAGE AND OVERFLOW DRAINS TO BE A MIN. 5" DIA., DRAINAGE SYSTEM SHALL COMPLY WITH CHAPTER 11 OF THE CPC. SYSTEM SHALL BE SIZED FOR A MINIMUM RAIN INTENSITY OF 3 INCHES PER HOUR.
11. ROOFING MUST COMPLY WITH UL SSA TYPE 63, MEETING OR EXCEEDING ASTM-D 3909-97B.
12. FIRE RETARDANT ROOFING SHALL COMPLY WITH ICC-ES EG107
13. ROOF SLOPE, DRAINS AND SECONDARY ROOF DRAIN/SCUPPERS ON THE ROOF SHALL COMPLY WITH CHAPTER 11 OF THE PLUMBING CODE.
14. SYSTEM SHALL BE SIZED FOR MINIMUM RAIN INTENSITY OF 3 INCHES PER HOUR.
15. SECONDARY ROOF DRAINS HAVING THE SAME SIZE AS THE PRIMARY ROOF DRAINS SHALL BE INSTALLED WITH THE INLET FLOW LINE LOCATED A MINIMUM 2 INCHES ABOVE THE LOW POINT OF THE ROOF.
16. SCUPPERS THROUGH PARAPET WALLS ADJACENT TO THE LOW POINT OF THE ROOF MAY BE USED AS SECONDARY ROOF DRAINAGE. SCUPPER OPENINGS SHALL BE A MINIMUM OF 4 INCHES HIGH AND HAVE A WIDTH EQUAL TO THE CIRCUMFERENCE OF ROOF DRAIN REQUIRED FOR THE AREA SERVED.

FUTURE SOLAR AREAS CALCS.
SOLAR ZONE AREA = 40%

SOLAR AREA PER PLAN	HORIZONTAL PROJECTED AREA
1	5,679 S.F.
2	5,679 S.F.
3	5,679 S.F.
4	5,679 S.F.
5	5,679 S.F.
6	5,679 S.F.
7	5,679 S.F.
8	5,679 S.F.
9	5,679 S.F.
10	5,403 S.F.
TOTAL	56,514 S.F.
ROOF AREA	137,476 S.F.

FUTURE SOLAR ZONE REQUIREMENTS:
40% OF TOTAL ROOF AREA
SECTION CA 103.3 SOLAR-READY ZONE AREA

ROOF AREA = 137,476 S.F. X 40% = 54,990 S.F.
SOLAR ZONE AREA REQUIRED: 54,990 S.F.

SOLAR ZONE PROVIDED:
AREA 1 THRU 10 @ 5,679 S.F. EACH = 56,790 S.F.

56,514 S.F. > 54,990 S.F. THEREFORE OK

NOTE:
SOLAR ZONES SHALL BE SHOWN LOCATED SO AS TO COMPLY WITH THE SHADING PROVISIONS OF 110.10 (b) 3 OF THE ENERGY CODE

NOTES :

1. ALL THE ROOF ELEVATIONS MEASURED FROM TOP OF STEEL LEDGER AND WOOD NAILER TO TOP OF FINISHED FLOOR SLAB MEASURED BELOW THE DESIGNATED ELEVATION (FLOOR SLAB SLOPED 0.5% WHEN APPLICABLE - SEE GRADING PLAN)
2. VERIFY & COORDINATE ALL DWGS. WITH ALL TRADES INVOLVED IN THE CONSTRUCTION PROCESS (CIVIL, ARCH'L., STRUCT., MECH., ELECT., ETC.) PRIOR TO THE FABRICATION AND OR CONSTRUCTION OF ALL ITEMS AS CALLED ON THE DWGS.
3. OWNER OF TENANT SHALL MAINTAIN ROOF DRAINS AND SCUPPERS SO THAT THEY ARE FREE OF DEBRIS OR ANY BLOCKAGE

SEE GENERAL NOTES ON SHEET A-0.1

SKYLIGHT NOTES

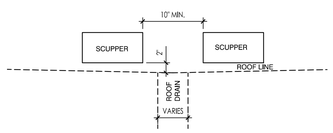
1. 48"X96" SMOKE HATCH VENTILATING SKYLIGHT BY BRISTOLITE MODEL 4896 ECO-SVSH-CM-1-HS1-M1-MF WITH RAIN GUARD OR APPROVED EQUIVALENT. UL 793 / ICC REPORT: ESR 3177
2. PROVIDE EXTERIOR MANUAL RELEASE
3. INSTALL PLYWD. CRICKET ON HIGH SIDE OF CURBS 24" OR WIDER - MITER PLYWOOD CRICKET TO MEET FLUSH W/DECK. RAISE CURB TO MAINTAIN MIN. 7 1/2" CLR. ABOVE TOP OF CRICKET.
4. ALL SKYLIGHT HINGES SHALL BE MOUNTED TOWARDS THE WINDS
5. SKYLIGHTS SHALL NOT BE WITHIN 20' OF THE PARAPET (AT PROPERTY LINE)

ROOF DRAIN TABLE

NOTE:
SEE PLUMBING DRAWINGS FOR ACTUAL SIZES.
CPC TABLE 1101.12 REQUIREMENTS BASED ON 3"/HR. RAINFALL:

DIAMETER SIZE OF ROOF DRAIN	ALLOWABLE HORIZONTAL PROJECTED AREA
5"	11,530 S.F.
6"	17,995 S.F.
8"	38,660 S.F.

NOTE: EXTERIOR OVERFLOW AREA SHALL BE 3 X EQUAL REQUIREMENT AREA OF ROOF DRAIN



SIZE OF SCUPPERS CALCUALTED PER:
- CBC SECTION 1503.4.2
- CPC SECTION 1101.11.2.1

2 SCUPPER DETAIL
SCALE - 1" = 1'-0"

SKYLIGHT CALCULATIONS:

SKYLIGHT AREA/FLOOR AREA RATIO	2%
SKYLIGHT AREA:	4' X 8' = 32 S.F.
WAREHOUSE AREA:	134,995 SQ. FT.
VENT AREA:	(.02) X 134,995 S.F. / 32 S.F.
SKYLIGHTES REQUIRED:	84.37
SKYLIGHTES PROVIDED:	100

LEGEND:

T.O.L.	TOP OF LEDGER
T.O.N.	TOP OF NAILER
T.O.W.	TOP OF WALL
H.P.	HIGH POINT
L.P.	LOW POINT

VERIFY TOP OF PARAPET WITH PANEL ELEVS.

ROOF PLAN KEYNOTES

1. CONCRETE PARAPET WALL - SEE STRUCT. DRAWINGS FOR THICKNESS
2. INTERIOR ROOF DRAIN AND EXTERIOR OVERFLOW - SEE DET: 7 / AD-2 , 9 / AD-2
2A. INTERIOR ROOF DRAIN AND INTERIOR OVERFLOW - SEE DET: 6 / AD-2
3. PLYWOOD BUILT-UP CRICKETS, PROVIDE MIN. 1/4" PER FOOT SLOPE
4. ROOF ACCESS HATCH BY BILCO WITH SAFETY EXTENSIONS POLE. PROTECTION CAGE AND INTERMEDIATE LANDING - SEE DET: 20 / AD-2
5. MECHANICAL EQUIPMENT LOCATION, AS SHOWN. SEE MECH'L SHEETS, STRUCTURAL SHEET S-2 & DETAIL 14 / AD-2
6. SMOKE HATCH VENTILATING SKYLIGHT - TYPICAL, SEE DETAIL: 3 / -
7. CLASS "A" 4 PLY B.U.R. SYSTEM BY POLYGLASS USA, INCORPORATED ICC ESR-2018 (OR APPROVED EQUAL)
8. TYPICAL CONCRETE PANEL JOINT - SEE STRUCTURAL DWGS.
9. SLOPED CONCRETE CAP PER STRUCTURAL (NOT USED)
10. CANTILEVER TILT-UP WING WALL. SEE STRUCTURAL FOR MORE INFO. SHEET S-3
11. 1/4" RISE PER 1'-0" RUN ,MINIMUM SLOPE ,THROUGHOUT ROOF, TYPICAL
12. ROOF ADDRESS LETTERS PAINTED IN BLACK. WHEN REQUIRED BY THE CITY SHALL BE PER CITY REQUIREMENTS, BUT SHALL NOT BE LESS THAN 4'-0" HIGH W/ MIN. 12" WIDE STROKE PER LETTER - CONTRACTOR SHALL CONFIRM ACTUAL ADDRESS NUMBERS PRIOR TO INSTALLATION
13. PROVIDE WHITE REFLECTED COATING AT ROOF OVER CONDITIONED OR FUTURE CONDITIONED SPACE OFFICE AS SHOWN HATCHED. TOPGARD 5000" BY JOHNS MANVILLE OR APPROVED EQUIVALENT. THERMAL EMITTANCE AND SOLAR REFLECTANCE, OR SRI VALUES IN ACCORDANCE WITH CALGREEN A5.106.11.2.1 THERMAL EMITTANCE: 0.88 SOLAR REFLECTANCE: 0.83 SRI VALUE: 104
14. HORIZONTAL ROOF DRAIN PIPE WITH 1/8" PER LINEAR FOOT SLOPE
15. DEDICATED PROPOSED LOCATION OF FUTURE SOLAR PANELS UNDER SEPARATE PERMIT AS SHOWN HATCH, MAX. DESIGN LOAD 40 PSF

AGGREGATE VENT AREA CALCULATIONS:

CBC SECTION: 910.3.3 SMOKE AND VENTS AREA

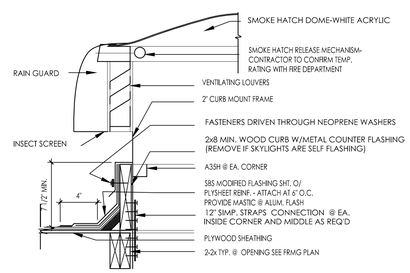
A_{VR}	V/9000
	134,995 x 32 FT. / 9000
	4,319,840 CU. FT./ 9000
A_{VR}	479.98
TOTAL VENT AREA PROVIDED:	86 x 32 = 2,752 S.F. > 479.98 OK

NATURAL VENTILATION CALCULATION:

VENTILATION SHALL BE PROVIDED IN ACCORDANCE WITH CHAPTER 12 OF 2019 CBC FOR INTERIOR ENVIRONMENT:

GENERAL WAREHOUSE S-1:

ROOM NET AREA:	137,476 S.F.
VENTILATION RATIO REQUIRED:	4%
VENTILATION AREA REQUIRED:	137,476 S.F. X 0.04 = 5,499 S.F.
VENTILATION BY WAY OF OPENINGS:	2,301 S.F.
VENTILATION BY WAY OF VENTED SKYLIGHTS:	100 LOUVERED SKYLIGHTS X 32 S.F. = 3,200 S.F.
VENTILATION AREA PROVIDED:	2,301 S.F. + 3,200 S.F. = 5,501 S.F.
CHECK:	5,501 S.F. > 5,499 S.F. O.K.



NOTES:
1. LOUVERED SMOKE HATCH DOMES BY ACRALIGHT SMOKE VENT SKYLIGHTS, MODEL No. 4896-S-SV2D-L4-CM-ST-MF-OR, UL#793
2. PROVIDE EXTERIOR MANUAL RELEASE (OR)
3. INSTALL PLYWD. CRICKET ON HIGH SIDE OF CURBS WIDER THAN 96" - MITER PLYWOOD TO MEET FLUSH W/DECK-RAISE CURB TO MAINTAIN MIN. 7 1/2" CLR. ABOVE TOP OF CRICKET.
4. ALL SMOKE HATCH HINGES SHALL BE MOUNTED TOWARDS THE WINDS
5. SMOKE HATCH SKYLIGHTS SHALL NOT BE WITHIN 20' OF THE PARAPET (AT PROPERTY LINE)
6. SEE ROOF PLAN FOR LOCATION AND QUANTITY
7. ALL THE SKYLIGHT SHALL HAVE RAIN GUARD AND INSECT SCREEN
8. SKYLIGHT/SMOKE HATCH FUSIBLE LINK SHALL OPERATE AT A TEMPERATURE THAT IS AT LEAST 100 DEGREES ABOVE THE SPINKLER HEAD TEMPERATURE.

3 SMOKE HATCH/ VENTILATING SKYLIGHT
SCALE - N.T.S.

architecture
O.C. DESIGN & ENGINEERING
7901 CROSSWAY DRIVE
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LICENSED ARCHITECT ★ STATE OF CALIFORNIA ★ GREGORIO CRESPO C-34996 10/31/2021 RENEWAL DATE

REVISIONS:
1 -

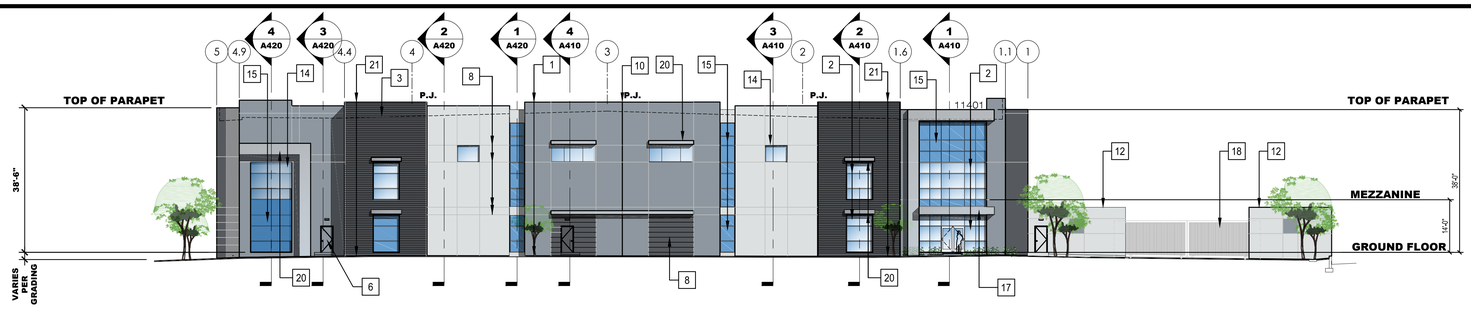
CLIENT:
MR. BOBBY NASSIR

CONTENTS: FLOOR PLANS
SCALE: INDICATED PROJECT NO. A-20-011
DATE: 29MAR21 DRAWN: B.C.

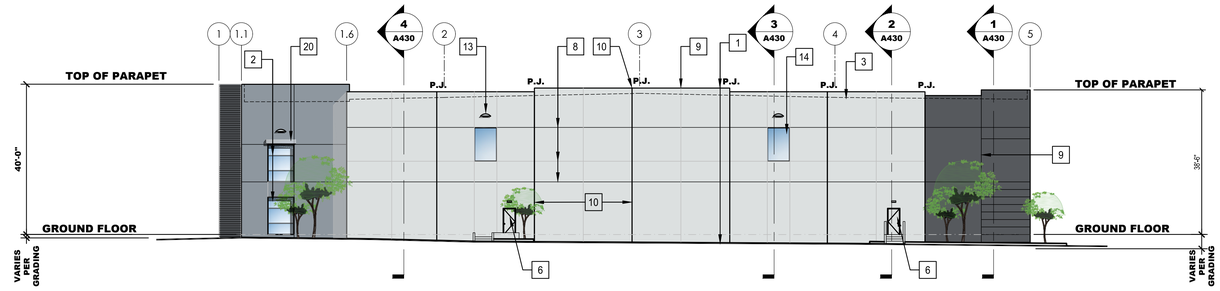
SHEET A240
1 OF ☐ SHEETS

GREENSTONE AVENUE INDUSTRIAL

6/16/2021 2:27 PM • Y:\2020\A-20-011 1140 Greenstone Ave\GREEN ARCH\GREEN A240.



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



2 SCALE 1/16" = 1'-0"

ELEVATION LEGEND:

TEMPERED VISION GLASS	P.J.	PANEL JOINT
	T.O.W.	TOP OF WALL
	F.F.	FINISH FLOOR
TEMPERED SPANDREL GLASS	TYP.	TYPICAL

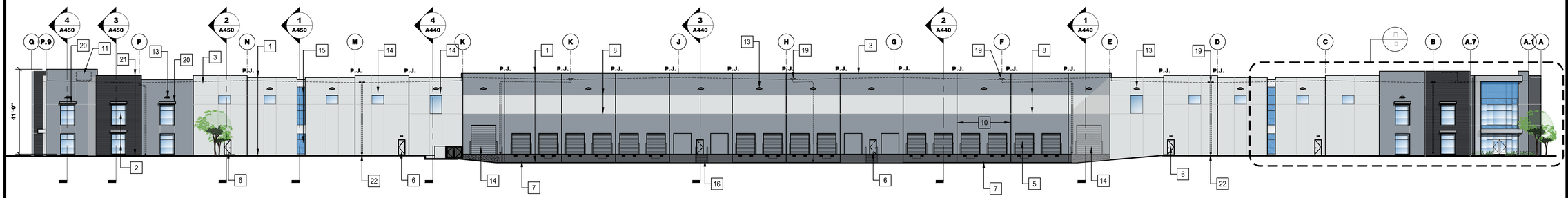
NOTE: ALL EXTERIOR GLAZING WITHIN 16' FROM GRADE SHALL BE TEMPERED GLASS

COLOR SCHEDULE (EXTERIOR COLORS):

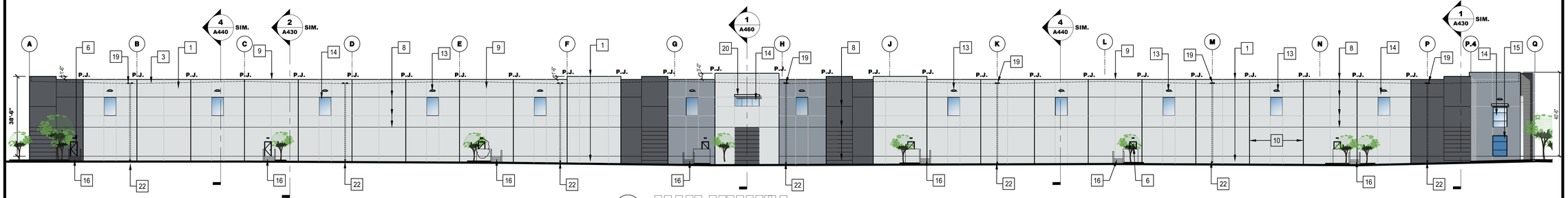
A	FIELD COLOR	DE6344 Wisp of Smoke	
B	ACCENT 1 COLOR	DE6347 Shining Knight	
C	ACCENT 2 COLOR	DE6356 Sheet Metal	
D	CANOPY CLADDING	ALUCABOND ALUMINUM FINISH	
E	GLAZING	PPG SOLAR BLUE LOW-E SOLARBAN 60 (2) DUAL GLAZING	
F	SPANDREL GLAZING	PPG SOLAR BLUE LOW-E SOLARBAN 60 W/ BLUE BACKING	
G	MATERIAL ACCENT	LONGBOARD ALUMINUM CLADDING: CHARCOAL	

ELEVATION KEYNOTES:

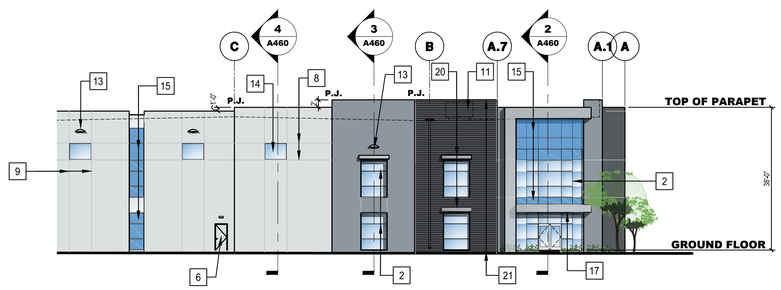
1. CONCRETE TILT-UP WALL - TYPICAL
2. STOREFRONT GLAZING - TYPICAL
3. LINE OF ROOF BEYOND - SHOWN DASHED FOR CLARITY
4. 12' X 14' TRUCK DOOR - GRADE LEVEL
5. 9'-0" X 10' TRUCK DOOR - DOCK HIGH - TYPICAL
6. 3' X 7' MAN DOOR PAINTED TO MATCH THE ADJACENT WALL - TYPICAL
7. TRUCK WELL - PER GRADING PLAN
8. HORIZONTAL REVEAL - TYPICAL (B)
9. VERTICAL REVEAL - TYPICAL (C)
10. PANEL JOINT - TYPICAL (A)
11. PROPOSED LOCATION OF MECHANICAL EQUIPMENT COMPLETELY SCREENED FROM VIEW
12. 14'-0" HIGH DECORATIVE CONCRETE PANEL SCREEN WALL
13. WALL PACK LIGHTING FIXTURE - TYPICAL
14. CLERESTORY WINDOW - TYPICAL
15. SPANDREL GLASS - TYPICAL
16. CONCRETE STAIRS WITH HANDRAILS - TYPICAL
17. ALUMINUM FINISH CANOPY TO EXTEND 4' BEYOND FACE OF WALL
18. 10'-0" HIGH WROUGHT-IRON BI-PARTING GATE WITH FIRE DEPT. KNOX-BOX
19. OVERFLOW SCUPPER, TYPICAL
20. ALUMINUM FINISH CANOPY TO EXTEND 18"
21. LONGBOARD CLADDED ACCENT, COLOR: CHARCOAL
22. INTERIOR ROOF DRAIN AS SHOWN DASHED FOR CLARITY



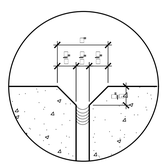
3 SCALE 1" = 20'-0"



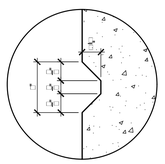
4 SCALE 1" = 20'-0"



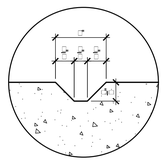
5 SCALE 1/16" = 1'-0"



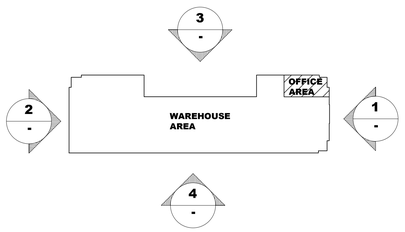
TYP. PANEL JOINT



2" HORIZONTAL REVEAL



2" VERTICAL REVEAL



KEY PLAN

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7901 CROSSWAY DRIVE
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C.E.G. CONSTRUCTION
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PICO RIVERA, CA 90660
TEL 562.948.4850

LICENSED ARCHITECT ★ STATE OF CALIFORNIA ★ C-34096 10/31/2021 RENEWAL DATE

REVISIONS: 1 .

CLIENT: MR. BOBBY NASSIR

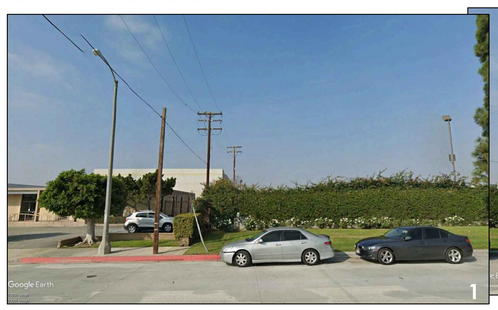
CONTENTS: FLOOR PLANS
SCALE: D PROJECT NO. A-20-011
DATE: 29MAR21 DRAWN: B.C.

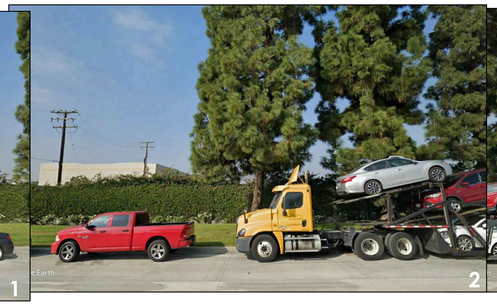
SHEET A300 OF SHEETS

GREENSTONE AVENUE INDUSTRIAL

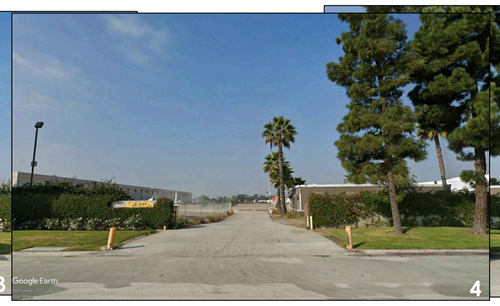
11401 GREENSTONE AVE., SANTA FE SPRINGS, CA - CONRETE TILT UP WAREHOUSE / OFFICE BUILDING

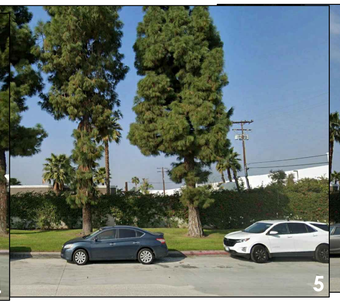
SITE PHOTOS

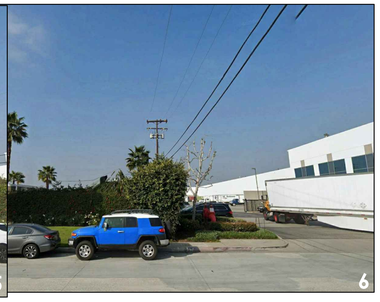










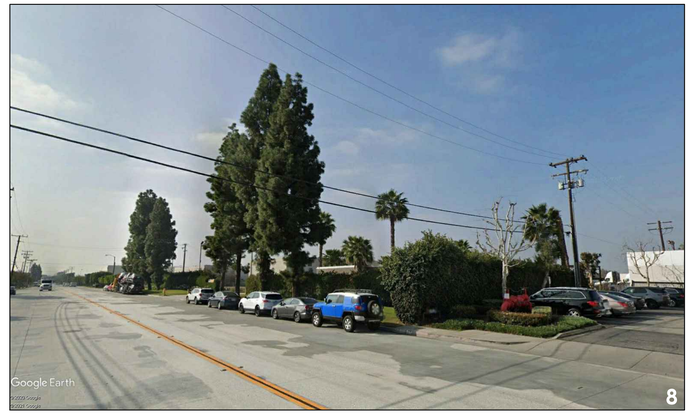




VICINITY MAP

NOT TO SCALE





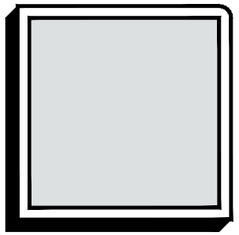
GREENSTONE INDUSTRIAL

WAREHOUSE / OFFICE BUILDING LOCATED AT 11401 GREENSTONE AVENUE, SANTA FE SPRINGS, CA

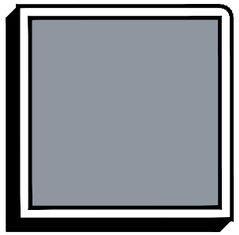
O.C. DESIGN & ENGINEERING

1/27/2021 4:34 PM - Y:\2020\A-20-011 11401 Greenstone Ave\GREEN PLANNING\GREEN-SITE.dwg

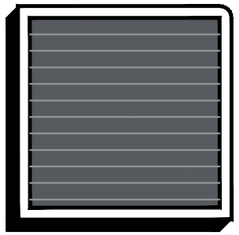
1 **FIELD COLOR**
DE6344 WISP OF SMOKE



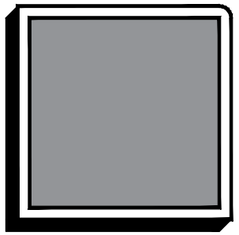
2 **ACCENT 1 COLOR**
DE6347 SHINING KNIGHT



3 **ACCENT 2 CLADDING**
LONGBOARD: CHARCOAL



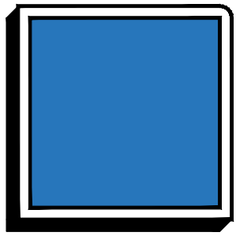
4 **ALUCABOND**
ALUMINUM CLADDING



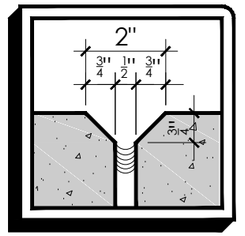
5 **PPG SOLARBAN**
60 BLUE



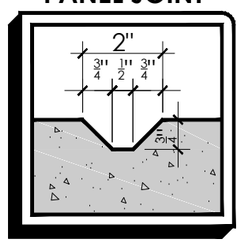
6 **PPG SOLARBAN 60**
BLUE SPANDREL



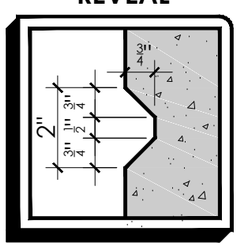
7 **2" VERTICAL REVEAL**



8 **TYPICAL PANEL JOINT**



9 **2" HORIZONTAL REVEAL**





PARTIAL EAST ELEVATION @ GREENSTONE AVE

SCALE: 3/32" = 1'-0"

GREENSTONE INDUSTRIAL

WAREHOUSE / OFFICE BUILDING LOCATED AT 11401 GREENSTONE AVE., SANTA FE SPRINGS, CA

O.C. DESIGN & ENGINEERING

3/15/2021 5:47 PM - Y:\2020\A-20-011 11401 Greenstone Ave\GREEN PLANNING\GREEN-MB.dwg



GREENSTONE INDUSTRIAL

PUBLIC HEARING

Zoning Text Amendment – Billboards Along Interstate 605

Ordinance No. 1118: An ordinance of the City Council of the City of Santa Fe Springs amending Sections 155.003, 155.051, 155.078, 155.109, 155.153, 155.211, 155.229, 155.259, 155.398, 155.515, 155.516, 155.398, 155.518, 155.519, 155.524, 155.529, 155.531, and 155.533 to Chapter 155 (Zoning) of Title 15 (Land Use) of the Santa Fe Springs Municipal Code relating to Billboards.

RECOMMENDATIONS:

- Hold a Public Hearing and receive any comments from the public regarding Zoning Text Amendment – Billboards Along Interstate 605; and
- Find that the proposed amendments to the text of the City's Zoning Ordinance are consistent with the City's General Plan; and
- Find and determine that pursuant to Section 15061(b)(3) (Activities Covered by General Rule) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Adopt Resolution No. 192-2020, which incorporates the Commission's findings and action regarding this matter and recommend that the City Council approve and adopt Ordinance No. 1118, to effectuate the proposed amendments to the text of the City's Zoning Ordinance.

BACKGROUND

In 2012, the City adopted Ordinance No. 1036 to establish regulations on the specific quantity and location of billboards, and to prescribe operating and aesthetic standards to apply towards new billboards within the Freeway Overlay Zone (FOZ) located along Interstate 5. Key elements of the adopted ordinance included:

1. Updating the definition of billboards to include electronic billboards.
2. Limiting electronic billboards to the FOZ.
3. Requiring a Conditional Use Permit (CUP) and Development Agreement for all new billboards and expansion of existing billboards.
4. Limiting the placement of billboards to properties with a minimum area of 5 acres.
5. Creating definitions and regulations for supergraphics and mobile billboards.
6. Creating a mechanism for the City to generate additional revenues, either as a one-time payment, or payment over time, or a combination of both;
7. Allowing space on new billboards to be utilized for City-related activities, or to bring awareness to City and/or charitable causes.
8. Establishing a minimum distance between billboards.
9. Limiting the contents of messages beyond sexually explicit materials, alcohol

and tobacco advertising.

In 2018, the City adopted Ordinance No. 1092 to update the Billboard Ordinance with additional design and regulatory controls. Key elements of the adopted ordinance included:

1. Removal of the 5-acre minimum.
2. Defining static billboards.
3. Discontinue allowing static billboards.
4. Allowing existing static billboards (approved by CUP) to remain indefinitely.
5. Expanding 500' separation between billboards on same parcel to include separation from existing freestanding signs.
6. Prohibiting billboards from locating more than 200 feet from the centerline of the freeway.
7. Providing standards for architectural elements (2' on sides and bottom, 6' on top – of sign face), also known as "cutouts" among the billboard industry.
8. Requiring proper screening of cylindrical column and torsion bar.
9. Establishing criteria for V-shaped billboards.

Interest in billboard development has remained strong since Ordinance 1036 and Ordinance 1092 were adopted. Today, seven billboards are constructed along Interstate 5. More properties along Interstate 5 can support billboard development, however some are currently owned by Caltrans and it could take years before they become available for private development, if at all.

The current Zoning Ordinance only permits billboards within the Freeway Overlay Zone, which is limited to properties adjacent to Interstate 5. Additionally, Caltrans prohibits billboards within designated landscaped freeways. The City has been approached several times since 2012 to allow for billboard development along Interstate 605, however the properties along Interstate 605 are not located within the Freeway Overlay Zone and all of Interstate 605 through Santa Fe Springs had been designated as a landscaped freeway. Two small portions of Interstate 605 corresponding with freeway underpass locations were de-landscaped on December 29, 2017 and September 16, 2019. Caltrans could permit billboards in these recently de-landscaped portions of Intestate 605.

PROPOSED CHANGES

Given the recent change in the landscaped freeway status, Staff is utilizing this opportunity to update the current Zoning Ordinance to permit billboards along Interstate 605. A majority of the existing design and regulatory controls pertaining to billboards in the Freeway Overlay Zone are incorporated into the standards for Interstate 605 to ensure city-wide consistency of billboards. However, the development of and uses surrounding Interstate 605 require certain changes from the standards for billboards located along Interstate 5. The biggest difference

between the two freeways is that Interstate 605 is elevated approximately thirty feet above grade, whereas Interstate 5 is built at grade. This large grade separation necessitates that billboard height be measured differently for Interstate 605. Also, more residential uses are adjacent to Interstate 605 as compared to Interstate 5, so added consideration was given to minimize the impact of billboards on nearby sensitive uses.

The primary differences between the existing Freeway Overlay Zone billboard regulations and the proposed Interstate 605 billboard regulations include:

- Billboard regulations are written into the sign code instead of within a specific zone.
- Permitted use in the M-2 Zone.
- Require Development Plan Approval instead of a Conditional Use Permit.
- Require an Operating Agreement instead of a Development Agreement.
- Billboard height measured from the nearest travel lane instead of from grade.
- Require a 200-foot minimum separation from habitable residential structures. The minimum distance may be reduced to 180 feet if the billboard utilizes the most effective light reducing technology available.
- Require a 500-foot separation between billboards and freeway oriented freestanding signs.
- Planning Commission may approve deviations from stated numerical or design standards, where appropriate, to allow for exceptional design.

The majority of billboard regulations will remain consistent with the existing Freeway Overlay Zone billboard regulations, including:

- Static billboards prohibited.
- Require 1,000-foot separation between billboards on the same side of the freeway.
- Billboards must be locating within 200-feet of the freeway centerline.
- Billboards cannot be placed on or project over a building.
- Billboards cannot encroach on or over the public right-of-way.
- Minimum 25-foot setback from property lines and buildings.
- Single support column required and must be provided with an architectural façade.
- Backs, sides and under areas of the billboard must be screened.
- Fifty-foot height limit (as measured from the nearest travel lane), plus an additional six feet of height permitted for architectural elements.
- V-shaped billboards cannot be located immediately adjacent to another V-shaped billboard on the same side of the freeway.
- Angle of V-shaped billboards cannot exceed 30 degrees.
- Maximum of two billboard faces, must be identical in size and alignment.
- Maximum billboard face size of fourteen feet by forty-eight feet.

The Zoning Ordinance currently defines “advertising, outdoor” and uses it interchangeably with “billboard.” As such, the definition for “advertising, outdoor” and all reference to “outdoor advertising” will be removed from the Zoning Ordinance or replaced with “static billboard” or “electronic billboard.” Several additional development standards and operational restrictions will help minimize the potential for any associated adverse effects. The design and regulatory controls written into the ordinance will help ensure that billboards are well integrated with both existing and future developments.

PROPOSED ZONING TEXT AMENDMENT

The changes to the existing Billboard Ordinance involves amending Sections 155.003, 155.051, 155.078, 155.109, 155.153, 155.211, 155.229, 155.259, 155.398, 155.515, 155.156., 155.518, 155.519, 155.524, 155.529, 155.531, and 155.533 to Title 15, Chapter 155 of the Santa Fe Springs Municipal Code relating to Billboards.

NOTE: *Proposed changes are shown as strikethrough and underlined text.*

SANTA FE SPRINGS MUNICIPAL CODE
Chapter 155 – Zoning

GENERAL PROVISIONS

§ 155.003 DEFINITIONS.

~~***ADVERTISING, OUTDOOR.*** A sign which directs public attention to any object, product, service or function that may be offered for sale, lease or hire elsewhere than upon the premises where the sign is located or as a minor and incidental activity on said premises. Signs which provide information, solicit support or compliance shall be considered as outdoor advertising if they pertain to activities not principally related to the use of the land upon which they are located.~~

~~***BILLBOARD.*** The same as "advertising, outdoor."~~

ELECTRONIC BILLBOARD. An off-site sign utilizing digital message technology, capable of changing the static message or copy on the sign electronically. An Electronic Billboard may be internally or externally illuminated. Electronic Billboards shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign structure, design, or pictorial segment of the sign. Each static message shall not include flashing, scintillating lighting or the varying of light intensity. An Electronic Billboard consists of a digital display area and a sign structure.

STATIC BILLBOARD. A billboard that does not utilize digital message technology and instead uses "static" print/or pictures, for the advertisement of a business, commodity, service, thing, message, or entertainment conducted, sold, or offered elsewhere than upon the lot on which that sign is located.

Part 2. A-1 LIGHT AGRICULTURAL ZONE DISTRICT

§ 155.051 SIGNS.
(E) ~~Outdoor advertising~~ Reserved.

Part 3. R-1 SINGLE-FAMILY RESIDENTIAL ZONE DISTRICT

§ 155.078 SIGNS.
(D) ~~Outdoor advertising~~ Reserved.

Part 4. R-3 MULTIPLE-FAMILY RESIDENTIAL ZONE DISTRICT

§ 155.109 SIGNS.
(E) ~~Outdoor advertising~~ Reserved.

Part 6. C-4 COMMUNITY COMMERCIAL ZONE DISTRICT

§ 155.153 CONDITIONAL USES.
The following uses shall be permitted in the C-4 Zone only after a valid conditional use permit has first been issued:
(J) ~~Outdoor advertising~~. Reserved.

Part 8. M-1 LIGHT MANUFACTURING ZONE DISTRICT

§ 155.211 PRINCIPAL PERMITTED USES.
The following are the principal permitted uses in the M-1 Zone:
(I) ~~Outdoor advertising in accordance with the provisions of §§ 155.515 through 155.536.~~ Reserved.

§ 155.229 SIGNS ~~AND OUTDOOR ADVERTISING~~.
(A) ~~As used in this section, the term ***SIGNS*** shall also include the term "outdoor advertising."~~ Reserved.

Part 9. M-2 HEAVY MANUFACTURING ZONE DISTRICT

§ 155.259 SIGNS ~~AND OUTDOOR ADVERTISING~~.
(A) ~~As used in this section, the term ***SIGNS*** shall also include the term "outdoor~~

~~advertising."~~ Reserved.

(B) No signs shall be permitted in the M-2 Zone except in accordance with the following provisions. The provisions of §§ 155.515 through 155.536 regarding signs shall also apply:

(1) The total sign area allowed shall be limited to an area determined by the lineal feet of building frontage or to a percentage of the total area of the street facing building elevation, in accordance with the following: three square feet of sign area for each lineal foot of building frontage, or 10% of the street facing building elevation area, whichever is greater. For uses where there is no building, the maximum sign area shall be 40 square feet.

(2) Signs which contain subject matter other than that referring to the name of the establishment or its services, or to products produced or sold on the premises upon which the sign is located, shall be permitted only when in compliance with the provisions of §§ 155.515 through 155.536.

(3) Signs on buildings shall be limited to wall signs and fascia signs. Wall signs shall not extend above the roof line of a building or above a parapet wall around the roof nor project more than one foot from the building wall.

(4) On lots adjoining major highways, signs shall be limited to monument signs, building wall signs and fascia signs except that freestanding center signs shall be permitted in accordance with § 155.525 of this chapter and except that freestanding signs other than those specifically permitted by this section shall be permitted if authorized by a valid conditional use permit. The Planning Commission shall establish criteria and conditions for the approval of conditional use permits for ~~free standing~~ freestanding signs.

NONCONFORMING USES

§ 155.398 REQUIRED TERMINATION OF NONCONFORMING STRUCTURES AND USES.

Every nonconforming structure or use shall be completely removed or altered to conform to the regulations of this chapter within the following specified periods of time:

(D) ~~Outdoor advertising~~ Static billboard structures, five years.

(E) ~~Outdoor advertising~~ Static billboard structures within 500 feet of freeway, 90 days after the freeway becomes a landscaped freeway as defined in this chapter.

SIGNS, OUTDOOR ADVERTISING AND ADVERTISING STRUCTURES

§ 155.515 PURPOSE.

The general purpose of the regulations regarding signs~~, outdoor advertising~~ and advertising structures set forth in this chapter shall be to minimize hazards and obstructions to traffic and thereby promote traffic safety; to protect persons and

property values from damage due to indiscriminate and harmful use of signs~~, outdoor advertising~~ and advertising structures; and to preserve a pleasing and attractive appearance in all areas of the city and thereby foster orderly development of a high standard.

§ 155.516 COMPLIANCE WITH ZONE REQUIREMENTS.

No signs~~, outdoor advertising~~ or advertising structures of any kind shall be erected or located except those permitted in the various zones and in compliance with the provisions of the following sections.

§ 155.518 SIGN PERMITS REQUIRED; EXCEPTIONS.

(A) To ensure compliance with the regulations contained in this chapter, a sign permit shall be required in order to erect, repair, alter, relocate or maintain any sign~~, outdoor advertising~~ or advertising structure except as provided in this subchapter. Application for said permit shall be on a form provided by the city and shall be accompanied by a filing fee as set by City Council resolution. ~~A tag issued by the city indicating the sign permit number must be affixed to the sign so as to be readily visible to the Building Inspector.~~

(B) The following signs~~, outdoor advertising~~ and advertising structures shall be exempt from the required permit set forth in this subchapter:

(1) Signs~~, outdoor advertising~~ and advertising structures regulated by the Building Code and for which a valid building permit has been issued.

(2) Temporary architects or builder's signs.

(3) Signs pertaining to the sale, lease or rental of any structure or site when the sign is located on said site.

(4) Direction signs in connection with off-street parking and loading facilities.

(5) Signs of less than four square feet in area.

~~**§ 155.519 LOCATION OF OUTDOOR ADVERTISING RESTRICTED.**~~

~~(A) Where this chapter requires a conditional use permit for the use of any premises for outdoor advertising, the Planning Commission shall consider, among other criteria, the standards set forth below.~~

~~(B) These standards shall also govern the location of outdoor advertising in any zone where outdoor advertising is a principal permitted use.~~

~~(1) Outdoor advertising displays shall not be located closer than 25 feet from buildings on an adjoining property and that at such time as any new buildings are constructed on said adjoining property where an outdoor advertising display would be within 25 feet of the building, said display will become nonconforming; except, where said display is located adjacent to any wall which has no window openings.~~

~~(2) Separate outdoor advertising displays, including "V" type structures, shall not be spaced at intervals of less than 900 feet. This distance shall be measured linearly along the adjoining street frontages, including intersecting streets; however, this provision shall not apply to a proposed new outdoor advertising display on part~~

~~of which is visible from an existing outdoor advertising display on an intersecting street.~~

~~(3) Outdoor advertising displays shall not be located within 100 feet of any street intersection, measured from the setback line, unless approved by the Traffic Commission.~~

~~(4) Outdoor advertising displays shall not be erected at any location on any street within 250 feet of any property having frontage on said street where said property is zoned for residential purposes, or which is devoted to public or quasi-public, recreational, educational, religious, cultural or administrative uses.~~

~~(5) Outdoor advertising displays shall not be located within any required yard; and furthermore, any outdoor advertising displays of more than 500 square feet in area shall be set back one additional foot from the building setback line for each 10 square feet in excess of said 500 square feet of sign area. The maximum required setback shall be 40 feet.~~

~~(6) Outdoor advertising displays shall be designed and located in such a manner that they duly respect the rights of other neighboring uses of property. The back of new outdoor advertising displays shall be covered and/or designed to mitigate unsightliness.~~

~~(7) Outdoor advertising displays shall be removed from property at such time as the property is developed.~~

§ 155.519 INTERSTATE 605 CORRIDOR ELECTRONIC BILLBOARD SIGN PROGRAM.

(A) *Purpose.* Electronic Billboards are recognized as a legitimate form of commercial use in the city. However, the size, number, location, and illumination of Electronic Billboards can have significant influence on the city's visual environment, and can, without adequate control, create or contribute to blighted conditions. The purpose of this section is to provide reasonable Electronic Billboard controls along the Interstate 605 Corridor through the city, recognizing that community appearance is an important factor in ensuring the general community welfare.

(B) *Location of Interstate 605 Corridor.* The Interstate 605 Corridor consists of properties that are immediately adjacent to Interstate 605.

(C) *Sign Permit Required.* To ensure compliance with the regulations contained in this section, a sign permit shall be required in order to erect, repair, alter, relocate, or maintain any Electronic Billboard. Application for said permit shall be on a form provided by the city and shall be accompanied by a filing fee as set by City Council resolution.

(D) *Conflicts with other Provisions of the Zoning Ordinance.* Electronic Billboards allowed under the provisions of this section shall be in addition to all other signs

allowed by the zoning ordinance. The locations and heights of allowed Electronic Billboards shall be governed by this section. If there is a conflict between the provisions of this section and other sections of the zoning ordinance, the provisions of this section shall control.

(E) *Permitted Use in the M-2 Zone*. Subject to the limitations of this section, and notwithstanding the provisions of any other section of the zoning ordinance, Electronic Billboards shall be a permitted use in the M-2 zone.

(F) *Operating Agreement Required.* Electronic Billboards shall only be permitted when the city has entered into an operating agreement with an Electronic Billboard owner to allow for an Electronic Billboard under certain circumstances; including (i) compensation to the city; (ii) the provision of access to the city to a portion of the total available display time to allow the city to present messages of community interest and information, and public safety; (iii) the provision of access to the appropriate agencies for the purpose of displaying "Amber Alert" messages and emergency-disaster communications; and (iv) to establish quality and maintenance standards.

(G) *Sign Design Requires Development Plan Approval.* Electronic Billboards shall be subject to development plan approval review and approval consistent with sections 155.735 through 155.747 of this chapter.

(H) *Locations Prohibited*.

(1) Within a classified “Landscaped Freeway” pursuant to the state regulations relating to the California Outdoor Advertising Act (4 California Code of Regulations § 2500 *et seq*.), as they currently exist or may hereafter be amended.

(2) More than 200 feet from the centerline of Interstate 605.

(3) On or encroaching over the public right-of-way. No portion of an Electronic Billboard shall project over the width of any street, highway, sidewalk, or other public right-of-way.

(4) On the roof of a building or projecting over the roof of a building, whether the building is in use or not.

(5) On the wall of a building or otherwise attached to, or integrated to, or suspended from a building.

(6) Within two hundred feet of residential uses as measured from the centerline of the support post to the exterior wall of the nearest habitable residential structure, as such use exists on the date the Electronic Billboard development plan approval application is approved by the city. This minimum distance may be reduced to one hundred eighty (180') feet if the Electronic Billboard utilizes the most effective light reducing technology available in the industry, proven to reduce light impacts below

standard LED displays and documented by an independent engineering light study.

(7) Within 1,000 feet of another Electronic Billboard on the same side of the freeway, as measured from the centerline of the support post of each Electronic Billboard.

(8) Within 500 feet of a freeway oriented freestanding sign, as measured from the centerline of the support post of the Electronic Billboard and the freeway oriented freestanding sign.

(9) In no event shall any billboard be permitted in any location which would result in a violation of any applicable federal, state, or local law.

(I) *Development Standards*

(1) *V-Shape billboards.* V-Shape billboards shall not be located immediately adjacent to another V-Shape billboard on the same side of the freeway.

(2) *Maximum Height*. Heights of Electronic Billboards shall be established relative to topography and setting so as to provide the best balance between the sign's purpose of effectively communicating a visual message, the setting including topography and surrounding architecture, and freeway traffic safety. However, in no case shall an Electronic Billboard exceed a maximum height of fifty feet as measured from the center line of the nearest travel lane of Interstate 605 to the top edge of the Electronic Billboard face. This excludes architectural elements, which may extend up to six feet above the 50-foot height limit.

(3) *Minimum setback*. The minimum setback distance of the Electronic Billboard column support post shall be at least 25 feet from any property line and at least 25 feet from any building. Upon a showing of good cause, the minimum setbacks may be reduced as a part of the development plan approval review, if the Planning Commission finds that the Electronic Billboard as proposed will not be placed and/or designed in such a manner as to create a traffic hazard. Examples of such sign placement and/or design include, but are not limited to, signs which interfere with traffic sight distances, traffic flow or the visual access to a traffic sign; and signs with color, configuration, text or location which cause them to be mistaken for, or otherwise imitate, a traffic sign or signal.

(4) *Driveways*. Electronic Billboards projecting over a driveway or driving aisle shall have a minimum clearance of 16 feet between the lowest point of the face, including architectural elements, and the driveway grade.

(5) *Pedestrian walkway*. Electronic Billboards projecting over a pedestrian walkway shall have a minimum clearance of eight feet between the lowest point of the face, including architectural elements, and the walkway grade.

(6) *Minimum Ground Clearance*. Electronic Billboards shall have a minimum clearance of eight feet between the lowest point of the face, including architectural elements, and ground level so as not to provide an attractive nuisance for graffiti and vandalism.

(7) *Face orientation*. Electronic Billboards shall be designed to be viewed primarily by persons traveling on the main-traveled way of the freeway. No Electronic Billboard shall have more than one face (display surface) oriented in the same vertical plane.

(8) The Electronic Billboard shall be constructed to withstand a minimum wind pressure of 20 pounds per square foot of exposed surface.

(9) Each Electronic Billboard shall comply with all applicable federal, state, and local laws and regulations, including but not limited to, the Highway Beautification Act of 1965 (23 U.S.C. § 131 *et seq*.), the California Outdoor Advertising Act (Cal. Bus. and Prof. Code § 5200 *et seq*.), and the California Vehicle Code, as they currently exist or may hereafter be amended.

(J) *Standards of Design*

(1) All new Electronic Billboards shall be designed to have a single cylindrical column support post.

(2) The single cylindrical column support post of all Electronic Billboards shall be provided with an architectural façade.

(3) *Maximum number of faces*. No Electronic Billboard shall have more than two faces. A face shall be considered the display surface upon which an advertising message is displayed.

a. The faces of two-sided Electronic Billboards shall be identical in size.

b. The top, bottom, and sides of the faces shall be in alignment, and no portion of either face shall project beyond the corresponding portion of the other face. Architectural elements shall also be aligned on both sides of the Electronic Billboard.

(4) *Maximum Face Size*: Each face of the sign shall be no larger than fourteen feet by forty-eight feet in dimension (total six hundred seventy-two square feet), plus framing.

(5) *Screening*. All exposed portions of Electronic Billboards, including backs, sides, under areas, support members and support posts, shall be screened to the satisfaction of the Director of Planning or designee.

(6) The angle between the faces of a V-Shape Electronic Billboard shall be no greater than 30 degrees.

(7) The utilities of each Electronic Billboard shall be underground.

(K) *Strict Application of Design and Numerical Standards Not Required*. In general, no Electronic Billboard should exceed the number, size, height, or location

limitations set forth in this section. However, as rigid numerical or other design standards may preclude exceptional design that might better achieve the purpose and objectives of this section, exceptions to the stated numerical or design standards, including size, shape, and location, may be approved by the Planning Commission when appropriate, provided any resulting determinations or approvals shall be supported by clear and descriptive findings that are consistent with and which achieve one or more of the purposes and the objectives of this chapter. No design exceptions may be approved for prohibited signs. For any approval of an Electronic Billboard which does not strictly conform to the stated numerical and design standards set forth in this section or the applicable development plan approval, the Planning Commission must first make the following findings in writing:

(1) The proposed Electronic Billboard achieves the purposes and objectives of this section and the City sign ordinance; and

(2) The proposed Electronic Billboard exemplifies innovation and creativity and is appropriate and consistent with the architecture and context of the building and the neighborhood where the sign will be located; and

(3) The proposed Electronic Billboard is consistent with all applicable sign guidelines or has been determined by Planning Commission to better achieve the purpose and objectives of this sign ordinance than the strict application of said sign guidelines and standards.

(L) *Operational restrictions.*

(1) No Electronic Billboard shall display flashing, shimmering, glittering, intermittent or moving light or lights. Exceptions to this restriction include time, temperature, and smog index units, provided the frequency of change does not exceed four-second intervals.

(2) *Minimum Display Time*. Each message on the sign must be displayed for a minimum of four seconds or the minimum time allowed under the State of California Outdoor Advertising Act and Caltrans implementing regulations, whichever is the shorter period of time.

(3) *Maximum Display Time*. Electronic Billboard messages shall be displayed for no longer than two minutes at a time.

(4) Each Electronic Billboard shall be tied into the National Emergency Network and provide emergency information, including child abduction alerts (i.e., “Amber Alerts”).

(5) Each Electronic Billboard shall be designed to either freeze the display in one static position, display a full black screen, or turn off in the event of a malfunction.

(6) No Electronic Billboard shall utilize technology that would allow interaction with drivers, vehicles or any device located in vehicles, including, but not limited to, a radio frequency identification device, geographic positions system, or other device.

(7) No Electronic Billboard shall emit audible sound, odor, or particulate matter.

(8) No Electronic Billboard shall simulate or imitate any directional, warning, danger or information sign, or any display likely to be mistaken for any permitted sign intended or likely to be construed as giving warning to traffic, by, for example, the use of the words “stop” or “slow down.”

(9) No Electronic Billboard shall involve any red or blinking or intermittent light likely to be mistaken for warning or danger signals, nor shall its illumination impair the vision of travelers on the adjacent freeway and/or roadways. Illuminations shall be considered vision impairing when its brilliance exceeds the values set forth in Cal. Vehicle Code § 21466.5.

(10) Each Electronic Billboard shall be provided with an ambient light sensor that automatically adjusts the brightness level of the electronic sign based on ambient light conditions.

(11) Electronic Billboards shall not operate at brightness levels of more than 0.3-foot candles above ambient light, as measured using a foot candle meter at a distance of two hundred fifty feet for a sign with a nominal face size of fourteen feet by forty-eight feet.

(12) No Electronic Billboard shall be maintained in the city unless the name of the person or company owning or maintaining it and the identifying number of the Electronic Billboard are plainly displayed thereon.

(M) *Outdoor Advertising Permit.* Outdoor advertising displays require a permit from Caltrans if they are located within 660 feet from the edge of the right-of-way and viewed primarily by persons traveling on a freeway.

(N) *Additional Requirements.* Prior to issuance of a building permit for any Electronic Billboard project subject to the requirements of this chapter, the applicant shall provide the following:

(1) The telephone number of a maintenance service, to be available 24 hours a day, to be contacted in the event that an Electronic Billboard becomes dilapidated or damaged.

(2) Proof of lease demonstrating a right to install the Electronic Billboard on the subject property.

(3) A list of locations of all Electronic Billboards in the city owned or managed by the entity that will own or manage the subject Electronic Billboard.

(O) *Future Technologies.* The technology currently being deployed for Electronic Billboards is LED (light emitting diode), but there may be alternate, preferred, or superior technology available in the future. Owners of Electronic Billboards are authorized to change the Electronic Billboards to any other technology that operates under the maximum brightness standards in subsection L of this

section. The city shall expedite any required approvals for technology that is superior in energy efficiency over previous generations or types.

(P) After receiving approval to install an Electronic Billboard, owners of Electronic Billboards may replace the digital faces to their Electronic Billboard, however, the following shall apply:
(1) All required permits are obtained.
(2) All screening and architectural elements are maintained.
(3) The number of physical sign faces shall not be increased.
(4) The overall size of the sign faces shall not be increased by more than five percent (5%) over the originally-approved design.

§ 155.524 SIGNS NEAR FREEWAYS PROHIBITED; EXCEPTIONS.

(A) No signs~~, outdoor advertising~~ or advertising structures shall be permitted in any zone within 500 feet of either side of the right-of-way of any freeway except as provided in this subchapter.

(B) The following types of signs~~, outdoor advertising~~ and advertising structures shall be permitted along a freeway; provided that all other provisions of this division are met:

§ 155.529 DANGEROUS SIGNS PROHIBITED.

(A) No sign~~, outdoor advertising~~ or advertising structure shall be permitted which in any way endangers the health or public safety by causing distraction to operators of motor vehicles on streets and highways, or creates a traffic hazard by obstructing vision, or is detrimental or harmful to the use of surrounding properties.

§ 155.531 SETBACK OF SIGNS.

Signs~~, outdoor advertising~~, and advertising structures, unless otherwise specified in this chapter, shall not be located in any required front yard nor in any required side yard adjoining a street on a corner lot.

§ 155.533 MAINTENANCE.

(A) All signs~~, outdoor advertising~~ and advertising structures and the ground and/or landscaped area thereunder, shall be kept in good repair and maintained in a neat and orderly manner.

LEGAL NOTICE OF PUBLIC HEARING

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

Legal notice of the Public Hearing for the proposed project was sent by first class

mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500-feet of the de-landscaped portions of Interstate 605 on June 30, 2021. The legal notice was also posted in Santa Fe Springs City Hall window, the City's Town Center Kiosk, the City's Library, and published in a newspaper of general circulation (Whittier Daily News) on July 1, 2021, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance. As of the date of this report, staff has not received any comments and/or inquiries regarding the Zoning Text Amendment.

ENVIRONMENTAL DOCUMENTS

The proposed Zoning Text Amendment is categorically exempt pursuant to Section 15061(b)(3) (Activities Covered by General Rule) of the California Environmental Quality Act (CEQA), in that the proposed Zoning Text Amendment does not approve any development project. Rather, it clarifies the requirements related to the establishment of billboards. Furthermore, any proposal to install a new billboard, or otherwise substantially alter an existing billboard, would require discretionary approval and environmental review and determination in accordance with CEQA Guidelines. Therefore, the proposed Zoning Text Amendment is not subject to CEQA under General Rule, Section 15061(b)(3) of Title 14 of the California Code of Regulations and no further environmental review is necessary. If the Planning Commission agrees, Staff will file a Notice of Exemption with the Los Angeles County Clerk's office within five (5) days of approval by the Planning Commission.

LEGAL REVIEW

The City Attorney has reviewed the proposed Zoning Text Amendment. Comments are reflected in the proposed Ordinance.

Wayne M. Morrell
Director of Planning

Attachments:
1. Public Hearing Notice
2. Resolution No. 192-2021
3. Proposed Ordinance No. 1118

Attachment 1: Public Hearing Notice

FILE COPY

CITY OF SANTA FE SPRINGS
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CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
ZONING TEXT AMENDMENT
BILLBOARDS ALONG INTERSTATE 605

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

ZONING TEXT AMENDMENT - An ordinance of the City Council of the City of Santa Fe Springs amending Sections 155.003, 155.153, 155.211, 155.229, 155.259, 155.515, 155.516, 155.518, and 155.519 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code relating to billboards.

PROJECT SITE: Citywide, Santa Fe Springs, CA 90670

APPLICANT: City of Santa Fe Springs

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, July 12, 2021 at 6:00 p.m.**

CEQA STATUS: Approval of the proposed zone text amendment does not approve any development project. Rather, it clarifies the requirements related to the establishment of billboards. Future development of any billboard would be subject to CEQA at that time, as those actions would be classified as a project under CEQA. Therefore, the proposed zone text amendment is not subject to CEQA under General Rule, Section 15061(b)(3) of Title 14 of the California Code of Regulations and no further environmental review is necessary.

ALL INTERESTED PERSONS are invited to attend the Public Hearing before the Planning Commission and express their opinion on the subject item(s) listed above. It should be noted that if you challenge the afore-mentioned item(s) 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 office of the Commission at, or prior to, the Public Hearing.

FURTHER INFORMATION on this item may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, Santa Fe Springs, California 90670 or by telephone or e-mail: (562) 868-0511, extension 7354, laurelreimer@santafesprings.org.

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

John M. Mora Mayor • Annette Rodriguez, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Raymond R. Cruz

Attachment 2: Resolution 192-2021

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 192-2021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS ADOPT AN ORDINANCE TO AMEND SECTIONS 155.003, 155.051, 155.078, 155.109, 155.153, 155.211, 155.229, 155.259, 155.398, 155.515, 155.516, 155.518, 155.519, 155.524, 155.529, 155.531, AND 155.533 OF CHAPTER 155 (ZONING) OF TITLE 15 (LAND USE) OF THE SANTA FE SPRINGS MUNICIPAL CODE RELATING TO BILLBOARDS.

WHEREAS, the City of Santa Fe Springs initiated an amendment to the City's Zoning Regulations to allow for billboards along de-landscaped portions of Interstate 605; and

WHEREAS, the City of Santa Fe Springs has reviewed and considered the proposed amendments to the text of the City's Zoning Regulations with the intention of amending Sections 155.003, 155.051, 155.078, 155.109, 155.153, 155.211, 155.229, 155.259, 155.398, 155.515, 155.516, 155.518, 155.519, 155.524, 155.529, 155.531, and 155.533 to of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code relating to billboards; and

WHEREAS, after study and deliberations by the Department of Planning and Development, the City, with the assistance from the City Attorney, has prepared for adoption these amendments to the text of the City's Zoning Ordinance; and

WHEREAS, the proposed Zoning Text Amendment is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, the proposed project meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15061(b)(3) – Activities Covered by General Rule; and

WHEREAS, on July 1, 2021, the City of Santa Fe Springs Department of Planning and Development published a legal notice in the *Whitter Daily News,* a local paper of general circulation, indicating the date and time of the public hearing. On June 30, 2021, said notice was also 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 de-landscaped portions of Interstate 605, and also posted in the Santa Fe Springs City Hall window, the City's Town Center kiosk, and the City's Library; and

WHEREAS, on July 12, 2021, the City of Santa Fe Springs Planning Commission conducted a duly noticed public hearing regarding the amendments to the text of the City's Zoning Regulations; and

WHEREAS, the City of Santa Fe Springs Planning Commission has reviewed and considered the written and oral staff report, public testimony, written comments, and other materials presented at the public hearing on July 12, 2021.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. GENERAL PLAN CONSISTENCY

The proposed Zoning Text Amendment is consistent with the following goals of the Santa Fe Springs General Plan:

LU Goal 2: Maintain a reasonable balance between the costs of providing municipal services, and the benefits derived from developing land. Emphasize development projects which are fiscally positive or neutral to the city.

LU Goal 4: Where incompatible land uses are in proximity to one another, provide for buffering, transitional uses or other controls which will reduce the conflict to the maximum extent possible.

The intent of the Zoning Text Amendment is to allow for billboard development in the de-landscaped freeway areas along Interstate 605. Billboard developments are fiscally positive for the City and revenue received through billboard Operating Agreements will help to fund municipal services. Numerous design and operational restrictions have been included in the Zoning Text Amendment to minimize the possible impacts billboards may have on surrounding uses.

SECTION II. ENVIRONMENTAL FINDINGS AND DETERMINATION

Pursuant to Section 15061(b)(3) (Activities Covered by General Rule) of the California Environmental Quality Act (CEQA), the Planning Commission hereby finds and determines that the project is categorically exempt, in that the proposed Zoning Text Amendment does not approve any development project. Rather, it clarifies the requirements related to the establishment of billboards. Future development of any billboard would be subject to CEQA at that time, as those actions would be classified as a project under CEQA. Therefore, the proposed zoning text amendment is not subject to CEQA under General Rule, Section 15061(b)(3) of Title 14 of the California Code of Regulations and no further environmental review is necessary.

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 192-2021 to determine that the Zoning Text Amendment is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) Section15061(b)(3), and to recommend that the City Council adopt Ordinance No. 1118 to effectuate the proposed amendments to the text of the City's Zoning Ordinance.

ADOPTED and APPROVED this 12th day of July, 2021 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Ken Arnold, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

Attachment 3: Ordinance No. 1118

ORDINANCE NO. 1118

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, AMENDING SECTIONS 155.003, 155.051, 155.078, 155.109, 155.153, 155.211, 155.229, 155.259, 155.398, 155.515, 155.516, 155.518, 155.519, 155.524, 155.529, 155.531, AND 155.533 OF TITLE 15 (LAND USE), CHAPTER 155 (ZONING) OF THE SANTA FE SPRINGS MUNICIPAL CODE RELATING TO BILLBOARDS

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Section 155.003 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to delete the existing definitions for "Advertising, Outdoor" and "Billboard" and to add thereto new definitions for Electronic Billboard and Static Billboard so that said definitions read as follows, with all other definitions in said section to remain unchanged:

§ 155.003 DEFINITIONS.

~~*ADVERTISING, OUTDOOR.*~~ [Delete]

~~*BILLBOARD.*~~ [Delete]

ELECTRONIC BILLBOARD. An off-site sign utilizing digital message technology, capable of changing the static message or copy on the sign electronically. An Electronic Billboard may be internally or externally illuminated. Electronic Billboards shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign structure, design, or pictorial segment of the sign. Each static message shall not include flashing, scintillating lighting or the varying of light intensity. An Electronic Billboard consists of a digital display area and a sign structure.

STATIC BILLBOARD. A billboard that does not utilize digital message technology and instead uses "static" print/or pictures, for the advertisement of a business, commodity, service, thing, message, or entertainment conducted, sold, or offered elsewhere than upon the lot on which that sign is located.

Section 2. Section 155.051 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove subsection (E) so that said subsection reads as follows:

§ 155.051 SIGNS.
(E) Reserved.

Section 3. Section 155.078 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove subsection (D) so that said subsection reads as follows:

§ 155.078 SIGNS.
(D) Reserved.

Section 4. Section 155.109 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove subsection (E) so that said subsection reads as follows:

§ 155.109 SIGNS.
(E) Reserved.

Section 5. Section 155.153 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove subsection (J) so that said subsection reads as follows:

§ 155.153 CONDITIONAL USES.
The following uses shall be permitted in the C-4 Zone only after a valid conditional use permit has first been issued:
(J) Reserved.

Section 6. Section 155.211 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove subsection (I) so that said subsection reads as follows:

§ 155.211 PRINCIPAL PERMITTED USES.
The following are the principal permitted uses in the M-1 Zone:
(I) Reserved.

Section 7. Section 155.229 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to rename the section and remove subsection (A) so that said section and subsection read as follows:

§ 155.229 SIGNS.
(A) Reserved.

Section 8. Section 155.259 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to rename the section, remove subsection (A), and amend subsection (B)(4) so that said section and subsections read as follows:

§ 155.259 SIGNS.
(A) Reserved.

(B) No signs shall be permitted in the M-2 Zone except in accordance with the following provisions. The provisions of §§ 155.515 through 155.536 regarding signs shall also apply:

(1) The total sign area allowed shall be limited to an area determined by the lineal feet of building frontage or to a percentage of the total area of the street facing building elevation, in accordance with the following: three square feet of sign area for each lineal foot of building frontage, or 10% of the street facing building elevation area, whichever is greater. For uses where there is no building, the maximum sign area shall be 40 square feet.

(2) Signs which contain subject matter other than that referring to the name of the establishment or its services, or to products produced or sold on the premises upon which the sign is located, shall be permitted only when in compliance with the provisions of §§ 155.515 through 155.536.

(3) Signs on buildings shall be limited to wall signs and fascia signs. Wall signs shall not extend above the roof line of a building or above a parapet wall around the roof nor project more than one foot from the building wall.

(4) On lots adjoining major highways, signs shall be limited to monument signs, building wall signs and fascia signs except that freestanding center signs shall be permitted in accordance with § 155.525 of this chapter and except that freestanding signs other than those specifically permitted by this section shall be permitted if authorized by a valid conditional use permit. The Planning Commission shall establish criteria and conditions for the approval of conditional use permits for freestanding signs.

Section 9. Section 155.398 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to replace outdoor advertising in subsections (D) and (E) with static billboard so that said subsections read as follows:

§ 155.398 REQUIRED TERMINATION OF NONCONFORMING STRUCTURES AND USES.

Every nonconforming structure or use shall be completely removed or altered to conform to the regulations of this chapter within the following specified periods of time:

(D) Static billboard structures, five years.

(E) Static billboard structures within 500 feet of freeway, 90 days after the freeway becomes a landscaped freeway as defined in this chapter.

Section 10. Section 155.515 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising so that said section reads as follows:

§ 155.515 PURPOSE.

The general purpose of the regulations regarding signs and advertising structures set forth in this chapter shall be to minimize hazards and obstructions to traffic and thereby promote traffic safety; to protect persons and property

values from damage due to indiscriminate and harmful use of signs and advertising structures; and to preserve a pleasing and attractive appearance in all areas of the city and thereby foster orderly development of a high standard.

Section 11. Section 155.516 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising so that said section reads as follows:

§ 155.516 COMPLIANCE WITH ZONE REQUIREMENTS.
No signs or advertising structures of any kind shall be erected or located except those permitted in the various zones and in compliance with the provisions of the following sections.

Section 12. Section 155.518 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising and sign permit number tags in subsection (A), and to remove reference to outdoor advertising in subsections (B) and (B)(1) so that said section and subsections read as follows:

§ 155.518 SIGN PERMITS REQUIRED; EXCEPTIONS.
(A) To ensure compliance with the regulations contained in this chapter, a sign permit shall be required in order to erect, repair, alter, relocate or maintain any sign or advertising structure except as provided in this subchapter. Application for said permit shall be on a form provided by the city and shall be accompanied by a filing fee as set by City Council resolution.
(B) The following signs and advertising structures shall be exempt from the required permit set forth in this subchapter:
(1) Signs and advertising structures regulated by the Building Code and for which a valid building permit has been issued.
(2) Temporary architects or builder's signs.
(3) Signs pertaining to the sale, lease or rental of any structure or site when the sign is located on said site.
(4) Direction signs in connection with off-street parking and loading facilities.
(5) Signs of less than four square feet in area.

Section 13. Section 155.519 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby deleted in its entirety and replaced with the following:

§ 155.519 INTERSTATE 605 CORRIDOR ELECTRONIC BILLBOARD SIGN PROGRAM.
(A) *Purpose.* Electronic Billboards are recognized as a legitimate form of commercial use in the city. However, the size, number, location, and illumination of Electronic Billboards can have significant influence on the city's visual environment, and can, without adequate control, create or contribute to blighted conditions. The purpose of this section is to provide reasonable Electronic Billboard controls along the Interstate 605 Corridor through the city,

recognizing that community appearance is an important factor in ensuring the general community welfare.

(B) *Location of Interstate 605 Corridor***.** The Interstate 605 Corridor consists of properties that are immediately adjacent to Interstate 605.

(C) *Sign Permit Required.* To ensure compliance with the regulations contained in this section, a sign permit shall be required in order to erect, repair, alter, relocate, or maintain any Electronic Billboard. Application for said permit shall be on a form provided by the city and shall be accompanied by a filing fee as set by City Council resolution.

(D) *Conflicts with other Provisions of the Zoning Ordinance.* Electronic Billboards allowed under the provisions of this section shall be in addition to all other signs allowed by the zoning ordinance. The locations and heights of allowed Electronic Billboards shall be governed by this section. If there is a conflict between the provisions of this section and other sections of the zoning ordinance, the provisions of this section shall control.

(E) *Permitted Use in the M-2 Zone*. Subject to the limitations of this section, and notwithstanding the provisions of any other section of the zoning ordinance, Electronic Billboards shall be a permitted use in the M-2 zone.

(F) *Operating Agreement Required.* Electronic Billboards shall only be permitted when the city has entered into an operating agreement with an Electronic Billboard owner to allow for an Electronic Billboard under certain circumstances; including (i) compensation to the city; (ii) the provision of access to the city to a portion of the total available display time to allow the city to present messages of community interest and information, and public safety; (iii) the provision of access to the appropriate agencies for the purpose of displaying "Amber Alert" messages and emergency-disaster communications; and (iv) to establish quality and maintenance standards.

(G) *Sign Design Requires Development Plan Approval.* Electronic Billboards shall be subject to development plan approval review and approval consistent with sections 155.735 through 155.747 of this chapter.

(H) *Locations Prohibited*.

(1) Within a classified “Landscaped Freeway” pursuant to the state regulations relating to the California Outdoor Advertising Act (4 California Code of Regulations § 2500 *et seq*.), as they currently exist or may hereafter be amended.
(2) More than 200 feet from the centerline of Interstate 605.
(3) On or encroaching over the public right-of-way. No portion of an Electronic Billboard shall project over the width of any street, highway, sidewalk, or other public right-of-way.

(4) On the roof of a building or projecting over the roof of a building, whether the building is in use or not.
(5) On the wall of a building or otherwise attached to, or integrated to, or suspended from a building.
(6) Within two hundred feet of residential uses as measured from the centerline of the support post to the exterior wall of the nearest habitable residential structure, as such use exists on the date the Electronic Billboard development plan approval application is approved by the city. This minimum distance may be reduced to one hundred eighty (180') feet if the Electronic Billboard utilizes the most effective light reducing technology available in the industry, proven to reduce light impacts below standard LED displays and documented by an independent engineering light study.
(7) Within 1,000 feet of another Electronic Billboard on the same side of the freeway, as measured from the centerline of the support post of each Electronic Billboard.
(8) Within 500 feet of a freeway oriented freestanding sign, as measured from the centerline of the support post of the Electronic Billboard and the freeway oriented freestanding sign.
(9) In no event shall any billboard be permitted in any location which would result in a violation of any applicable federal, state, or local law.

(I) *Development Standards*
(1) *V-Shape billboards.* V-Shape billboards shall not be located immediately adjacent to another V-Shape billboard on the same side of the freeway.
(2) *Maximum Height*. Heights of Electronic Billboards shall be established relative to topography and setting so as to provide the best balance between the sign's purpose of effectively communicating a visual message, the setting including topography and surrounding architecture, and freeway traffic safety. However, in no case shall an Electronic Billboard exceed a maximum height of fifty feet as measured from the center line of the nearest travel lane of Interstate 605 to the top edge of the Electronic Billboard face. This excludes architectural elements, which may extend up to six feet above the 50-foot height limit.
(3) *Minimum setback*. The minimum setback distance of the Electronic Billboard column support post shall be at least 25 feet from any property line and at least 25 feet from any building. Upon a showing of good cause, the minimum setbacks may be reduced as a part of the development plan approval review, if the Planning Commission finds that the Electronic Billboard as proposed will not be placed and/or designed in such a manner as to create a traffic hazard. Examples of such sign placement and/or design include, but are not limited to, signs which interfere with traffic sight distances, traffic flow

or the visual access to a traffic sign; and signs with color, configuration, text or location which cause them to be mistaken for, or otherwise imitate, a traffic sign or signal.

(4) *Driveways*. Electronic Billboards projecting over a driveway or driving aisle shall have a minimum clearance of 16 feet between the lowest point of the face, including architectural elements, and the driveway grade.

(5) *Pedestrian walkway*. Electronic Billboards projecting over a pedestrian walkway shall have a minimum clearance of eight feet between the lowest point of the face, including architectural elements, and the walkway grade.

(6) *Minimum Ground Clearance*. Electronic Billboards shall have a minimum clearance of eight feet between the lowest point of the face, including architectural elements, and ground level so as not to provide an attractive nuisance for graffiti and vandalism.

(7) *Face orientation*. Electronic Billboards shall be designed to be viewed primarily by persons traveling on the main-traveled way of the freeway. No Electronic Billboard shall have more than one face (display surface) oriented in the same vertical plane.

(8) The Electronic Billboard shall be constructed to withstand a minimum wind pressure of 20 pounds per square foot of exposed surface.

(9) Each Electronic Billboard shall comply with all applicable federal, state, and local laws and regulations, including but not limited to, the Highway Beautification Act of 1965 (23 U.S.C. § 131 *et seq*.), the California Outdoor Advertising Act (Cal. Bus. and Prof. Code § 5200 *et seq*.), and the California Vehicle Code, as they currently exist or may hereafter be amended.

(J) *Standards of Design*

(1) All new Electronic Billboards shall be designed to have a single cylindrical column support post.

(2) The single cylindrical column support post of all Electronic Billboards shall be provided with an architectural façade.

(3) *Maximum number of faces*. No Electronic Billboard shall have more than two faces. A face shall be considered the display surface upon which an advertising message is displayed.

a. The faces of two-sided Electronic Billboards shall be identical in size.

b. The top, bottom, and sides of the faces shall be in alignment, and no portion of either face shall project beyond the corresponding portion of the other face. Architectural elements shall also be aligned on both sides of the Electronic Billboard.

(4) *Maximum Face Size*: Each face of the sign shall be no larger than fourteen feet by forty-eight feet in dimension (total six hundred seventy-two square feet), plus framing.

(5) *Screening*. All exposed portions of Electronic Billboards, including backs, sides, under areas, support members and support posts, shall be screened to the satisfaction of the Director of Planning or designee.
(6) The angle between the faces of a V-Shape Electronic Billboard shall be no greater than 30 degrees.
(7) The utilities of each Electronic Billboard shall be underground.

(K) *Strict Application of Design and Numerical Standards Not Required*. In general, no Electronic Billboard should exceed the number, size, height, or location limitations set forth in this section. However, as rigid numerical or other design standards may preclude exceptional design that might better achieve the purpose and objectives of this section, exceptions to the stated numerical or design standards, including size, shape, and location, may be approved by the Planning Commission when appropriate, provided any resulting determinations or approvals shall be supported by clear and descriptive findings that are consistent with and which achieve one or more of the purposes and the objectives of this chapter. No design exceptions may be approved for prohibited signs. For any approval of an Electronic Billboard which does not strictly conform to the stated numerical and design standards set forth in this section or the applicable development plan approval, the Planning Commission must first make the following findings in writing:
(1) The proposed Electronic Billboard achieves the purposes and objectives of this section and the City sign ordinance; and
(2) The proposed Electronic Billboard exemplifies innovation and creativity and is appropriate and consistent with the architecture and context of the building and the neighborhood where the sign will be located; and
(3) The proposed Electronic Billboard is consistent with all applicable sign guidelines or has been determined by Planning Commission to better achieve the purpose and objectives of this sign ordinance than the strict application of said sign guidelines and standards.

(L) *Operational restrictions.*
(1) No Electronic Billboard shall display flashing, shimmering, glittering, intermittent or moving light or lights. Exceptions to this restriction include time, temperature, and smog index units, provided the frequency of change does not exceed four-second intervals.
(2) *Minimum Display Time*. Each message on the sign must be displayed for a minimum of four seconds or the minimum time allowed under the State of California Outdoor Advertising Act and Caltrans implementing regulations, whichever is the shorter period of time.
(3) *Maximum Display Time*. Electronic Billboard messages shall be displayed for no longer than two minutes at a time.

(4) Each Electronic Billboard shall be tied into the National Emergency Network and provide emergency information, including child abduction alerts (i.e., “Amber Alerts”).
(5) Each Electronic Billboard shall be designed to either freeze the display in one static position, display a full black screen, or turn off in the event of a malfunction.
(6) No Electronic Billboard shall utilize technology that would allow interaction with drivers, vehicles or any device located in vehicles, including, but not limited to, a radio frequency identification device, geographic positions system, or other device.
(7) No Electronic Billboard shall emit audible sound, odor, or particulate matter.
(8) No Electronic Billboard shall simulate or imitate any directional, warning, danger or information sign, or any display likely to be mistaken for any permitted sign intended or likely to be construed as giving warning to traffic, by, for example, the use of the words “stop” or “slow down.”
(9) No Electronic Billboard shall involve any red or blinking or intermittent light likely to be mistaken for warning or danger signals, nor shall its illumination impair the vision of travelers on the adjacent freeway and/or roadways. Illuminations shall be considered vision impairing when its brilliance exceeds the values set forth in Cal. Vehicle Code § 21466.5.
(10) Each Electronic Billboard shall be provided with an ambient light sensor that automatically adjusts the brightness level of the electronic sign based on ambient light conditions.
(11) Electronic Billboards shall not operate at brightness levels of more than 0.3-foot candles above ambient light, as measured using a foot candle meter at a distance of two hundred fifty feet for a sign with a nominal face size of fourteen feet by forty-eight feet.
(12) No Electronic Billboard shall be maintained in the city unless the name of the person or company owning or maintaining it and the identifying number of the Electronic Billboard are plainly displayed thereon.

(M) *Outdoor Advertising Permit.* Outdoor advertising displays require a permit from Caltrans if they are located within 660 feet from the edge of the right-of-way and viewed primarily by persons traveling on a freeway.

(N) *Additional Requirements.* Prior to issuance of a building permit for any Electronic Billboard project subject to the requirements of this chapter, the applicant shall provide the following:
(1) The telephone number of a maintenance service, to be available 24 hours a day, to be contacted in the event that an Electronic Billboard becomes dilapidated or damaged.

(2) Proof of lease demonstrating a right to install the Electronic Billboard on the subject property.
(3) A list of locations of all Electronic Billboards in the city owned or managed by the entity that will own or manage the subject Electronic Billboard.

(O) *Future Technologies.* The technology currently being deployed for Electronic Billboards is LED (light emitting diode), but there may be alternate, preferred, or superior technology available in the future. Owners of Electronic Billboards are authorized to change the Electronic Billboards to any other technology that operates under the maximum brightness standards in subsection L of this section. The city shall expedite any required approvals for technology that is superior in energy efficiency over previous generations or types.

(P) After receiving approval to install an Electronic Billboard, owners of Electronic Billboards may replace the digital faces to their Electronic Billboard, however, the following shall apply:
(1) All required permits are obtained.
(2) All screening and architectural elements are maintained.
(3) The number of physical sign faces shall not be increased.
(4) The overall size of the sign faces shall not be increased by more than five percent (5%) over the originally-approved design.

Section 14. Section 155.524 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising in subsections (A) and (B) so that said subsections read as follows:

§ 155.524 SIGNS NEAR FREEWAYS PROHIBITED; EXCEPTIONS.
(A) No signs or advertising structures shall be permitted in any zone within 500 feet of either side of the right-of-way of any freeway except as provided in this subchapter.
(B) The following types of signs and advertising structures shall be permitted along a freeway; provided that all other provisions of this division are met:
[….]

Section 15. Section 155.529 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising in subsection (A) so that said subsection reads as follows:

§ 155.529 DANGEROUS SIGNS PROHIBITED.
(A) No sign or advertising structure shall be permitted which in any way endangers the health or public safety by causing distraction to operators of motor vehicles on streets and highways, or creates a traffic hazard by obstructing vision, or is detrimental or harmful to the use of surrounding properties.

Section 16. Section 155.531 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising so that said section reads as follows:

§ 155.531 SETBACK OF SIGNS.
Signs and advertising structures, unless otherwise specified in this chapter, shall not be located in any required front yard nor in any required side yard adjoining a street on a corner lot.

Section 17. Section 155.533 of Title 15, Chapter 155 of the Santa Fe Springs Municipal Code is hereby amended to remove reference to outdoor advertising in subsection (A) so that said subsection reads as follows:

§ 155.533 MAINTENANCE.
(A) All signs and advertising structures and the ground and/or landscaped area thereunder, shall be kept in good repair and maintained in a neat and orderly manner.

Section 18. If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this Ordinance, or any part thereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or of Chapter 155, or any part thereof. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase in this Ordinance irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

Section 19. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be posted in at least three (3) public places in the City, such posting to be completed not later than fifteen (15) days after passage thereof.

PASSED and ADOPTED this ____ day of _____, 2021, by the following roll call vote:

AYES:

NOES:

ABSENT:

_____
John M. Mora, Mayor

ATTEST:

_____
Janet Martinez, CMC, City Clerk