City of Santa Fe Springs

Planning Commission Meeting

AGENDA

MEETING OF THE SANTA FE SPRINGS
PLANNING COMMISSION
October 10, 2022
6:00 p.m.

David Ayala, Commissioner
Johnny Hernandez, Commissioner
William K. Rounds, Commissioner
Francis Carbajal, Vice Chairperson
Gabriel Jimenez, Chairperson

You may also attend the Planning Commission 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

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. All written comments received by 12:00 p.m. the day of the Planning Commission meeting will be distributed to the Planning Commissioners and made a part of the official record of the meeting. Written comments will not be read the meeting, only the name of the person submitting the comment will be announced.

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 and supplemental attachments, are available for inspection in the Planning 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 Jimenez, Carbajal, Hernandez, and Rounds.

4. EX PARTE COMMUNICATIONS
This section is intended to allow all officials the opportunity to reveal any disclosure regarding site visits or ex parte communications about public hearings.

5. PUBLIC COMMENT
This is the time when comments may be made by members of the public on matters within the jurisdiction of the Planning Commission, on the agenda and not on the agenda. The time limit for each speaker is three (3) minutes unless otherwise specified by the Chair.

6. MINUTES
Approval of the minutes of the September 12, 2022 Planning Commission Meeting

7. PUBLIC HEARING
CEQA - Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 933-1
Conditional Use Permit (CUP) Case No. 833
Modification Permit (MOD) Case No. 1347
DPA Case No. 933-1: A request for approval to amend an existing Development Plan Approval to allow the construction of a ±48,649 sq. ft. industrial building and related improvements on subject property within the M-2, Heavy Manufacturing, Zone.

CUP Case No. 833: A request for approval to establish, operate and maintain a water-pumping and treatment plant on the subject property.

MOD Case No. 1347: A request for approval to temporarily reserve but not provide 70 required parking stalls on the subject property.

The subject property is located at 10051 Santa Fe Springs Road (APN: 8005-015-050), within the M-2, Heavy Manufacturing, Zone (Omega OU2, LLC)

8. PUBLIC HEARING
CEQA – Exemption: Section 15332, Class 32 (In-Fill Development)
Tentative Parcel Map (TPM) No. 83729
Development Plan Approval (DPA) Case Nos. 993-995
Conditional Use Permit (CUP) Case No. 828

TPM No. 83729: A request for approval to subdivide the existing ±3.46-acre parcel into two parcels, measuring ±2.71 acres (Parcel 1) and ±0.75 acres (Parcel 2); and

DPA Case No. 993: A request for approval to allow the construction of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and

DPA Case Nos. 994-995: A request for approval to allow the construction of two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2; and

CUP Case No. 828: A request for approval to allow the construction, operation, and maintenance of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1.

The subject property is located at 13808 Imperial Highway (APN: 8044-030-009), within the M-1-PD, Light Manufacturing – Planned Development, Zone. (Public Storage)

9. PUBLIC HEARING

CEQA – Categorical Exemption: Sections 15302, 15303, and 15311
Development Plan Approval (DPA) Case No. 998
Modification Permit (MOD) Case Nos. 1352-1353

DPA Case No. 998: A request to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and to re-locate an existing stormwater treatment system; and

MOD Case No. 1352: A request to reserve and not provide a total of 21 of the required 74 parking spaces on-site; and

MOD Case No. 1353: A request to not fully screen the proposed baghouse and associated accessories from public view.

The subject property is located at 9440 Ann Street (APN: 8168-027-013), within the M-2, Heavy Manufacturing, Zone. (Trojan Battery Company)

10. NEW BUSINESS

Parkway Tree Removal Appeal Decision - Resident Request for Removal of Parkway Tree at 9837 Bartley Avenue

11. NEW BUSINESS

Parkway Tree Removal Appeal Decision - Resident Request for Removal of Parkway Tree at 11323 Fredson Street

12. CONSENT ITEM

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

A. CONSENT ITEM

Conditional Use Permit Case No. 760-2

A compliance review to allow the continued operation and maintenance of an indoor café with a drive-thru lane located at 7930 Norwalk Boulevard (APN: 8176-017-029), within the C-4-PD, Community Commercial – Planning Development Overlay, Zone (Starbucks Coffee Company).

B. CONSENT ITEM

Conditional Use Permit Case No. 809-2

A compliance review to allow the continued operation and maintenance of a warehouse and distribution use involving oils and lubricants use totaling 647,600 gallons, on property located at 14112 Pontlavoy Avenue. (APN: 8059-030-035), within the M-2, Heavy Manufacturing, Zone. (SC Fuels)

13. ANNOUNCEMENTS

- Commissioners
- Staff

14. ADJOURNMENT

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, 11710 Telegraph Road; City Library, 11700 Telegraph Road, and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.

Teresa Cavallo
Planning Secretary

October 7, 2022
Date

APPROVAL OF MINUTES
Minutes of the Planning Commission Meetings

RECOMMENDATION
- Approve the minutes as submitted.

BACKGROUND
Staff has prepared minutes for the following meetings:

Approval of the minutes of the September 12, 2022 Planning Commission Meeting

Staff hereby submits the minutes for Planning Commissioners' approval.

Wayne M. Morrell
Director of Planning

Attachments:
Approval of the minutes of the September 12, 2022 Planning Commission Meeting

APPROVED:

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

September 12, 2022

1. CALL TO ORDER

Chair Jimenez called the meeting to order at 6:06 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Jimenez called upon Commissioner Hernandez to lead everyone in the Pledge of Allegiance.

3. ROLL CALL

Members present: Chairperson Jimenez
Vice Chairperson Carbajal
Commissioner Ayala
Commissioner Hernandez
Commissioner Rounds

Staff: Kathya Firlik, Assistant City Attorney
Wayne M. Morrell, Director of Planning
Cuong Nguyen, Assistant Director of Planning
Jimmy Wong, Associate Planner
Teresa Cavallo, Planning Secretary

Council: None

Members absent: None

4. EX PARTE COMMUNICATIONS

None.

5. ORAL COMMUNICATIONS

John Ramirez, Director of Community Development for the City of Norwalk, via Zoom, to indicate that he would like to speak on Item No. 7.

6. MINUTES

Approval of the minutes of the August 8, 2022 Planning Commission Meeting

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

Ayes: Jimenez, Carbajal, Hernandez, and Rounds
Nays: None
Abstained: Ayala

7. PUBLIC HEARING

CEQA - Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 997

Recommendations:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Development Plan Approval Case No. 997 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 immitigable impacts on the environment; and
- Approve Development Plan Approval Case No. 997, subject to the conditions of approval as contained within Resolution No. 214-2022; and
- Adopt Resolution No. 214-2022, which incorporates the Planning Commission's findings and actions regarding this matter

Chair Jimenez called upon Associate Planner Jimmy Wong to present Item No. 7. Also providing a presentation on behalf of the applicant was DJ Arrellano of Duke Realty, and CEQA Consultant Norah Jaffan of EPD Solutions.

Chair Jimenez asked if any of the Planning Commissioners had any questions.

Commissioner Rounds inquired about the number of trucks per day. Staff deferred to question the Environment Consultant Norah Jaffan.

Chair Jimenez opened the Public Hearing at 6:25 p.m. and asked if anyone via Zoom or in the audience wished to speak.

DJ Arellano, Representative for Duke Realty thanked Jimmy Wong, Wayne Morrell and staff for bringing this project before the Planning Commission. Mr. Arellano notified the Planning Commission that Duke Realty prides itself in developing high quality development that attracts high quality tenants.

John Ramirez, Director of Community Development for the City of Norwalk commented that staff never shared the ability to enforce the truck route via a condition. Mr. Ramirez

also inquired about the number of truck trips as Imperial Highway has become impacted with traffic. City of Norwalk understands that there is a limitation on enforcing a truck route but the City of Santa Fe Springs knows that the City of Norwalk has been having issues with the DAMCO site.

A discussion ensued regarding truck routes. CEAQ Consultant Norah Jaffan indicated that they expect 93 daily truck routes.

Commissioner Ayala inquired if Duke Realty already had a tenant for this site. Mr. Arellano responded that the site was being built as a spec building.

Chair Jimenez inquired if any comments were submitted via email. Planning Secretary Teresa Cavallo responded no comments were received.

Having no further questions or comments, Chair Jimenez closed the Public Hearing at 6:33 p.m. and requested a motion.

It was moved by Vice Chair Carbajal, seconded by Commissioner Hernandez to approve CEQA - Adoption of Mitigated Negative Declaration, Development Plan Approval (DPA) Case No. 997, and the recommendations regarding this entitlement, which passed by the following roll call vote:

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

Assistant City Attorney Kathya Firlik read the City's appeal process.

8. CONSENT ITEM

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

A. CONSENT ITEM

Conditional Use Permit (CUP) Case No. 787-3

Recommendations:

- Find and determine that granting a one (1) year time extension of Conditional Use Permit Case No. 787 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, polies, and programs of the City's General Plan; and
- Approve a one (1) year time extension of Conditional Use Permit Case No. 787, subject to compliance review in one (1) year, on or before, September 12, 2023, to ensure that the use is operating in strict compliance with the conditions of approval as contained within this staff report.

Chair Jimenez requested a motion and a second for Consent Item No. 8A.

It was moved by Commissioner Rounds, seconded by Commissioner Hernandez to approve Consent Item No. 8A, and the recommendations regarding this matter, which passed by the following roll call vote:

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

9. ANNOUNCEMENTS

- Commissioners

  All Planning Commissioners welcomed newly appointed Commissioner Ayala and welcomed back Assistant Attorney Kathya Firlik.

  Vice Chair Carbajal requested an update on approved developments. Both Wayne Morrell, Director of Planning and Teresa Cavallo, Planning Secretary provided updates.

- Staff

  Assistant Director of Planning Cuong Nguyen welcomed Commissioner Ayala and welcomed back Assistant City Attorney Kathya Firlik. Mr. Nguyen provided a General Plan update.

10. ADJOURNMENT

Chairperson Jimenez adjourned at 6:44 p.m. to the next Planning Commission meeting scheduled for October 10, 2022 at 6:00 p.m.

_____
Chair Jimenez

ATTEST:

_____
Teresa Cavallo
Planning Secretary

_____
Date

PUBLIC HEARING
CEQA - Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 933-1
Conditional Use Permit (CUP) Case No. 833
Modification Permit (MOD) Case No. 1347

DPA Case No. 933-1: A request for approval to amend an existing Development Plan Approval to allow the construction of a ±48,649 sq. ft. industrial building and related improvements on subject property within the M-2, Heavy Manufacturing, Zone.

CUP Case No. 833: A request for approval to establish, operate and maintain a water-pumping and treatment plant on the subject property.

MOD Case No. 1347: A request for approval to temporarily reserve but not provide 70 required parking stalls on the subject property.

The subject property is located at 10051 Santa Fe Springs Road (APN: 8005-015-050), within the M-2, Heavy Manufacturing, Zone (Omega OU2, LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, Modification Permit Case No. 1347 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 request meets the criteria set forth in Section 155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Find that the applicant's request meets the criteria set forth in Section 155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Find that the applicant's request meets the criteria set forth in Section 155.697 of the City's Zoning Ordinance, for the granting of a Temporary Modification Permit; and

RECOMMENDATIONS (CONTINUES):

- Approve and adopt the proposed Initial Study/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, with mitigations, that the proposed project will have a significant adverse immitigable impacts on the environment; and
- Approve Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, and Modification Permit Case No. 1347, subject to the conditions of approval as contained within Resolution No. 215-2022; and
- Adopt Resolution No. 215-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A.	Applicant:	DRA Architects Carrie Hoshino 32 Executive Park, Ste. 100 Irvine, CA 92614
B.	Property Owner:	Omega OU2, LLC 1322 Scott St., Ste. 104 San Diego, CA 92106
C.	Existing Zone:	M-2 Heavy Manufacturing Zone
D.	General Plan:	Industrial
E.	CEQA Status:	Mitigated Negative Declaration
F.	Staff Contact:	Jimmy Wong, Associate Planner Jimmywong@santafesprings.org

BACKGROUND/LOCATION

On September 10, 2018, the Planning Commission approved Tentative Parcel Map No. 78232 and Development Plan Approval Case No. 933, which was part of a larger development and subdivision proposal involving an overall area of approximately 44.67-acres and a total of four industrial buildings. Tentative Parcel Map 78232 allowed the subdivision of an approximately 44.67-acre site into five (5) parcels measuring

186,493 sq. ft. (Parcel 1), 153,827 sq. ft. (Parcel 2), 298,474 sq. ft. (Parcel 3), 140,791 sq. ft. (Parcel 4), and 1,166,135 sq. ft. (Parcel 5). The intent was to create independent parcels for each of the four previously proposed buildings and retain one parcel for oil extraction operations. Development Plan Approval Case No. 933 allowed for the construction of a new 60,117 sq. ft. concrete tilt-up building. It should be noted that the proposed development and requested entitlements only involves parcel 4 and building 4, which was created via Tentative Parcel Map. No. 78232 and Development Plan Approval Case No. 933.

The subject property is located on the west side of Santa Fe Springs Road at 10051 Santa Fe Springs Road. It is comprised of one parcel (APN: 8005-015-050) and measures +/-3.23 acres in size. The property has been utilized for oil extraction operations since the 1920s, and Breitburn Operating L.P. has owned and operated the oil field since the 1990s. Omega OU2, LLC recently purchased the property (parcel 4) for the proposed development.

DEVELOPMENT PLAN APPROVAL CASE NO. 933-1

As mentioned previously, the existing Development Plan Approval (DPA 933) allows for the construction of a new 60,117 sq. ft. concrete tilt-up spec industrial building. However, the applicant concluded that the previously approved spec building did not meet their need relative to building size, number of loading doors, dock doors, and location of the building. Therefore, the applicant requests approval to amend DPA 933 to allow the construction of a new ±48,649 sq. ft. industrial building. As proposed, the DPA amendment will be a reduction of 11,468 sq. ft. to the overall square footage of the building, a modification to the number of dock doors, and a modification to the location of the previously approved building.

Site Plan

The previously approved building was designed to setback approximately 25’ from Santa Fe Springs Road. The proposed building will be setback a minimum of 60’ from Santa Fe Springs Road, an increase of 35’. The proposed development will utilize the previously approved 40’ wide driveway for ingress and egress along Santa Fe Springs Road. There will also be two driveway openings along the south and west property lines. The two interior openings will allow vehicles to travel between the adjacent parcels.

Floor Plan

The proposed industrial building will have a total building area of +/- 48,649 sq. ft., with approximately 41,078 sq. ft. area designated for equipment, 4,633 sq. ft. area for office, and 2,938 sq. ft. area for storage. There will be one main entrance along the south side of the building. It should be noted that all proposed equipment will be located within the interior of the proposed building.

Elevations

The previously approved building was designed to have a maximum height of 35'-6". The proposed building will have a maximum height of 40'-6", an increase of five (5) ft. The subject parcel is located behind a neighboring parcel, whereby only the south and east elevation will be visible from public view. Nevertheless, the building will include many enhanced architectural elements, including glass features, high-image office corners, and facade and parapet movements throughout the elevations, especially the southeast and southwest corners of the building. It should be noted that the overall design of the building will be similar to the previously approved building. There will be one (1) loading door along the north elevation, three (3) loading doors along the east elevation, and six (6) loading doors along the west elevation. It should be noted that although the east elevation is not technically a street-facing elevation, the proposed loading doors will still be visible from Santa Fe Springs Road. In order to screen the proposed loading doors from street-view, the applicant is proposing to construct a 12 ft. high block wall and also plant tall trees along the east property line to provide additional screening.

Lot Coverage/Floor Area Ratio

The City's recently adopted 2040 General Plan requires a floor area ratio (FAR) of 1 for properties with a land use designation of Industrial, however, it should be noted that the M-2 (Heavy Manufacturing) Zone does not have a lot coverage requirement. With a total site area of 140,698.8 sq. ft., the maximum buildable area for the subject property is 140,698.8 sq. ft. As proposed, the 48,649 sq. ft. (0.35 FAR) industrial building is well within the FAR limitations set forth within the new General Plan.

Landscape Requirement

For maximum value, the majority of the landscaping will be provided along the setback areas that adjoin Santa Fe Springs Road. Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area.

Minimum Required Landscape Area

Frontage @ 25 sq. ft. per linear foot of street frontage = 75 ft. x 25 sq. ft. = 1,875 sq. ft.

Plus

6% of the total parking area = 20,245 sq. ft. x 0.6 = 1,214.7 sq. ft.

The minimum overall landscape requirement for the project, based on the overall street frontage of 75 ft. and 20,245 sq. ft. of parking area is 3,089.7 sq. ft. According to the conceptual landscape plan, the applicant will be providing an overall total of 12,468 sq. ft. of landscaping throughout the site, with 10,039 sq. ft. within the parking area and

2,103 sq. ft. along the front setback area. The project, therefore, exceeds the minimum requirements set forth in the City's Zoning Ordinance.

Parking Requirements

Based on the proposed building area of 48,649 sq. ft. the subject development is required to provide a total of 78 parking stalls. Since the propose water pumping and treatment plant use will have very few employees, the applicant is proposing to only stripe a total of 8 parking stalls; therefore, the project does not meet the City's minimum parking requirement. In conjunction with the proposed Development Plan Approval, the applicant is also seeking approval for a Modification Permit to temporarily reserve and not provide 70 parking stalls.

- 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. = **38** stalls
- Total Required: 78 stalls
- Total Provided: 8 stalls

Loading/ Roll Up Doors

According to the plans, the proposed building will have a total of 10 grade level loading doors along the east, west and north elevations. The majority of the loading doors are strategically placed so that they will not be directly visible from Santa Fe Springs. Additionally, the applicant will be construction a block wall and also planting tall trees to provide additional screening for loading doors that will be facing Santa Fe Springs Road.

Trash Enclosure

According to the site plan, one (1) 440 sq. ft. trash enclosure area will be located along the northwest corner of the subject property. As proposed, the proposed trash enclosure will not be visible or accessible to the public.

CONDITIONAL USE PERMIT CASE NO. 833

The application is requesting for approval to establish, operate and maintain a water-pumping and treatment plant on the subject property.

Background

The proposed water pumping and treatment project will be part of a groundwater containment project (GCP) that is being implemented for the Omega Chemical Corporation Superfund Site on behalf of the Settling Work Defendants (SWD). The GCP is a groundwater pump and treat containment remedy, with groundwater pumped from seven extraction wells at a nominal design flow rate of 820 gallons per minute and conveyance of extracted groundwater to a centralized treatment facility near the well sites via underground pipelines. The groundwater will be treated at the treatment facility

to reduce concentrations of organic and inorganic constituents in the extracted groundwater to below discharge standards of National Pollutant Discharge Elimination System (NPDES) General Permit requirements. The treated water will be discharged into the unlined portion of the San Gabriel River for infiltration. Treatment byproducts, also known as reverse osmosis brine, will be discharged under an Industrial Waste Discharge (IWD) permit to the sanitary sewer. All other treatment byproducts will be recycled at an offsite approved vendor. The U.S. Environmental Protection Agency (EPA) will oversee the work.

It should be noted the proposed project is subject to the United State Code Section 121 (e)(1) (formally known as the Comprehensive Environmental Response, Compensation, and Liability Act), which states that "No Federal, State, or local permit shall be required for the portion of any removal or remedial action conducted entirely onsite, where such remedial action is selected and carried out in compliance with this section."

Description of Water Pumping and Treatment Plant

The proposed water pumping and treatment plant will house all major equipment and operations associated with GCP system including the greensand filtration, advanced oxidation process (AOP), liquid phase granular activated carbon adsorption (LGAC), and reverse osmosis (RO) system. These systems include process vessels, process tanks, pumps, chemical addition equipment, chemical storage, the RO clean-in-place system, and other support facilities and spare parts storage. The treatment system building will also provide operator control facilities and personnel support facilities, equipment storage, maintenance areas, office space, and a trash enclosure for minor trash produced by the operators.

The water pumping and treatment plant will have contingency space allotted for future changes in treatment requirements, including additional treatment for hexavalent chromium, emergent compounds, and biological growth control if needed.

Zoning Requirement

The procedures set forth in Section 155.243 (J)(27) of the City's Zoning Ordinance, states that water-pumping and treatment plants within the M-2, Heavy Manufacturing, Zone shall be allowed only after a valid Conditional Use Permit has first been obtained.

Code Section:	Conditional Use Permit
155.243 (J)(27)	The following uses shall be permitted in the M-2 Zone only after a valid conditional use permit has first been issued: (J) Also the following: (27)Water-pumping and treatment plants.

MODIFICATION PERMIT CASE NO. 1347

The applicant is requesting to utilize the northerly portion of the property for outdoor storage. The proposed outdoor storage area will be located behind a 12 ft. high block wall along Santa Fe Springs Road. However, since said area is located where required parking should have been, the applicant is requesting approval of a Modification Permit to reserve but not provide 70 required parking stalls related to the proposed industrial building.

As mentioned previously, in accordance with the City's Zoning Ordinance, a minimum of 78 parking stalls is required for the subject development. The applicant is proposing to only provide a total of 8 parking stalls, which creates a deficiency of 70 required parking stalls. According to the applicant, the proposed groundwater treatment system will only require 2 employees at any given shift. The proposed eight (8) parking stalls proposed should therefore be more than enough for the building occupants and visitors thus would not have a negative impact on surrounding properties.

Although, the project will not meet the minimum parking requirements as defined by the City's Zoning Ordinance, it should be noted that the applicant has provided an alternative site plan which illustrates how the additional 70 parking spaces may be provided on the subject property, should the need arise

STREETS AND HIGHWAYS

The subject property has frontage on Santa Fe Springs Road which is designated as Secondary Arterial, within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

Surrounding Zoning, General Plan and Land Use			
Direction	**Zone District**	**General Plan**	**Business/Land Use**
North	M-2 (Heavy Manufacturing)	Industrial	Aire Masters Contractor Shop
South	M-2 (Heavy Manufacturing)	Industrial	Vacant
East	M-2 (Heavy Manufacturing)	Industrial	SDI Specialties Direct Inc. (Industrial Office)
West	M-2 (Heavy Manufacturing)	Industrial	Vacant

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed project and related environmental document were 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 September 29, 2022. The legal notice was also posted at Santa Fe Springs City Hall, the City Library, and the City's Town Center kiosk and published in a newspaper of general circulation (Whittier Daily News) on September 29, 2022, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

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 effects that could not be mitigated to a level of insignificance and, therefore, a Mitigated Negative Declaration was prepared.

Phase 3: A Mitigated Negative Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes a copy of the Initial Study justifying this finding. Included within the Initial Study are mitigation measures to avoid potentially significant effects. City Staff and Blodgett Baylosis Environmental Planning determined that, although, the proposed project could have a significant effect on the environment, 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 30-day public review and comments from July 19, 2022 to August 18, 2022. The Notice of Intent to adopt a Mitigated Negative Declaration was posted with the Los Angeles County Clerk and the State Clearinghouse. The Planning Commission were emailed a copy of the Draft Initial Study/Mitigated Negative Declaration on August 4, 2022. A copy of the Notice of Intent to adopt a Mitigated Negative Declaration was also mailed to all responsible and trustee agencies as well as surrounding cities for their review and comment.

On July 19, 2022, the City released the Draft IS/MND, along with the accompanying appendices. These materials were made available to the public throughout the 30-day review and comment period. The public comment period for the Draft IS/MND ended August 18, 2022, and staff received four (4) comment letters within the review period (LA County Sanitation Department, Southern Coast AQMD, LA County Fire Department and California Department of Fish and Wildlife). All environmental documents related to the proposed project were also made available for review on the City's website.

- 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.

Response to Comments:
A response to comments section was created as part of the Final Initial Study/Mitigated Negative Declaration (IS/MND) in response to the four (4) comments that the City received. The public comments and responses to comments are included in the public record and are available for the Planning Commission to review. (Attachment 8)

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: *Aesthetic Impacts, Cultural Resources, Noise, 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 9)

AUTHORITY OF PLANNING COMMISSION:

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.

Conditional Use Permit

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

Modification Permit

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

CRITERIA FOR GRANTING A DEVELOPMENT PLAN APPROVAL

The Commission should note that in accordance with Section 155.739 of the City's Zoning Ordinance, before granting a Development Plan Approval, the Commission shall give consideration to the following:

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

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.

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.

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.

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.

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.

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.

CRITERIA FOR GRANTING A CONDITIONAL USE PERMIT

The Commission should note that in accordance with Section 155.716 of the City's Zoning Ordinance, before granting 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.

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.

CRITERIA FOR GRANTING A TEMPORARY MODIFICATION PERMIT

The Commission should note that in accordance with Section 155.697 of the City's Zoning Ordinance, before granting a temporary Modification Permit, the Commission shall give consideration to the following:

A) That there are hardships involved with immediate compliance with certain property development standards.

B) That the modification, if granted, would not be detrimental to the public welfare or to the property of others in the area.

STAFF REMARKS:

Based on the findings set forth in the attached Resolution (215-2022), staff finds that Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833 & Modification Permit Case No. 1347 satisfies the necessary criteria established within City's Zoning Ordinance Sections §155.739, §155.716, and §155.697 for the granting of a DPA, CUP, and MOD, respectively.

Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Proposed Full Set of Plan
3. Business Plan
4. CERCLA Letter from EPA
5. Public Hearing Notice
6. Radius Map for Public Hearing Notice
7. Final Draft Initial Study/Mitigated Negative Declaration (*previously delivered to PC on 8/8/2022*)
8. IS/MND - Response to Comments
9. Mitigated Monitoring and Reporting Program
10. Resolution 215-2022
    a. Exhibit A – Conditions of Approval

Attachment 1: Aerial Photograph



10051 Santa Fe Springs Road
(APN: 8005-015-050)

Attachment 2: Full Set of Plan

GROUNDWATER CONTAINMENT PROJECT

10051 Santa Fe Springs Rd, Santa Fe Springs, CA 90607

Development Plan Approval (DPA) Review Submittal
3rd Submittal

OWNER / CLIENT: OMEGA OU2 LLC
1322 SCOTT STREET, SUITE 104, SAN DIEGO, CA 92106
CONTACT: JACK KEENER - (619) 546-8377 office, (619) 300-4498 mobile

ARCHITECT: DRA ARCHITECTS
32 EXECUTIVE PARK, SUITE 100 IRVINE, CA 92614
CONTACT: CARRIE HOSHINO - 949.280.8370

ENVIRONMENTAL SYSTEM DESIGN ENGINEERS: ENGINEERING ANALYTICS, INC
9820 WILLOW CREEK ROAD, SUITE 395, SAN DIEGO, CA 92131
CONTACT: KEVIN COONS - 858.221.0264

SHEET INDEX:

T-1	Title Sheet
A-1.1	Proposed Site Plan
A-1.2	Site Plan Fire w/ Access and Easement
A-1.3	Fire Access Site Plan
A-1.4	Cross Site Sections
L-1.1	Preliminary Landscape Plan
A-2.1	First Floor Plan
A-2.2	Second Floor Plan
A-3.1	Concept Exterior Renderings
A-3.2	Concept Exterior Renderings
A-3.3	Exterior Elevations

VICINITY MAP:





GROUNDWATER CONTAINMENT PROJECT

SITE AREA (SF)	**140,808 SF**	
SITE AREA (ACRES)	**3.23 AC**	
TOTAL BUILDING AREA (PER PLANNING CALCS)	**48,649 SF**	
LOT COVERAGE	**30.84%**	
FLOOR AREA RATIO (FAR)	**34.55%**	
CURRENT PARKING AREA	**1,672 SF**	
POTENTIAL PARKING AREA	**20,245 SF**	
TOTAL LANDSCAPE PROVIDED @ 18,124 SF / 140,808 SF = 12.9%	**18,124 SF**	**12.9%**
LANDSCAPE PROVIDED AT FRONTSETBACK @ 2,103 SF / 140,808 SF = 1.5%	**2,103 SF**	**1.5%**
LANDSCAPE PROVIDE AT PARKING AREA @ 326 SF / 1,672 SF = 19% (6% MIN.)	**326 SF**	**19%**
LANDSCAPE PROVIDE AT POTENTIAL PARKING AREA @ 10,039 SF / 20,245 SF = 50% (6% MIN.)	**10,039 SF**	**50%**
PARKING REQUIRED BY CODE W/ OUT VARIANCE	**78 STALLS**	
TOTAL PARKING CURRENT PROVIDED	**8 STALLS**	
TOTAL SHOWN PARKING WITH POTENTIAL ADDITIONAL PARKING	**72 STALLS**	
PARKING RATIO CURRENT PROVIDED	**0.16 /1000**	
PARKING RATIO WITH POTENTIAL PARKING	**1.64 /1000**	
TYPE OF BUILDING CONSTRUCTION	**TYPE III-B**	
AUTOMATIC FIRE SPRINKLERS	**YES**	
ZONING DISTRICT	**M-2 (Heavy Manufacturing)**	
BUILDING OCCUPANCY	**S-1, B & H**	

	SUB- AREA SF'S	TOTALS
BUILDING AREA		
FIRST FLOOR		**43,420 SF**
Office (5.5%)	2,693	
Equipment Area (A)	40,727	
MEZZANINE		**5,229 SF**
Office (4.0%)	1,940	
Storage	3,289	
TOTALS	**48,649**	**48,649 SF**
PARKING REQUIRED BY CODE W/ OUT VARIANCE		
0 - 20,000: one parking space per 500 SF		40 STALLS
20,001 100,000: one parking space per 750 SF		38 STALLS
TOTAL REQUIRED PARKING BY CODE W/ OUT VARIANCE		**78 STALLS**
PARKING PROVIDED		
STANDARD STALL (8'-6"w. X 19'd.)		5 STALLS
VAN ACCESSIBLE STALL (9'w. X 19'd. +8'w. aisle)		1 STALL
VAN ACCESSIBLE EV STALL (9'w. X 19'd. +8'w. aisle)		1 STALL
EV STALL		1 STALL
TOTAL CURRENT PARKING PROVIDED		**8 STALLS**
POTENTIAL ADDITIONAL PARKING		72
TOTAL SHOWN PARKING WITH POTENTIAL ADDITIONAL PARKING		**80 STALLS**

2022-05-26_cmh

DRA ARCHITECTS
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Irvine, CA 92614
T 949.833.3800 - F 949.833.3806

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CONSULTANT:

PROFESSIONAL SEAL:

PROJECT TITLE

GROUNDWATER CONTAINMENT PROJECT

10051 Santa Fe Spring Road
Santa Fe Springs, CA 90607

OWNER / CLIENT

Omega OU2 LLC

1322 Scott Street, Suite 104
San Diego, CA 92106
Contact: Jack Keener, Manager
(619) 546-8377 office
(619) 300-4498 mobile

DPA Case No. 933-1
Modification Permit Case No. 1347
CUP Case No. XXXX

SHEET NAME

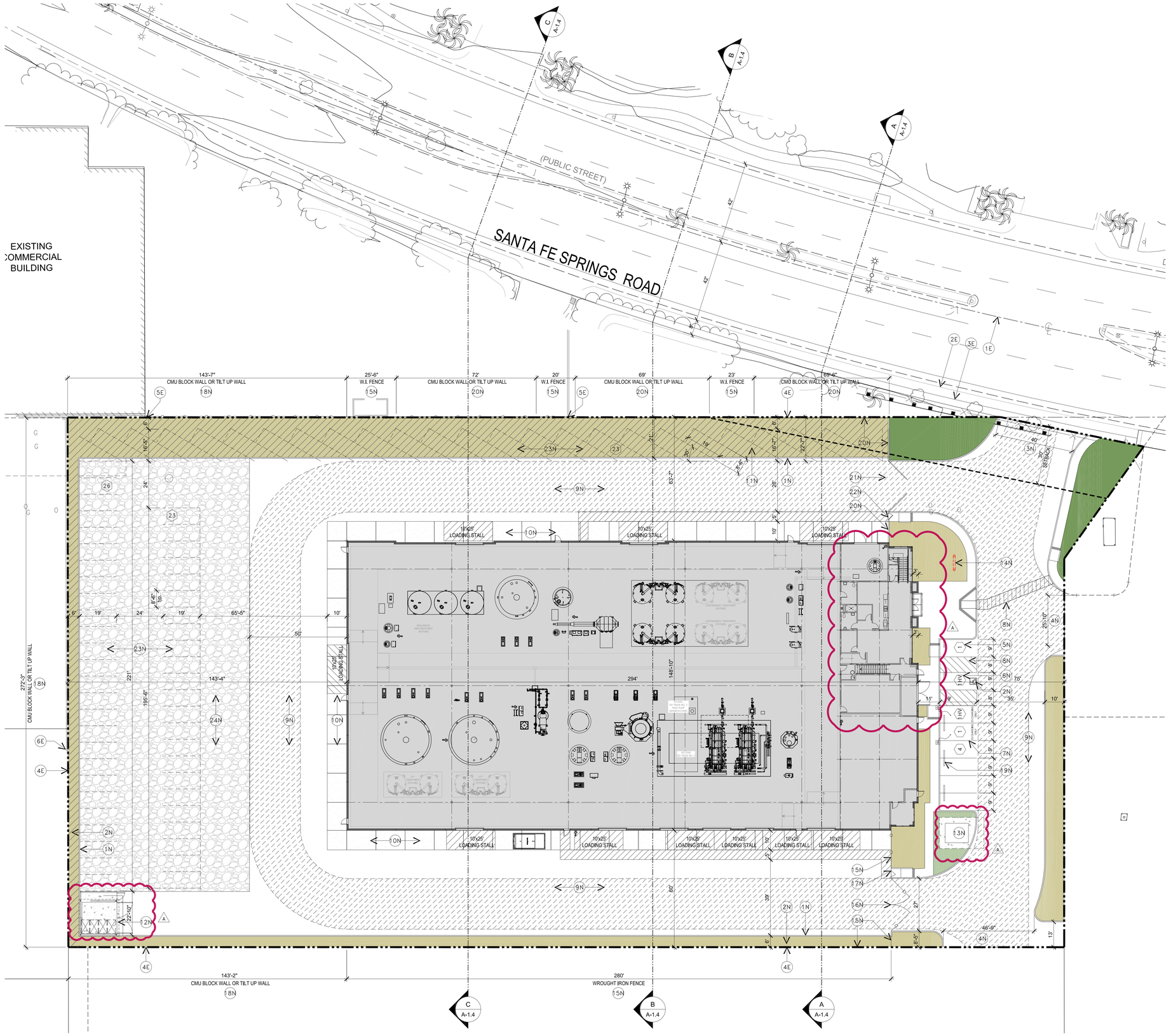
TITLE

NO:	DATE:	DESCRIPTION:
	2021-06-30	Preliminary App Review Submittal
	2021-10-20	1st DPA Review & Modification Permit Submittal
	2021-12-21	2nd DPA Review & Modification Permit Submittal
A	2022-06-06	1st CUP Submittal
A	2022-06-06	3rd DPA Review & Modification Permit Submittal - (SF change)

JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

T-1



SITE PLAN

SCALE: 1"=20'-0"

0 10 20 40 80

KEYNOTES - NEW SITE CONDITIONS

- 1N NEW CURB
- 2N NEW ACCESSIBLE WHEEL CHAIR PARKING STALL SYMBOL
- 3N NEW DRIVE ENTRY APPROACH
- 4N FUTURE DRIVE ACCESS TO ADJACENT PROPERTY
- 5N NEW PARKING STALL COUNT NUMBER
- 6N NEW VAN ACCESSIBLE STALL COUNT NUMBER
- 7N NEW PARKING STALLS DOUBLE STRIP.
- 8N NEW ACCESSIBLE PATH OF TRAVEL PAINTED STRIPING
- 9N NEW ASPHALTIC CONCRETE PAVING AREA
- 10N NEW CONCRETE PAVING AREA
- 11N NEW LANDSCAPE AREA WITHIN PROPERTY
- 12N NEW TRASH ENCLOSURE WITH CONCRETE PAVING AND TRELLIS
- 13N NEW TRANSFORMER
- 14N NEW FIRE CONNECTION, LOCATION PER FIRE DEPARTMENT
- 15N NEW 8FT HIGH WROUGHT IRON FENCE
- 16N NEW 8FT HIGH SWINGING WROUGHT IRON GATES
- 17N NEW SWINGING WROUGHT IRON MAN DOOR
- 18N NEW 8FT HIGH CMU BLOCK WALL W/ SMOOTH PLASTER, PAINT OR TILT-UP CONCRETE W/ PAINT. PAINT COLOR TO MATCH PRIMARY BUILDING COLOR.
- 19N NEW WHEEL STOP
- 20N NEW 12FT HIGH CMU BLOCK WALL W/ SMOOTH PLASTER, PAINT OR TILT-UP CONCRETE W/ PAINT. PAINT COLOR TO MATCH PRIMARY BUILDING COLOR.
- 21N NEW 12FT HIGH SWINGING SOLID GATES
- 22N NEW 7FT HIGH SOLID MAN DOOR
- 23N NEW POTENTIAL PARKING, PRESENT AS DASHED STALLS
- 24N NEW GRAVEL PAVING AREA

KEYNOTES - EXIST. SITE CONDITIONS

- 1E EXIST. CENTER LINE OF EXISTING STREET
- 2E EXIST. PUBLIC CURB
- 3E EXIST. SIDEWALK
- 4E EXIST. SITE PROPERTY LINE
- 5E EXIST. WROUGHT IRON FENCE AT ADJACENT PROPERTY
- 6E EXIST. BLOCK WALL

COLOR LEGEND:

- Building
- Landscape within Front Setback
- Landscape within Parking area
- Landscape within Future Parking area
- Landscape within Property
- Gravel within Future Parking area

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SHEET NAME

PROPOSED SITE PLAN

NO:	DATE:	DESCRIPTION:
	2021-06-30	Preliminary App Review Submittal
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JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

A-1.1

EASEMENT NOTES

THE FOLLOWING ARE EXCEPTIONS FROM CHICAGO TITLE COMPANY, PER TITLE REPORT ORDER NUMBER 00145021-021-PS4-JC, DATED APRIL 27, 2021.

NOTE: NUMBERS IN CIRCLES ARE ITEM NUMBERS PER SAID REPORT THAT ARE PLOTTED HEREON.

(2) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;

PURPOSE: ROADS, RAILROADS, DITCHES AND WATER COURSES
RECORDING DATE: MARCH 8, 1879
RECORDING NO: IN BOOK 66 PAGE 619, OF DEEDS
AFFECTS: A PORTION OF SAID LAND
(PLOTTED HEREON).

(3) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;

PURPOSE: ROADS, RAILROADS, DITCHES AND WATER COURSES
RECORDING DATE: JUNE 19, 1883
RECORDING NO: IN BOOK 109 PAGE 50, OF DEEDS
AFFECTS: A PORTION OF SAID LAND
(PLOTTED HEREON).

(14) THE RIGHT TO USE, MAINTAIN, OPERATE, REPAIR, ALTER, CHANGE THE SIZE OF, RENEW, REPLACE AND REMOVE ANY AND ALL PIPE LINES, POLE LINES AND APPURTENANCES BELONGING TO UNION OIL COMPANY OF CALIFORNIA, A CORPORATION, PRESENTLY EXISTING OVER, THOUGH, UNDER AND ACROSS SAID LAND, AS GRANTED TO UNION OIL COMPANY OF CALIFORNIA, A CORPORATION, BY AN INSTRUMENT RECORDED JUNE 18, 1957 AS INSTRUMENT NO. 2037, OF OFFICIAL RECORDS.
(BLANKET IN NATURE).

(17) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: MEMORANDUM OF RIGHT OF WAY
RECORDING DATE: FEBRUARY 23, 1965
RECORDING NO: 3921 IN BOOK D2808 PAGE 124, OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
(PLOTTED HEREON).

(18) THE PROVISIONS OF A UNIT AGREEMENT RECORDED MAY 23, 1969 AS INSTRUMENT NO. 2917 OFFICIAL RECORDS, ENTERED INTO AS OF APRIL 1, 1969, BY BELL PETROLEUM COMPANY, AS WORKING INTEREST OWNER, AND BY UNION OIL COMPANY OF CALIFORNIA, AS WORKING INTEREST OWNER, BY COUNTERPARTS RECORDED SEPTEMBER 24, 1969 AS INSTRUMENT NO. 1608, OF OFFICIAL RECORDS.

MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: QUITCLAIM MINERAL DEED
RECORDING DATE: APRIL 16, 2013
RECORDING NOS: 2013-563205 AND 2013-563206, BOTH OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: GRANT DEED
RECORDING DATE: OCTOBER 1, 2013
RECORDING NO: 2013-1417013, OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: GRANT DEED
RECORDING DATE: JANUARY 16, 2014
RECORDING NO: 2014-51960, OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
(BLANKET IN NATURE).

(19) THE LAND DESCRIBED HEREIN IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT.

REDEVELOPMENT AGENCY: CITY OF SANTA FE SPRINGS
RECORDING DATE: AUGUST 23, 1973
RECORDING NO: 3542, OF OFFICIAL RECORDS

AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF THE SAID DOCUMENT, AS THEREIN PROVIDED

RECORDING DATE: SEPTEMBER 24, 1973
RECORDING NO: 3200, OF OFFICIAL RECORDS

AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF THE SAID DOCUMENT, AS THEREIN PROVIDED

RECORDING DATE: AUGUST 26, 1975
RECORDING NO: 3508, OF OFFICIAL RECORDS

AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF THE SAID DOCUMENT, AS THEREIN PROVIDED

RECORDING DATE: AUGUST 26, 1975
RECORDING NO: 3508, OF OFFICIAL RECORDS
(BLANKET IN NATURE).

(25) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

PURPOSE: STREET, PUBLIC UTILITIES AND MUNICIPAL PURPOSES
RECORDING DATE: DECEMBER 24, 1976
RECORDING NO: 3502, OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND
(SAID EASEMENT FOR SANTA FE SPRINGS R/W)
(PLOTTED HEREON).

(34) MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: QUITCLAIM DEED WITH RESERVATION OF RIGHT OF ENTRY
RECORDING DATE: JULY 12, 2019
RECORDING NO: 2019-877629, OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
(PLOTTED HEREON).

(35) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS DELINEATED ON OR AS OFFERED FOR DEDICATION ON

PARCEL MAP NO: 78232 RECORDED IN BOOK 405 PAGES 7 TO 13 INCLUSIVE, OF PARCEL MAPS
RECORDING DATE: SEPTEMBER 18, 2019
RECORDING NO: 2019-973789, OF OFFICIAL RECORDS
PURPOSE: FIRE DEPARTMENT, EMERGENCY VEHICLE ACCESS, TELEGRAPH ROAD AND SANTA FE SPRINGS ROAD FOR STREET, HIGHWAY AND OTHER PUBLIC WAY PURPOSES
AFFECTS: A PORTION OF SAID LAND
(PLOTTED HEREON).

(44) AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS,TOGETHER WITH EASEMENTS, IF ANY, AS SET FORTH THEREIN.

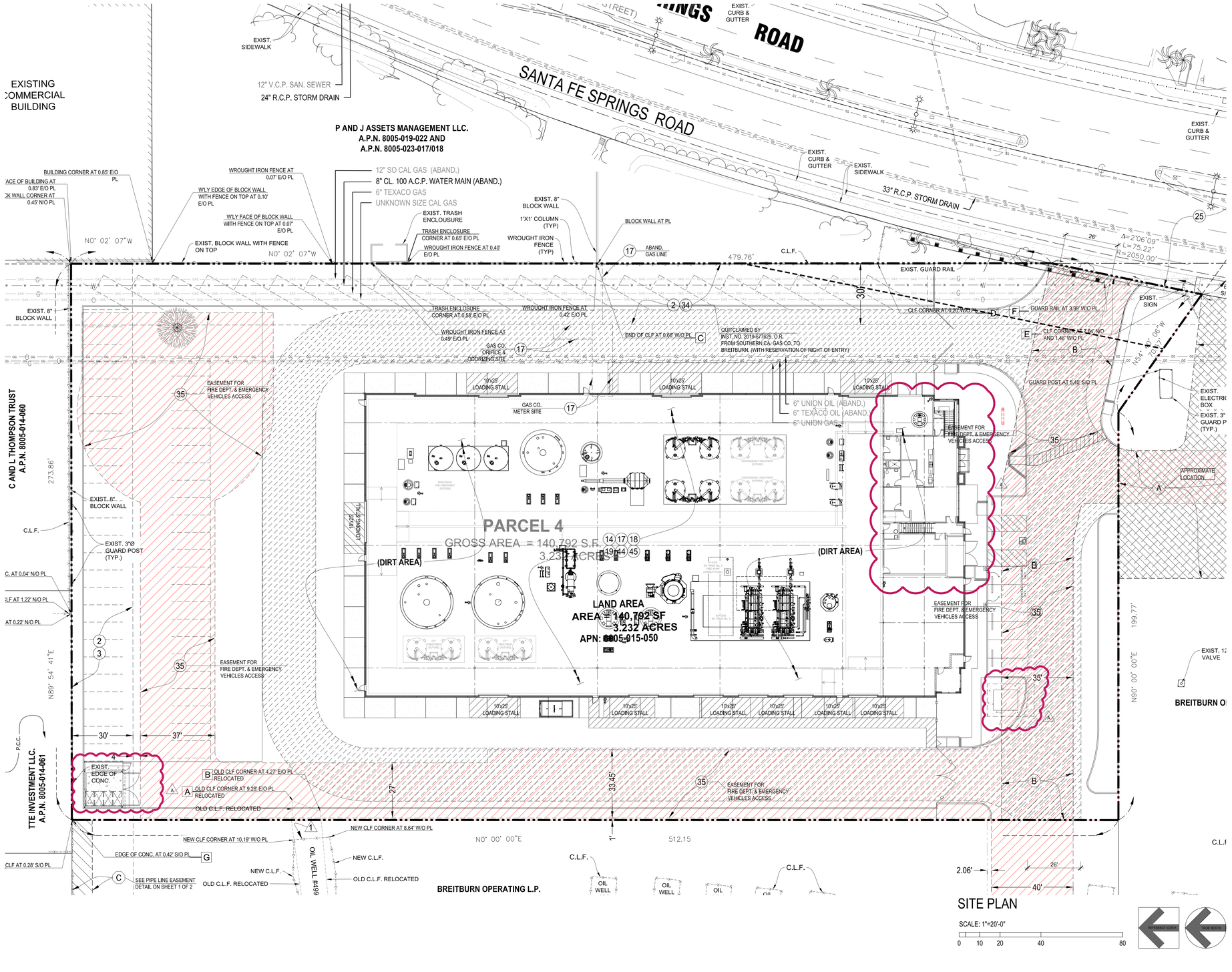
DATED: FEBRUARY 7, 1956
LESSOR: MINNEVA S. BELL, MINNEWA BELL ROOSEVELT, ALPHONZO E. BELL JR., DIANE ELIZABTHER TINGLE GRAVES, AND RALPH J. TINGLE, JR.
LESSEE: BELL PETROLEUM COMPANY, A CALIFORNIA CORPORATION
RECORDING DATE: APRIL 11, 1956
RECORDING NO: 3328; BOOK 50851 PAGE 404, OF OFFICIAL RECORDS

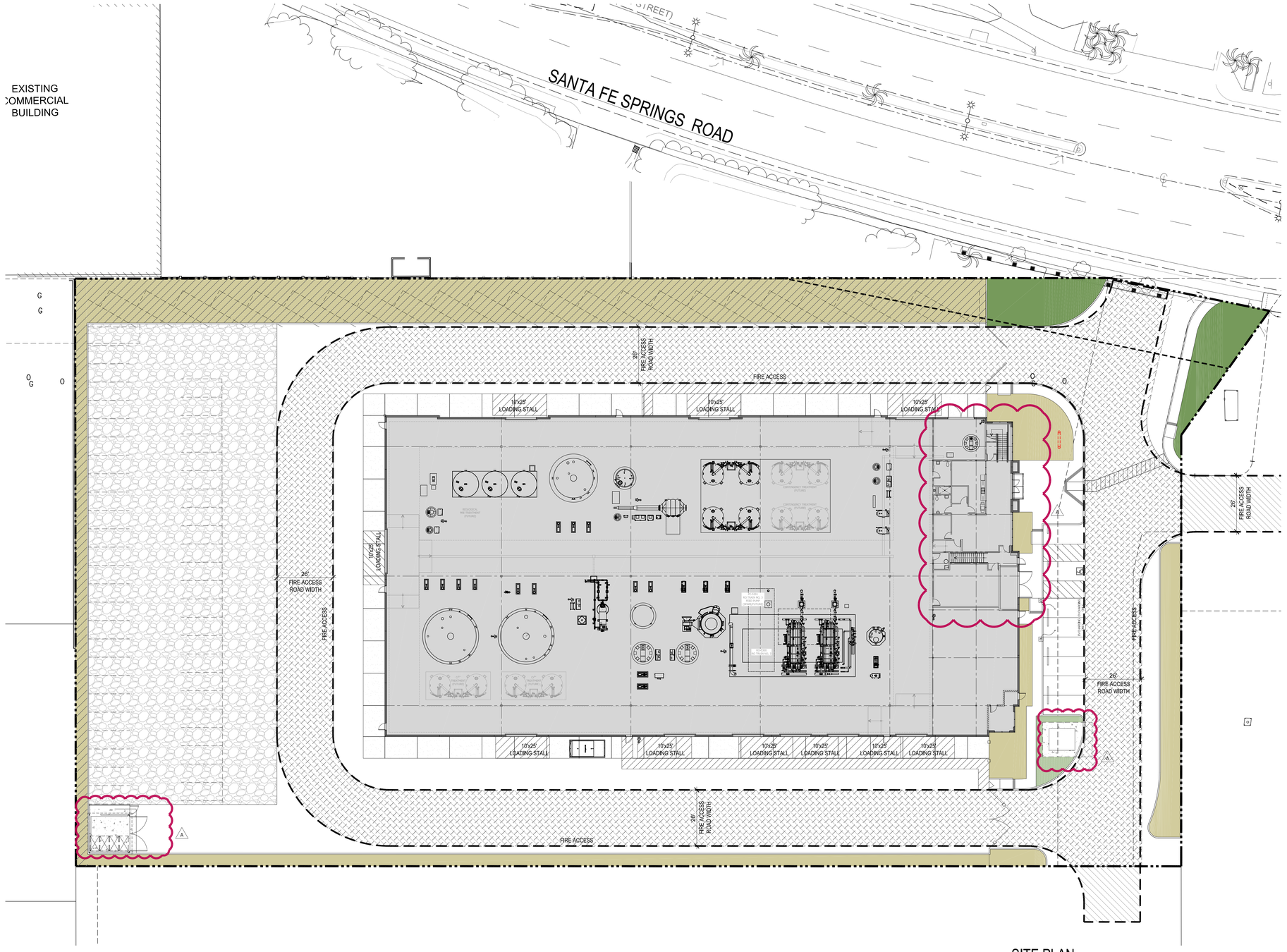
NO ASSURANCE IS MADE AS TO THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE, NOR AS TO OTHER MATTERS AFFECTING THE RIGHTS OR INTERESTS OF THE LESSOR OR LESSEE IN SAID LEASE.
(BLANKET IN NATURE).

(45) AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY, AS SET FORTH THEREIN.

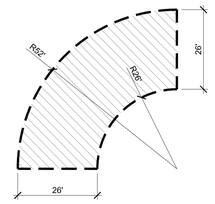
DATED: OCTOBER 31, 1989
LESSOR: PACIFIC ENTERPRISES ROYALTY COMPANY, SUCCESSOR IN INTEREST BY MERGER OF SABINE CORPORATION
LESSEE: PACIFIC ENTERPRISES OIL COMPANY (USA), A CALIFORNIA CORPORATION
RECORDING DATE: NOVEMBER 9, 1989
RECORDING NO: 89-1809459

NO ASSURANCE IS MADE AS TO THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE, NOR AS TO OTHER MATTERS AFFECTING THE RIGHTS OR INTERESTS OF THE LESSOR OR LESSEE IN SAID LEASE.
(BLANKET IN NATURE).


SANTA FE SPRINGS ROAD
EXIST. CURB & GUTTER
EXIST. SIDEWALK
12" V.C.P. SAN. SEWER
24" R.C.P. STORM DRAIN
EXISTING COMMERCIAL BUILDING
P AND J ASSETS MANAGEMENT LLC.
A.P.N. 8005-019-022 AND
A.P.N. 8005-023-017/018
12" SO CAL GAS (ABAND.)
8" CL. 100 A.C.P. WATER MAIN (ABAND.)
6" TEXACO GAS
UNKNOWN SIZE CAL GAS
EXIST. TRASH ENCLOUSURE
EXIST. 8" BLOCK WALL
1'X1' COLUMN (TYP)
WROUGHT IRON FENCE (TYP)
BLOCK WALL AT PL
33" R.C.P. STORM DRAIN
EXIST. GUARD RAIL
EXIST. SIGN
EXIST. ELECTRIC BOX
EXIST. 3" GUARD P (TYP.)
APPROXIMATE LOCATION
PARCEL 4
GROSS AREA = 140,792 S.F.
3.232 ACRES
LAND AREA
AREA = 140,792 SF
3.232 ACRES
APN: 8005-015-050
(DIRT AREA)
EASEMENT FOR FIRE DEPT. & EMERGENCY VEHICLES ACCESS
C AND L THOMPSON TRUST
A.P.N. 8005-014-060
TTE INVESTMENT LLC.
A.P.N. 8005-014-061
BREITBURN OPERATING L.P.
OIL WELL #499
GAS CO. ORIFICE & ODORIZING SITE
GAS CO. METER SITE
6" UNION OIL (ABAND.)
6" TEXACO OIL (ABAND.)
6" UNION GAS
QUITCLAIMED BY INST. NO. 2019-577629, O.R. FROM SOUTHERN CA. GAS CO. TO BREITBURN, (WITH RESERVATION OF RIGHT OF ENTRY)
GUARD POST AT 5.40' S/O PL
GUARD RAIL AT 3.99' W/O PL
CLF CORNER AT 0.20' W/O PL
CLF CORNER AT 1.64' N/O AND 1.46' W/O PL
END OF CLF AT 0.68' W/O PL
WROUGHT IRON FENCE AT 0.42' E/O PL
TRASH ENCLOSURE CORNER AT 0.56' E/O PL
WROUGHT IRON FENCE AT 0.49' E/O PL
BUILDING CORNER AT 0.85' E/O PL
ACE OF BUILDING AT 0.83' E/O PL
K WALL CORNER AT 0.45' N/O PL
WROUGHT IRON FENCE AT 0.07' E/O PL
WLY EDGE OF BLOCK WALL WITH FENCE ON TOP AT 0.10' E/O PL
WLY FACE OF BLOCK WALL WITH FENCE ON TOP AT 0.07' E/O PL
EXIST. BLOCK WALL WITH FENCE ON TOP
TRASH ENCLOSURE CORNER AT 0.65' E/O PL
WROUGHT IRON FENCE AT 0.40' E/O PL
ABAND. GAS LINE
C.L.F.
479.76'
N0° 02' 07"W
N89° 54' 41"E
273.86'
N0° 00' 00"E
512.15'
199.77'
N90° 00' 00"E
N54° 20' 06"W
74.17'
Δ=2°06'09"
L=75.22'
R=2050.00'
26'
30'
37'
33.45'
27'
40'
2.06'
EXIST. 12 VALVE
EXIST. 8" BLOCK WALL
EXIST. EDGE OF CONC.
OLD CLF CORNER AT 4.27' E/O PL RELOCATED
OLD CLF CORNER AT 9.28' E/O PL RELOCATED
OLD C.L.F. RELOCATED
NEW CLF CORNER AT 8.64' W/O PL
NEW CLF CORNER AT 10.19' W/O PL
EDGE OF CONC. AT 0.42' S/O PL
CLF AT 0.28' S/O PL
NEW C.L.F.
OLD C.L.F. RELOCATED
SEE PIPE LINE EASEMENT DETAIL ON SHEET 1 OF 2
OIL WELL
OIL
P.O.C.
10'x25' LOADING STALL
CONTINGENCY TREATMENT (FUTURE)
BIOLOGICAL PRETREATMENT (FUTURE)
EXIST. 10" SEWER
EXIST. 8" SEWER
EXIST. 6" SEWER
EXIST. 12" SEWER



CITY OF SANTA FE SPRINGS FIRE TURN RADIUS:



COLOR LEGEND:

- Building
- Landscape within Front Setback
- Landscape within Parking area
- Landscape within Future Parking area
- Landscape within Property
- Gravel within Future Parking area

NEW PROPOSED FIRE DEPT. & EMERGENCY VEHICLES ACCESS

DRA ARCHITECTS
32 Executive Park, Suite 100
Irvine, CA 92614
T 949.833.3800 - F 949.833.3806

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CONSULTANT:

PROFESSIONAL SEAL:

PROJECT TITLE

GROUNDWATER CONTAINMENT PROJECT

10051 Santa Fe Spring Road
Santa Fe Springs, CA 90607

OWNER / CLIENT

Omega OU2 LLC

1322 Scott Street, Suite 104
San Diego, CA 92106
Contact: Jack Keener, Manager
(619) 546-8377 office
(619) 300-4498 mobile

DPA Case No. 933-1
Modification Permit Case No. 1347
CUP Case No. XXXX

SHEET NAME

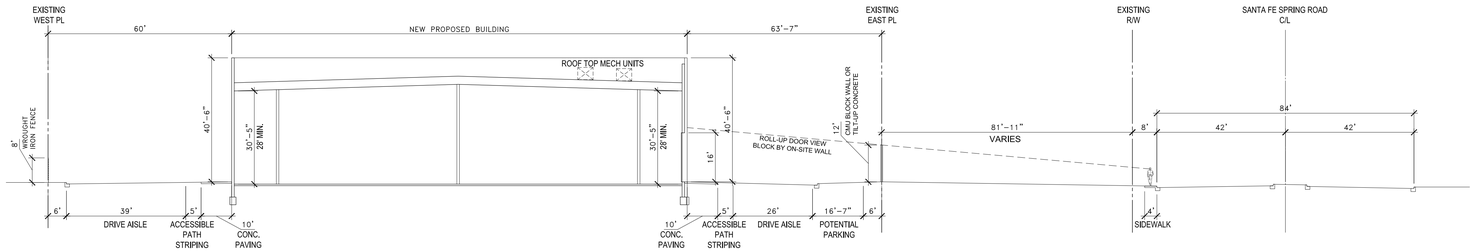
FIRE ACCESS SITE PLAN

NO:	DATE:	DESCRIPTION:
	2021-06-30	Preliminary App Review Submittal
	2021-10-20	1st DPA Review & Modification Permit Submittal
	2021-12-21	2nd DPA Review & Modification Permit Submittal
A	2022-06-06	1st CUP Submittal
A	2022-06-06	3rd DPA Review & Modification Permit Submittal - (SF change)

JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

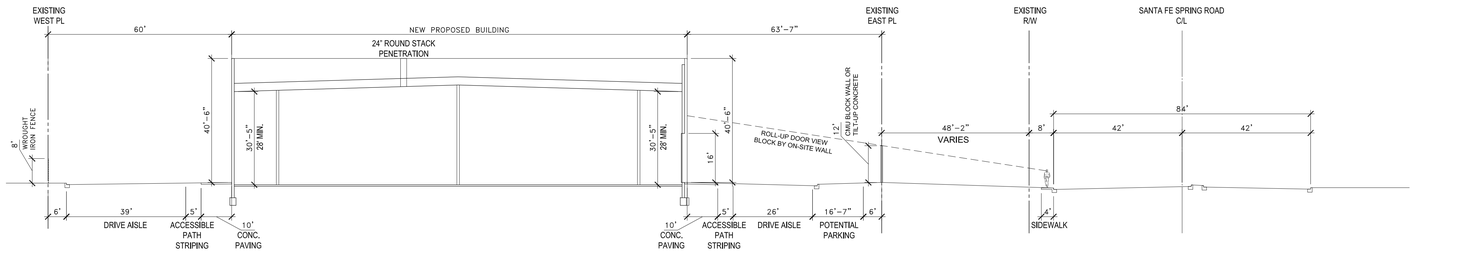
A-1.3



C-C SECTION

SCALE: 1"=20'-0"

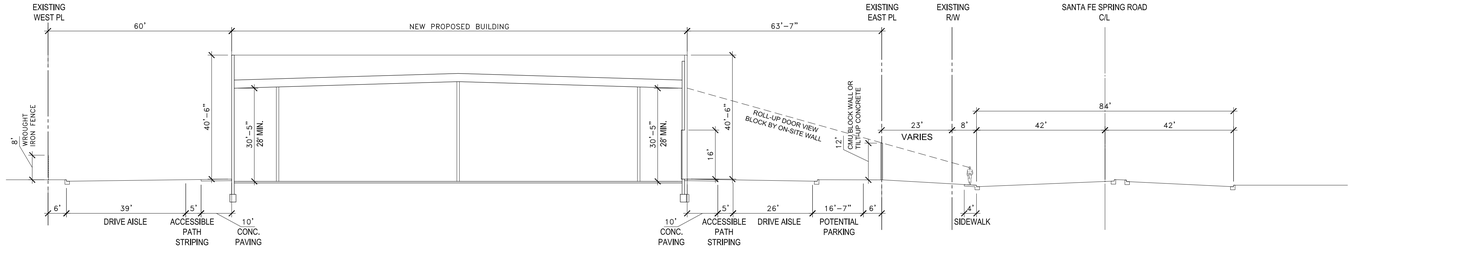
0 10 20 40 80



B-B SECTION

SCALE: 1"=20'-0"

0 10 20 40 80



A-A SECTION

SCALE: 1"=20'-0"

0 10 20 40 80

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(619) 300-4498 mobile

DPA Case No. 933-1
Modification Permit Case No. 1347
CUP Case No. XXXX

SHEET NAME

CROSS SITE SECTIONS

NO:	DATE:	DESCRIPTION:
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DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

A-1.4

J:\Dwgs\DRA\Santa Fe Springs\1-SD\sfs-plp.dwg Thu, 02 Jun 2022 11:21am Plotted by: Roy

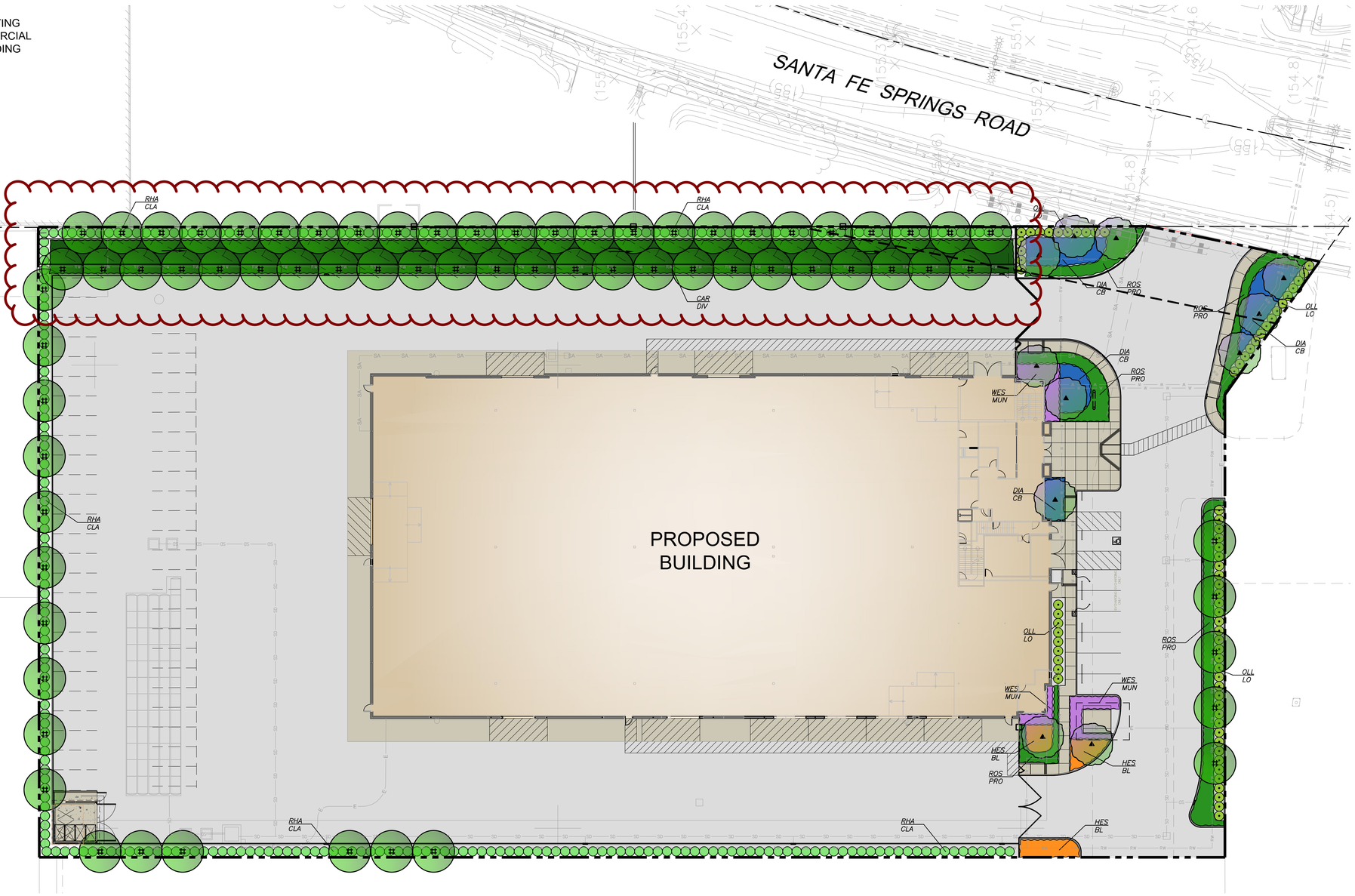
EXISTING
COMMERCIAL
BUILDING



LAURUS NOBLIS 'SARATOGA'
SARATOGA LAUREL



LOPHOSTEMON CONFERTUS /
BRISBANE BOX





DIANELLA 'CASSA BLUE' /
CASSA BLUE FLAX LILY



HESPERALOE 'BRAKELIGHTS' /
BRAKELIGHTS RED YUCCA



OLEA X 'MONTRA' /
LITTLE OLLIE



CAREX DIVULSA /
BERKLEY SEDGE



RHAPHIOLEPIS INDICA 'CLARA' /
INDIAN HAWTHORN



ROSMARINUS O. 'PROSTRATUS' /
PROSTRATE ROSEMARY



WESTRINGIA F. 'MUNDI' /
MUNDI COAST ROSEMARY

PROPOSED PLANT PALETTE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	HT. X SPRD. X CAL. (MIN.)	WATER USE	DESCRIPTION	QTY.
	LAURUS NOBILIS 'SARATOGA'	SARATOGA LAUREL	24" BOX STD.	8'H X 4'W X 1-1/4" CAL.	L	SMALL EVERGREEN TREE	11
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.	10'H X 4'W X 1" CAL.	M	EVERGREEN VERTICAL SCREEN	40

SHRUBS, GRASSES, & GROUNDCOVERS

SYMBOL	ABR	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION	QTY.
	DIA CB	DIANELLA 'CASSA BLUE'	CASSA BLUE FLAX LILY	5 GAL.	30" O.C.	M	UPRIGHT ACCENT	226
	HES BL	HESPERALOE 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA	5 GAL.	36" O.C.	L	UPRIGHT ACCENT	57
	OLL LO	OLEA X 'MONTRA'	LITTLE OLLIE	5 GAL.	48" O.C.	L	LARGE SHRUB	72
	RHA CLA	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL.	48" O.C.	L	EVERGREEN SHRUB	276
	ROS PRO	ROSMARINUS O. 'PROSTRATUS'	PROSTRATE ROSEMARY	1 GAL.	36" O.C.	L	EVERGREEN GROUNDCOVER	265
	WES MUN	WESTRINGIA F. 'MUNDI'	MUNDI COAST ROSEMARY	5 GAL.	36" O.C.	L	EVERGREEN LOW SHRUB	70
	CAR DIV	CAREX DIVULSA	BERKLEY SEDGE	1 GAL.	30" O.C.	L	ORNAMENTAL GRASS	

WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER 'WATER USE CLASSIFICATION OF LANDSCAPE SPECIES' (ALSO REFERRED TO AS WUCOLS IV) FOR THE CITY OF SANTA FE SPRINGS.

0 10 20 40 60

DRA ARCHITECTS
32 Executive Park, Suite 100
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CONSULTANT:

RLA
8841 RESEARCH DR
SUITE 200
IRVINE - CA 92618
949.387.1323
RIDGELA.COM

PROFESSIONAL SEAL:



PROJECT TITLE

GROUNDWATER CONTAINMENT PROJECT

10051 Santa Fe Spring Road
Santa Fe Springs, CA 90607

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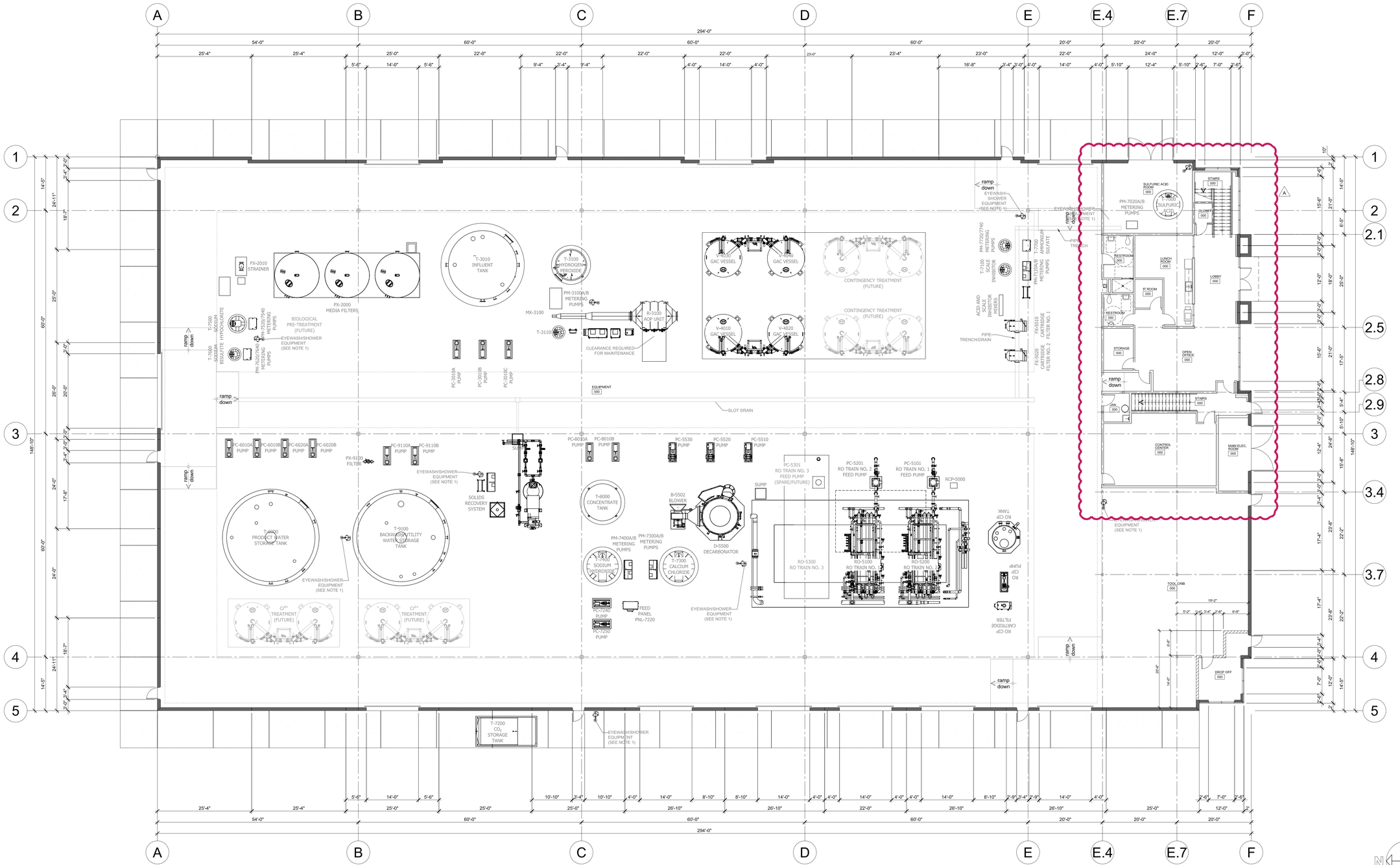
PRELIMINARY LANDSCAPE PLAN

NO:	DATE:	DESCRIPTION:
	2021-06-30	Preliminary App Review Submittal
	2021-08-26	Preliminary Submittal
	2021-10-01	Preliminary Submittal
	2021-12-13	Second Preliminary Submittal
	2022-05-25	Entitlement Submittal

JOB NO:	20032
DATE ISSUED:	2021-00-00
DRAWN BY:	JR
CHECK BY:	JR

SHEET NO:

L-1.1



FIRST FLOOR PLAN

SCALE	
3/32"=1'-0"	A

DRA ARCHITECTS
32 Executive Park, Suite 100
Irvine, CA 92614
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OWNER / CLIENT

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San Diego, CA 92106
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DPA Case No. 933-1
Modification Permit Case No. 1347
CUP Case No. XXXX

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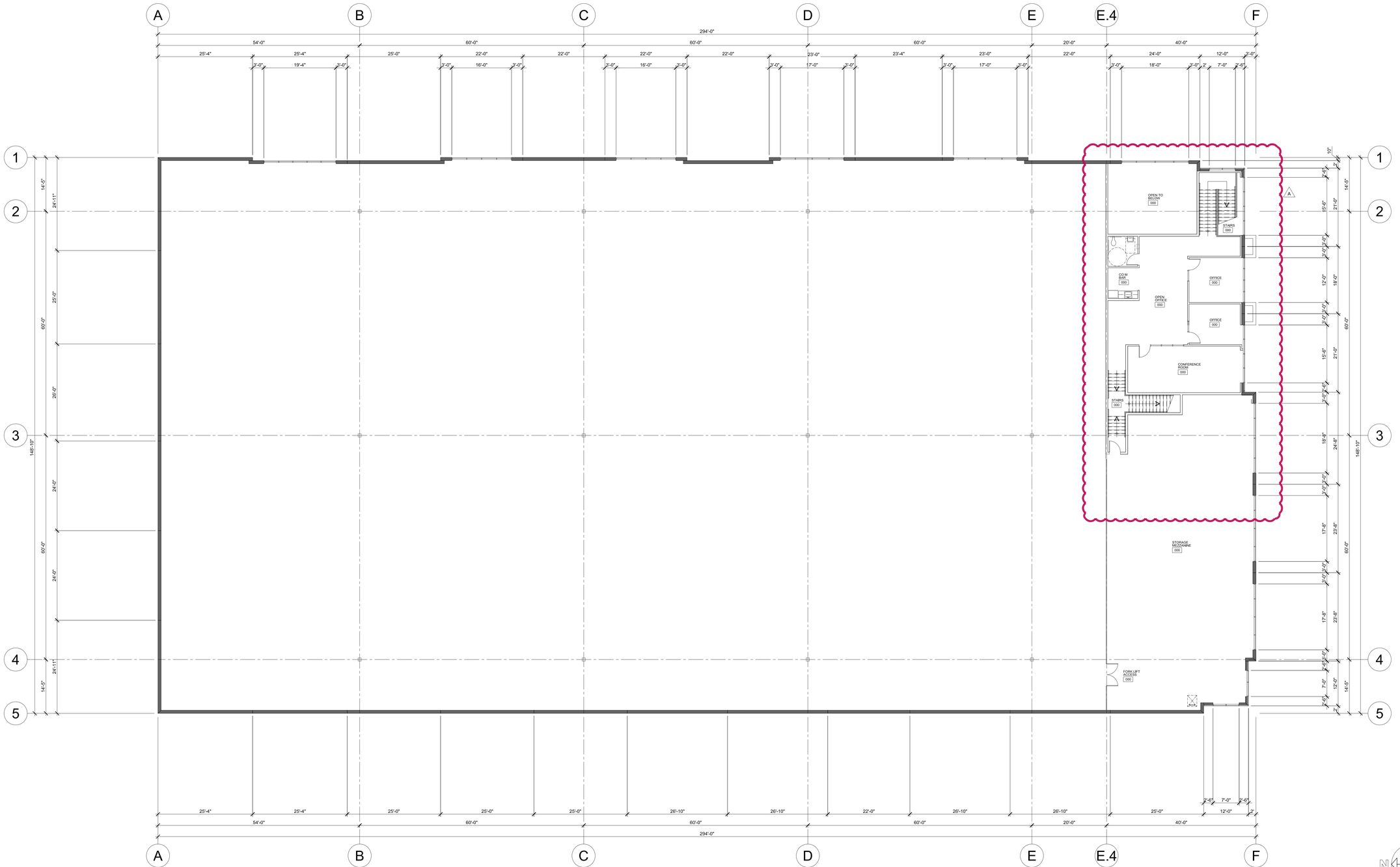
FIRST FLOOR PLAN

NO:	DATE:	DESCRIPTION:
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JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

A-2.1



MEZZANINE FLOOR PLAN

SCALE 3/32"=1'-0" A

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SHEET NAME

MEZZANINE FLOOR PLAN

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JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

A-2.2



View from Santa Fe Spring Road - South-East Corner



Main Entry - View from South-East Corner



East Elevation - View from Santa Fe Spring Road

DRA ARCHITECTS

32 Executive Park, Suite 100
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SHEET NAME

CONCEPTUAL EXTERIOR RENDERING

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A	2022-06-06	3rd DPA Review & Modification Permit Submittal - (SF change)

JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

A-3.1



View from South-West Corner



West Elevation



North Elevation

DRA ARCHITECTS

32 Executive Park, Suite 100
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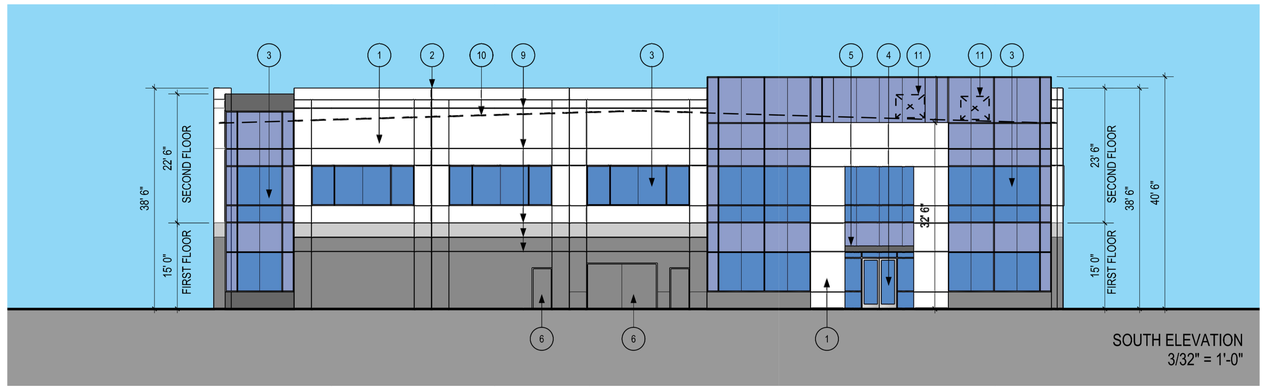
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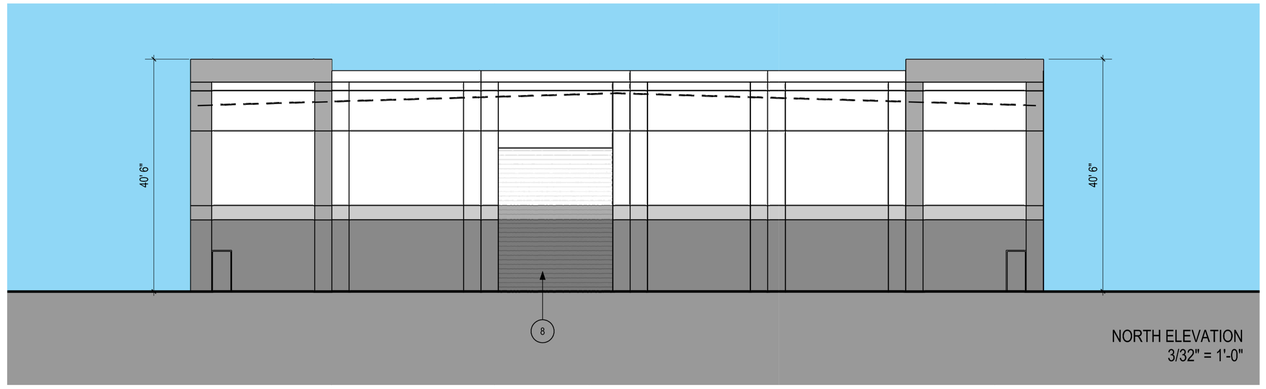
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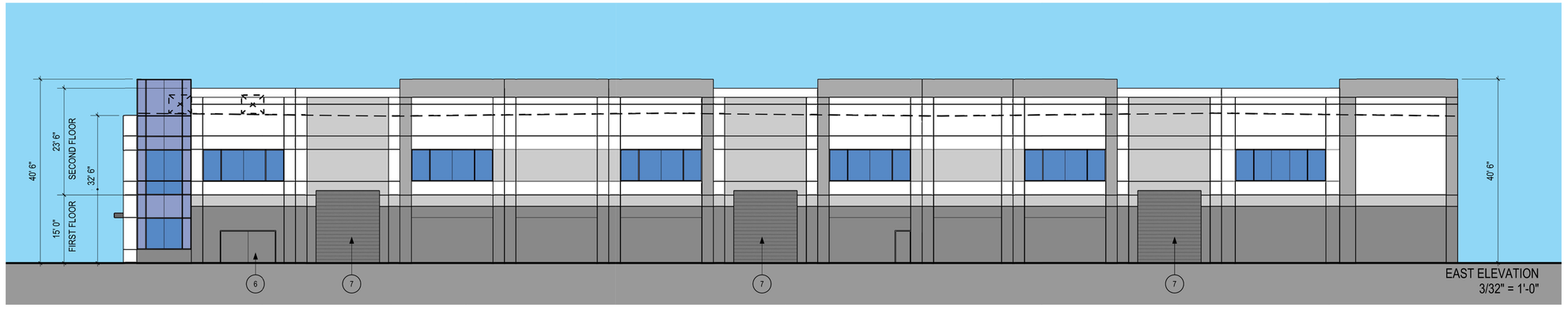
A-3.2



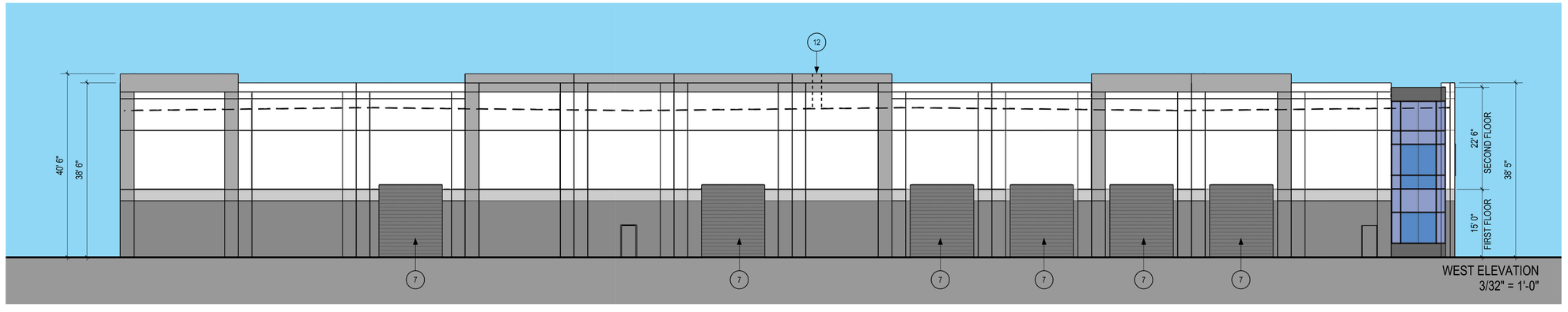
SOUTH ELEVATION
3/32" = 1'-0"



NORTH ELEVATION
3/32" = 1'-0"



EAST ELEVATION
3/32" = 1'-0"



WEST ELEVATION
3/32" = 1'-0"

KEYNOTES:

1. CONCRETE TILT-UP WALL
2. CONCRETE PANEL JOINT PAINTED
3. DUAL GLAZING, SET IN CLEAR ANODIZED FRAME
4. GLASS ENTRY DOORS
5. METAL PANEL CANOPY
6. HOLLOW METAL DOOR, PAINTED TO MATCH ADJACENT WALL
7. 14'X16' TRUCK DOOR PAINTED TO MATCH ADJACENT BUILDING COLOR
8. 20'X25' TRUCK DOOR PAINTED TO MATCH ADJACENT BUILDING COLOR
9. CONCRETE PANEL REVEAL
10. ROOF LINE BEYOND
11. ROOF TOP UNIT, SCREENED BY BUILDING PARAPET
12. 24" ROUND STACK PENETRATION, THE SAME HEIGHT OF THE TOP PARAPET

NOTES:

1. LAMINATED GLASS DOORS, 3-WAY LOCK DEADBOLTS
2. LAMINATED GLASS THROUGH OUT THE PROJECT

FIELD PAINT - A
WHITE

FIELD PAINT - B
LIGHT GRAY

ACCENT PAINT - C
MEDIUM GRAY

ACCENT PAINT - D
DARK GRAY

FRAME - E
SILVER COLOR

METAL PANEL - F
GRAY COLOR

CLEAR INSULATED VISION GLASS

SPANDREL GLASS

DRA ARCHITECTS
32 Executive Park, Suite 100
Irvine, CA 92614
T 949.833.3800 - F 949.833.3806

THESE DRAWINGS AND/OR THE ACCOMPANYING SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE THE EXCLUSIVE PROPERTY OF THE ARCHITECT AND THEIR USE AND PUBLICATION SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED. RE-USE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN IS PROHIBITED EXCEPT BY WRITTEN PERMISSION FROM THE ARCHITECT. TITLE TO THESE PLANS AND/OR SPECIFICATIONS SHALL REMAIN WITH THE ARCHITECT WITHOUT PREJUDICE, AND VISUAL CONTACT WITH THEM SHALL CONSTITUTE PRIMA FACIA EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

CONSULTANT:

PROFESSIONAL SEAL:

PROJECT TITLE

GROUNDWATER CONTAINMENT PROJECT

10051 Santa Fe Spring Road
Santa Fe Springs, CA 90607

OWNER / CLIENT

Omega OU2 LLC

1322 Scott Street, Suite 104
San Diego, CA 92106
Contact: Jack Keener, Manager
(619) 546-8377 office
(619) 300-4498 mobile

DPA Case No. 933-1
Modification Permit Case No. 1347
CUP Case No. XXXX

SHEET NAME

EXTERIOR ELEVATIONS

NO:	DATE:	DESCRIPTION:
	2021-06-30	Preliminary App Review Submittal
	2021-10-20	1st DPA Review & Modification Permit Submittal
	2021-12-21	2nd DPA Review & Modification Permit Submittal
A	2022-06-06	1st CUP Submittal
A	2022-06-06	3rd DPA Review & Modification Permit Submittal - (SF change)

JOB NO:	20032
DATE ISSUED:	2021-06-30
DRAWN BY:	CMH
CHECK BY:	CMH

SHEET NO:

A-3.3

Attachment 3: Business Plan

BUSINESS PLAN

General Description of Project

This groundwater containment project (GCP) is being implemented for the Omega Chemical Corporation Superfund Site on behalf of the Settling Work Defendants (SWDs), in accordance with the 2017 Consent Decree Scope of Work. The GCP is a groundwater pump and treat containment remedy, with groundwater pumped from seven extraction wells at a nominal design flow rate of 820 gallons per minute and conveyance of extracted groundwater to a centralized treatment facility near the wellsites via underground pipelines. The groundwater will be treated at the treatment facility to reduce concentrations of organic and inorganic constituents in the extracted groundwater to below discharge standards of National Pollutant Discharge Elimination System (NPDES) General Permit requirements. The treated water will be discharged in the unlined portion of San Gabriel River for infiltration. Treatment by-products, also known as reverse osmosis brine, will be discharged under an Industrial Waste Discharge (IWD) permit to the sanitary sewer. All other treatment byproducts will be recycled at an offsite approved vendor.

The surface water discharge of the treated water to the spreading grounds will require two outfall points. t\The primary discharge point will be a newly constructed outfall, and the secondary discharge will be a tie-in to an existing storm drain. These two outfalls accommodate on-going periodic maintenance of the river bottom and vector control. The new outfall would also allow for flow of treated groundwater during normal storm events. Permitting of the new outfall will require both a Los Angeles Department of Public Works, Flood Control District (FCD) and a United States Army Corps of Engineers (ACOE) permit to construct. Permitting of the secondary outfall will require a FCD permit to construct. Both outfall locations (primary and secondary) will require a ACOE permit to discharge.

Description of Treatment Process

The treatment process is designed to remove a diverse set of compounds of concern (COCs) and other constituents. The main treatment components include greensand filtration, advanced oxidation process (AOP), liquid phase granular activated carbon adsorption (LGAC), reverse osmosis (RO), and post-treatment remineralization. The order of the different processes was configured in such a way to optimize performance and increase system longevity.

Key unit operations include:

- Greensand filtration for reduction of iron and Total Suspended Solids (TSS) in the influent groundwater;
- AOP using ultraviolet light and hydrogen peroxide for destruction of 1,4 dioxane, most of the chlorinated ethenes, and some reduction in chlorinated ethanes;
- LGAC for removal of residual hydrogen peroxide, the remaining chlorinated ethenes, with additional reduction in chlorinated ethanes;
- pH adjustment and scale inhibitor addition prior to treatment in the RO membrane train;
- filtration prior to RO to remove particulates greater than 1 micron;

- RO system to remove inorganic salts and metals to meet NPDES General Permit discharge standards;
- Decarbonator to remove dissolved carbon dioxide from the water;
- Post-treatment re-mineralization to reduce the corrosiveness of the RO treated water.

Several chemicals will be used during the groundwater treatment process, as follows:

- Sodium hypochlorite for regeneration of greensand and sodium bisulfite to quench residual chlorine after the greensand.
- Hydrogen peroxide will be added to facilitate AOP. Residual peroxide will be quenched with LGAC.
- Sulfuric acid and scale inhibitor will be added to the groundwater prior to the RO membrane trains to protect against fouling.
- Carbon dioxide, calcium chloride and sodium hydroxide will be added to remineralize the RO permeate.

Description of Control System

A supervisory control and data acquisition (SCADA) system will be installed for controlling and monitoring the GCP, and will allow primarily unattended operation with operator staffing for 8-hours per day, 5 days per week. A human–machine interface (HMI) that displays process data to an operator and allows the operator to monitor and control the GCP. The main components of the SCADA include:

- A supervisory computer system that acquires data on the process, and transmits control commands to the process equipment.
- Programmable logic controllers (PLCs) that are networked to the supervisory computer. PLCs will be connected to sensors in the process, converting sensor signals to digital data and sending digital data to the supervisory system. PLCs will be connected to end devices, such as, variable frequency drives (VFDs) and control valves to control the GCP process equipment.
- Various process and analytical instrumentation, such as, flow, pressure, level, pH, and conductivity measurement
- End devices including VFDs, motor controllers, valve actuators, and notification lights.

Description of Treatment System Building

The treatment system will be located at 10051 Santa Fe Springs Road, Santa Fe Springs, CA 90607. The treatment system building will be an approximate 43,000 square foot concrete slab within a concrete tilt-up building, designed and constructed to meet the City of Santa Fe Springs Planning Department construction requirements.

The treatment system building will house all major equipment and operations associated with GCP system including the greensand filtration, AOP system, LGAC system, and RO system. These systems include process vessels, process tanks, pumps, chemical addition equipment and chemical storage, the RO clean-in-place system, and other support facilities and spare parts storage. The treatment system building will also provide operator control facilities and personnel support

facilities, equipment storage, maintenance areas, office space, and a trash enclosure for minor amounts of trash produced by the operators.

The treatment system building will have contingency space allotted for future potential changes in treatment requirements including additional treatment for hexavalent chromium, emergent compounds, and biological growth control, if needed.

Attachment 4: CERCLA Letter from EPA

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

July 19, 2021

Settling Work Defendants, Omega Chemical OU2 Consent Decree
c/o Jack Keener
de maximis, inc.
1322 Scott Street, Suite 104
San Diego, CA 92106

Subject: CERCLA 121 (e) Permit Fee Waiver, Omega Chemical Superfund Site, Operable Unit 2

Dear Mr. Keener:

The Settling Work Defendants for Omega Chemical Superfund Site Operable Unit 2 have agreed to conduct remedial action work in and near the cities of Whittier, Santa Fe Springs, and Norwalk, CA. The work includes installation of groundwater extraction wells and pipeline, construction of a groundwater treatment plant, and future operation of the treatment plant to address contaminated groundwater as part of the Omega Chemical Superfund Site. The U.S. Environmental Protection Agency will oversee the work.

Section 121 (e) (1) of the Federal Superfund law (formally known as the Comprehensive Environmental Response, Compensation, and Liability Act) states that "*No Federal, State, or local permit shall be required for the portion of any removal or remedial action conducted entirely onsite, where such remedial action is selected and carried out in compliance with this section*."

Please contact me at 415-972-3390 or **poalinelli.edwin@epa.gov**, or Mike Massey of U.S. EPA Region 9's Office or Regional Counsel at (415) 972-3034 or **massey.michael@epa.gov.** with any questions.

Sincerely,

Edwin "Chip" Poalinelli
Section Chief - California Site Cleanup Section I
Superfund and Emergency Management Division U.S. EPA Region 9

Attachment 5: 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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NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL CASE NO. 933-1
CONDITIONAL USE PERMIT CASE NO. 833
& MODIFICATION PERMIT CASE NO. 1347

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. 933-1: A request for approval to amend an existing Development Plan Approval to allow the construction of a ±48,649 sq. ft. industrial building and related improvements on subject property within the M-2, Heavy Manufacturing, Zone.

CONDITIONAL USE PERMIT CASE NO. 833: A request for approval to establish, operate and maintain a water-pumping and treatment plant on the subject property.

MODIFICATION PERMIT CASE NO. 1347: A request for approval to temporary reserve but not provide 70 required parking stalls on the subject property.

PROJECT LOCATION: 10051 Santa Fe Springs Road (APN: 8005-015-050)

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, October 10, 2022 at 6:00 p.m.**

You may also 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

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

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 Blodgett Baylosis Environmental Planning to prepare the necessary Initial Study/Mitigated Negative Declaration and associated studies. 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 and to the State Clearinghouse to initiate the mandatory 30-day public review period on July 19, 2022. 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 Public Hearing before the Planning Commission and express their opinion on the subject item listed above. Please note that if you challenge the afore-mentioned item 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.

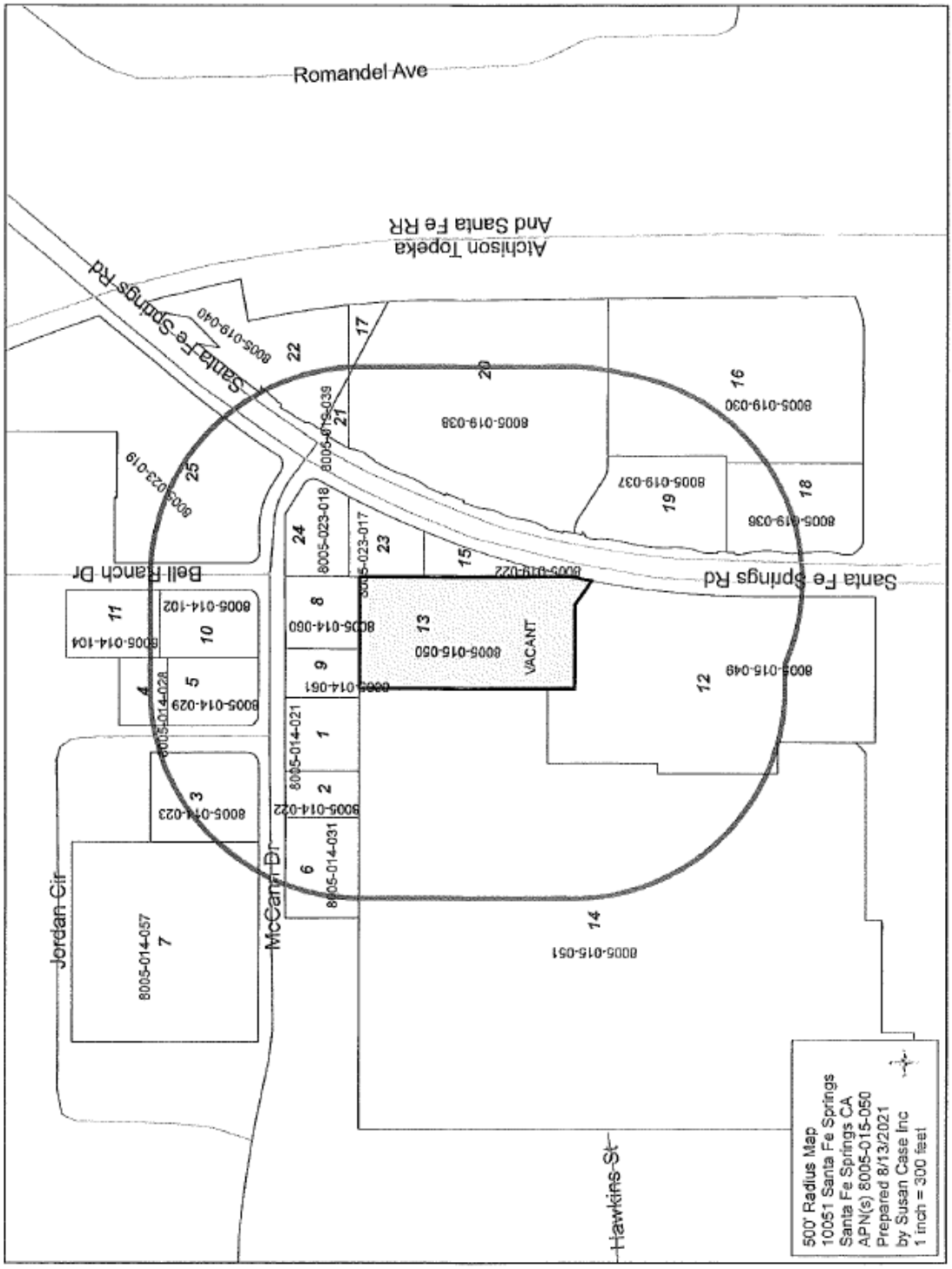
PUBLIC COMMENTS may be submitted in writing to the Planning Department at City Hall, 11710 Telegraph Road, Santa Fe Springs CA 90670 or otherwise e-mail your comment to Jimmywong@santafesprings.org. Please make sure that you submit your written comments by 12:00 p.m. on the day of the Planning Commission meeting.

FURTHER INFORMATION on this item may be obtained by contacting Jimmy Wong, Associate Planner, via e-mail at: JimmyWong@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7451.

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

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

Attachment 6: Radius Map for Public Hearing Notice



Attachment 7: Final Draft Initial Study/Mitigated Negative Declaration (Previously delivered to PC on 8/8/2022)

Attachment 8: IS/MND - Response to Comments

COMMENTS AND RESPONSE TO COMMENTS ON THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION PREPARED FOR OU2 GROUNDWATER CONTAINMENT PROJECT 10051 SANTA FE SPRINGS ROAD 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

SEPTEMBER 27, 2022

SFSP 076

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1. INTRODUCTION

The purpose of this document is to provide a public record of those comment that were received regarding the construction and subsequent operation of a new proposed Omgea OU2 Groundwater Treatment System that is proposed at 10051 Santa Fe Spring Road Santa Fe Springs, California. The project is a Superfund response action and is needed to address contaminated groundwater as part of Operable Unit 2 of the Omega Chemical Superfund Site. The U.S. Environmental Protection Agency (EPA) will oversee the work. The work is being conducted pursuant to a judicially approved Consent Decree pursuant to 42 U.S.C Section 9606 et al. It is EPA policy to assure that all activities conducted under Superfund response actions are protective of human health and the environment. There was a Mitigated Negative Declaration (MND) that was prepared for a larger warehouse distribution project that was approved by the City though the original project was never implemented. This former approved project referred to above, included the subdivision of the larger 44.67-acre parcel into 5 parcels, and the development of a 17.90-acre portion (parcels 1 through 4) of the larger 44.67-acre site. The current groundwater treatment project would be located within one of the five parcels (Parcel No. 4) which is located within the northeast corner of the larger site. Parcel 4 has a total land area of 3.23 acres (140,791 square feet) and under the previous development scenario was approved for a new 60,117 square-foot warehouse.

The Mitigated Negative Declaration was submitted to the State Clearinghouse on July 14, 2022 and was circulated for the mandatory minimum of 30-days. The review period concluded on August 17, 2022. A total of four comment letter and an attachment were received from the following:

Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue, Suite 200
Pasadena, California 91101
(with attachments)

Erinn Wilson-Olgin
Department of Fish and Wildlife
Environmental Program Manager I
South Coast Region
3883 Ruffin Road
San Diego, California 92123

Mandy Huffman
Environmental Planner
Facilities Planning Department
Los Angeles County
Sanitation Districts
1955 Workman Mill Road
Whittier, California 90601
(562) 699-7411

Mike Morris
Planning & Rules Manager
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765
(909) 396-2000

2. COMMENTS AND RESPONSES TO COMMENTS

Letter 1

Mitchell M. Tsai, Attorney At Law

139 South Hudson Avenue, Suite 200
Pasadena, California 91101
Letter Dated June 15, 2022

Comment 1.1

On behalf of the Southwest Regional Council of Carpenters ("SWRCC" or "Southwest Carpenters"), my Office is submitting these comments for the City of Santa Fe Springs' ("City") Initial Study/Mitigated Negative Declaration (IS/MND) for the OU2 Groundwater Containment Facility Project ("Project") located at 10051 Santa Fe Springs Road. The United States Environmental Protection Agency is overseeing the work.

The Southwest Carpenters is a labor union representing 57,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects. Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

SWRCC expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Moreover, SWRCC requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("CEQA"), Cal Public Resources Code ("PRC") § 21000 *et seq*, and the California Planning and Zoning Law ("Planning and Zoning Law"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require the use of a local skilled and trained workforce to benefit the community's economic development and environment. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

Response 1.1

The comment is noted for the record.

Comment 1.2

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.

Local skilled and trained workforce requirements and policies have significant environmental benefits since they improve an area's jobs-housing balance, decreasing the amount of and length of job commutes and their associated greenhouse gas emissions. Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to require that the City "[c]contribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs,"[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient

to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing." The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits. The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

---

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/ wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default- source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf. [4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs- housing.pdf

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs- Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT- 825.pdf.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A); Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

Response 1.2

The comment is noted for the record.

Letter 2

Erinn Wilson-Olgin
Department of Fish and Wildlife
Environmental Program Manager I
South Coast Region
3883 Ruffin Road
San Diego, California 92123

Comment 2.1

Prior to the Project-related ground-disturbing activities:

The LSA notification to CDFW shall provide the following information:

1) A stream delineation in accordance with the U.S. Fish and Wildlife Service wetland definition adopted by CDFW (Cowardin *et al.* 1979);

2) Linear feet and/or acreage of streams and associated natural communities that would be permanently and/or temporarily impacted by the Project. Plant community names at the discharge site and downstream shall be provided based on vegetation association and/or alliance per the Manual of California Vegetation, second edition;

3) Discussion on whether the Project would result in impacts on the San Gabriel River downstream from the discharge site. Potential impacts such as changes to drainage pattern, erosion, and sedimentation shall be analyzed; and

4) A hydrological study to show the impacts of the Project on the hydrology of the watercourse. The hydrology study shall include an analysis to determine if the water discharge will impact the current hydrologic flow (e.g.,cfs, acre-feet) and hydraulics (e.g., velocity) on site and downstream. Additionally, the hydrological evaluation shall assess a sufficient range of storm events (e.g., 100, 50, 25, 10, 5, and 2-year frequency storm events) to evaluate how water and sediment is conveyed under pre-Project and post-Project conditions.

Response 2.1

The Project applicant is working at the LA County Department of Public Work Flood Control District and the United States Army Corps of Engineers to obtain the needed and appropriate permits that include biological and environmental studies in accordance with the requirements of those permits.

The 3.23-acre (140,791 square feet) site is surrounded by industrial uses. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. A mix of smaller industrial uses are located north of the project site. These industrial uses have frontage on the north and south sides of McCann Drive, which is located approximately 190 feet to the north of the project site.

- *South of the Project Site*. Vacant undeveloped land extends along the project site's southerly side. Further south, approximately 1,200 feet, Telegraph Road extends in an east-west orientation. The Villages at Heritage Springs, a residential development, is located on the south side of Telegraph Road.

- *East of the Project Site.* Santa Fe Springs Road extends along the east side of the project site in a north-south orientation. Industrial uses are located along the east side of Santa Fe Springs Road.

- *West of the Project Site*. Vacant, undeveloped land abuts the project site on the west side. A mix of industrial uses abuts parcel 5 to the west. In addition, Hawkins Street extends in an east-west direction and terminates at the parcel 5 western property line.[1]

The proposed project involves the construction and operation of a new groundwater treatment facility within a 3.23-acre (140,791 square feet) project site that was previously part of a larger 27-acre property that was utilized as an oil extraction operation. The site's legal address is 10051 Santa Fe Springs Road within the City of Santa Fe Springs with a corresponding Assessor Parcel Number (APN) of 8005-015-050. The total building area for the proposed groundwater treatment plant would equal 48,649 square feet. The proposed project site has a land use and zoning designation for M-2 Heavy Manufacturing and will require a Conditional Use Permit (CUP) for Water Pumping and Treatment Plants. None of the nine remaining oil wells are within the border of parcel 4, nor would they affect the redevelopment of Parcel 4 for the use as a groundwater treatment facility. parcels. Ground cover consists of dirt and gravel on-site. The site is mostly barren with the exception of the aforementioned features.

The project site is currently vacant. Although there are no streams, rivers, or other bodies of water located within, or adjacent to the project site, the intended use involves the treatment of contaminated groundwater that will be conveyed to unlined portions of the San Gabriel River for infiltration back into the aquifer through two discharge locations.[2] In addition, an outfall will be constructed located at river station 866+00 (primary discharge) and an existing storm drain located near the intersection of Whiteland Street and Pioneer Boulevard in Santa Fe Springs (referred to as the secondary discharge location). With these new additions leading to the San Gabriel River, the construction of these additions will not alter the existing drainage pattern of the area.

Comment 2.2

Prior to finalizing CEQA document, the MND should include an analysis of hydrological flow under wet and dry conditions. At a minimum, the analysis should evaluate a study reach from the discharge site to the southern portion of the San Gabriel River that may be impacted. The analysis should discuss the volume of water flow under pre- Project (i.e., baseline) conditions and post-Project conditions during a) the wet (November through March); b) the dry season (April through October); and c) above-average and below average water year (i.e., wet season/above-average water year, wet season/below-average water year, dry season/above average water year, and dry season/below-average water year). The analysis should clearly define above-average or below average rainfall year.

[1] Google Maps. Website Accessed February 15,2022.

[2] Google Earth. Website accessed October 14, 2021.

Response 2.2

The Project applicant is working at the LA County Department of Public Work Flood Control District and the United States Army Corps of Engineers to obtain the needed and appropriate permits that include biological and environmental studies in accordance with the requirements of those permits.

As indicated previously, the outfall will be constructed located at river station 866+00 (primary discharge) and an existing storm drain located near the intersection of Whiteland Street and Pioneer Boulevard in Santa Fe Springs (referred to as the secondary discharge location). With these new additions leading to the San Gabriel River, the construction of these additions will not alter the existing drainage pattern of the area. The groundwater containment facility will extract groundwater (via pumping) that contains contamination from past industrial practices in the region for treatment. The extracted groundwater will be treated to meet NPDES standards, then infiltrated into unlined portions of the San Gabriel River, which will recharge back into the basin. The proposed project will be in compliance with Title 5 –Chapter 52– Stormwater Management and Discharge Control of the City of Santa Fe Springs Municipal Code. The City of Santa Fe Springs is a co-permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System ("MS4")" discharges within the Coastal Watersheds of Los Angeles County, except those discharges originating from the City of Long Beach MS4, which also serves as a NPDES permit under the federal Clean Water Act (NPDES No. CAS614001), as well as waste discharge requirements under California law (the "municipal NPDES permit") and, as a co-permittee under the municipal NPDES permit, the City is required to adopt ordinances and implement procedures with respect to the entry of non-stormwater discharges into the municipal stormwater system.[3]

Comment 2.3

Prior to finalizing CEQA document, the MND should analyze and discuss the Project's effect on the water quality of the existing water under pre-Project and post- Project conditions. An adequate analysis should provide the following information at a minimum:

1) A map depicting the discharge location and the southern portion of the San Gabriel River that may be impacted as a result of Project activities;

2) Discussion of any inorganic/chemical compounds that may be associated with the treated groundwater (e.g., calcium, phosphate, nitrate);

3) Discussion of any metals that may be associated with the treated groundwater (e.g., copper, zinc, lead, mercury, iron);

4) Project effects on water quality (e.g., dissolved oxygen, turbidity, pH, and temperature) at the discharge site and

downstream; and effect on water quality at the discharge site and downstream.

5) Any Project-related temporal, partial, or permanent.

[3] Santa Fe Springs Code of Ordinances. Title V: Public Works, § Chapter 52.02: Stormwater Management and Discharge Control Findings https://codelibrary.amlegal.com/codes/santafesprings/latest/santafesprings_ca/0-0-0--1073663282

Response 2.3

The Project applicant has already obtained a General NPDES discharged permit issued by the Los Angeles Regional Water Quality Control Board Discharge will be in accordance with NPDES permit requirements.

The normal operation of the treatment system will be automated using computer-aided instrumentation and controls, which will minimize the number of routine operation and maintenance (O&M) staff. The system is anticipated to be operational 24-hours per day, between 328 and 365 days per year (i.e., assuming a 90% run-time goal allowing for process interruptions, repairs, or routine maintenance that requires a shut-down). The system is expected to operate for at least 30 years. It is anticipated that two full-time trained O&M personnel will be on site 40 hours per week, throughout the year. Quarterly maintenance and monitoring events are expected to increase the onsite personnel from two to 10 trained O&M personnel, 40 hours per week for two weeks. Annual maintenance and monitoring events are expected to increase the onsite personnel from two to six trained O&M personnel, 40 hours per week for one week. The treatment system, under normal operation, will be totally enclosed within the newly constructed building

The extracted groundwater will be treated to meet NPDES standards, then infiltrated into unlined portions of the San Gabriel River, which will recharge back into the basin. The proposed project will be in compliance with Title 5 –Chapter 52– Stormwater Management and Discharge Control of the City of Santa Fe Springs Municipal Code. The City of Santa Fe Springs is a co-permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System ("MS4")" discharges within the Coastal Watersheds of Los Angeles County, except those discharges originating from the City of Long Beach MS4, which also serves as a NPDES permit under the federal Clean Water Act (NPDES No. CAS614001), as well as waste discharge requirements under California law (the "municipal NPDES permit") and, as a co-permittee under the municipal NPDES permit, the City is required to adopt ordinances and implement procedures with respect to the entry of non-stormwater discharges into the municipal stormwater system.[4]

Comment 2.4

Prior to finalizing CEQA document, CDFW's issuance of an LSA Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from the City for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the Project's CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement. As such, CDFW recommends the City consider CDFW's comments and revise the MND by incorporating the mitigation measures and revisions recommended in this letter into the Project's final environmental document. To compensate for any on- and off-site impacts to aquatic and riparian resources, additional mitigation conditioned in any LSA Agreement may include the following: erosion and pollution control measures; avoidance of resources; protective measures for downstream resources; on- and/or off-site habitat creation; enhancement or restoration; and/or protection and management of mitigation lands in perpetuity.

Response 2.4

The above comment is noted for the record. As indicated previously, the extracted groundwater will be treated to meet NPDES standards, then infiltrated into unlined portions of the San Gabriel River, which will recharge back into the basin. The proposed project will be in compliance with Title 5 –Chapter 52– Stormwater Management and Discharge

[4] Santa Fe Springs Code of Ordinances. Title V: Public Works, § Chapter 52.02: Stormwater Management and Discharge Control Findings https://codelibrary.amlegal.com/codes/santafesprings/latest/santafesprings_ca/0-0-0--1073663282

Control of the City of Santa Fe Springs Municipal Code. The City of Santa Fe Springs is a co-permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System ("MS4")" discharges within the Coastal Watersheds of Los Angeles County, except those discharges originating from the City of Long Beach MS4, which also serves as a NPDES permit under the federal Clean Water Act (NPDES No. CAS614001), as well as waste discharge requirements under California law (the "municipal NPDES permit") and, as a co-permittee under the municipal NPDES permit, the City is required to adopt ordinances and implement procedures with respect to the entry of non-stormwater discharges into the municipal stormwater system.

Comment 2.5

Prior to finalizing CEQA document, the Project proposes landscaping throughout the residential development. CDFW recommends the Project Applicant use only native species found in naturally occurring vegetation communities within or adjacent to the Project site. The Project Applicant should not plant, seed, or otherwise introduce nonnative, invasive plant species to areas that are adjacent to and/or near native habitat areas. Accordingly, CDFW recommends the City restrict use of any species, particularly those listed 'Moderate' or 'High' by the California Invasive Plant Council. These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.

Response 2.6

The proposed project is not a residential development. The proposed project will utilize xeriscape and non-invasive plant species for landscaping.

Comment 2.7

Prior to finalizing CEQA document, please report any special status species detected by completing and submitting CNDDB Online Field Survey Form. Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program. The City should ensure that the Project Applicant has submitted the data properly, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The Project Applicant should provide CDFW with confirmation of data submittal.

Response 2.7

The proposed project involves the construction and operation of a new groundwater treatment facility within a 3.23-acre (140,791 square feet) project site that was previously part of a larger 27-acre property that was utilized as an oil extraction operation. The total building area for the proposed groundwater treatment plant would equal 48,649 square feet. The proposed project site has a land use and zoning designation for M-2 Heavy Manufacturing and will require a Conditional Use Permit (CUP) for the Water Pumping and Treatment Plants. None of the nine remaining oil wells are within the border of parcel 4, nor would they affect the redevelopment of Parcel 4 for the use as a groundwater treatment facility. In other words, the development of the proposed groundwater treatment facility will not interfere with any ongoing oil extraction activities within the adjacent parcels. The treated water will be conveyed via below-grade pipelines from the treatment plant to unlined portions of the San Gabriel River for infiltration back into the aquifer.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the Whittier Quadrangle indicates that there are seven threatened or endangered species located within the

Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).[5] These species include:

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

- 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.[6] The nearest body of water is the San Gabriel River. located approximately 0.93 miles to the east of the project site.

- The *Bank Swallow* lives in a riparian habitat. The nearest body of water is the San Gabriel River, located approximately 0.93 mile to the east of the project site. This river is channelized and extends through an urban area. Additionally, the current level of development around the project site 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 slim due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[7] 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.

California Department of Fish and Wildlife. *Bios Viewer*. https://wildlife.ca.gov/Data/BIOS

[6] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 10, 2022

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

Letter 3

Mandy Huffman
Environmental Planner Facilities Planning Department
Los Angeles County Sanitation Districts
1955 Workman Mill Road
Whittier, California 90601
(562) 699-7411

Comment 3.1

Section 3.19 Utilities and Service Systems, response to item D, page 99: The response referenced the Districts' Mesquite Regional Landfill (MRL) and Puente Hills Materials Recovery Facility (MRF). Please note that the use of the MRL is postponed; no waste has been accepted at the MRL. The Districts' Puente Hills MRF, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, Scholl Canyon Landfill, and Calabasas Landfill are open and accepting solid waste. The Puente Hills MRF is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste.

Response 3.1

The comment is noted for the record. The revision has been incorporated into the record by reference (refer herein to Section 3).

Comment 3.2

The proposed project may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at (562) 908 4288, extension 2900, in order to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. For additional Industrial Wastewater Discharge Permit information, go to https://www.lacsd.org/services/wastewater-programs-permits/industrial-waste-pretreatment-program/industrial-wastewater-discharge-permits.

Response 3.2

The comment is noted for the record.

Comment 3.3

The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Florence Avenue Trunk Sewer, located in Bloomfield Avenue at Telegraph Road. The Districts' 18-inch diameter trunk sewer has a capacity of 4.6 million gallons per day (mgd) and conveyed a peak flow of 0.13 mgd when last measured in 2019.

Response 3.3

The comment is noted for the record. The revision has been incorporated into the record by reference (refer herein to Section 3).

Comment 3.4

The wastewater generated by the proposed project will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average recycled flow of 17.5 mgd.

Response 3.4

The comment is noted for the record. The revision has been incorporated into the record by reference (refer herein to Section 3).

Comment 3.5

The expected average wastewater flow from the project site, described in the MND as a 48,649 square foot groundwater treatment facility, is 9,730 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

Response 3.5

The comment is noted for the record. The IS/MND indicated the wastewater generation would be 9,730 based on 0.20 gallon per square foot per day.

Comment 3.6

The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908 4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section.

Response 3.6

The Project applicant is currently in the process of obtaining an industrial Wastewater Discharge Permit.

The comment is noted for the record.

Comment 3.7

In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth

forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

Response 3.7

The comment is noted for the record.

Letter 4

Mike Morris
Planning & Rules Manager
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765
(909) 396-2000

Comment 4.1

South Coast AQMD Staff's Summary of Project Information in the MND Based on the MND, the Lead Agency proposes the construction of a groundwater treatment project located at 10051 Santa Fe Springs Road, Santa Fe Springs. The project site is a 3.23-acre (140,791square feet) site that was previously part of a larger 27-acre property that was utilized as an oil extraction operation. The proposed project is a response action to address the contaminated groundwater at the Omega Chemical Superfund Site. The proposed site has land use and zoning designation of M-2 Manufacturing and is surrounded by industrial development on all sites of the property. The groundwater treatment project is to include the construction and operation of up to seven groundwater extraction wells at four well sites, a greensand filtration system, an advanced oxidation process (AOP), liquid phased granular activated carbon adsorption system, a reverse osmosis treatment system, and backwash and permeate storage tank, all within a 48,649 square feet treatment system building. The treatment system is to be fully enclosed within a new concrete building that will be constructed within the project site. The normal operation of the system is to be automated with computer-aided instrumentation, and the system is anticipated to be operated 24 hours per day and between 328 and 365 days per year. Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., residence) is approximately 1,200 feet south of the Proposed Project. The Proposed Project will take approximately fourteen to eighteen months to complete .

Response 4.1

The comment is noted for the record. No response is required.

Comment 4.2

In the event that the Proposed Project or implementation of the Proposed Project require [s]the use of stationary equipment, permits from South Coast AQMD are required unless a written permit is not required. The Lead Agency should use good faith effort to include a discussion of equipment that will require South Coast AQMD permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project in the Final MND.

Response 4.2

The comment is noted for the record. The Lead Agency will continue to cooperate with the SCAQMD at every stage in the proposed project's implementation.

Comment 4.3

In addition to South Coast AQMD Rules 402 and 403 that were discussed in the Draft MND, the Proposed Project will be subject to additional permitting requirements that should be discussed in the Final MND. Please contact South Coast AQMD's Engineering and Permitting staff at (909). 396-3385 or visit South Coast AQMD's web page for more general information on permits: http://www.aqmd.gov/home/permits.

Response 4.3

The comment is noted for the record. The Lead Agency will continue to cooperate with the SCAQMD at every stage in the proposed project's implementation.

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3. REVISIONS TO THE IS/MND BY REFERENCE

The following revisions were requested by Mandy Huffman, Environmental Planner Facilities Planning Department, Los Angeles County Sanitation Districts.

Comment 3.1

Section 3.19 Utilities and Service Systems, response to item D, page 99: The response referenced the Districts' Mesquite Regional Landfill (MRL) and Puente Hills Materials Recovery Facility (MRF). Please note that the use of the MRL is postponed; no waste has been accepted at the MRL. The Districts' Puente Hills MRF, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, Scholl Canyon Landfill, and Calabasas Landfill are open and accepting solid waste. The Puente Hills MRF is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste.

Response 3.1

The comment is noted for the record. The revision has been incorporated into the record by reference (refer herein to Section 3).

Comment 3.3

The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Florence Avenue Trunk Sewer, located in Bloomfield Avenue at Telegraph Road. The Districts' 18-inch diameter trunk sewer has a capacity of 4.6 million gallons per day (mgd) and conveyed a peak flow of 0.13 mgd when last measured in 2019.

Response 3.3

The comment is noted for the record. The revision has been incorporated into the record by reference (refer herein to Section 3).

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Comment 3.5

The expected average wastewater flow from the project site, described in the MND as a 48,649 square foot groundwater treatment facility, is 9,730 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

Response 3.5

The comment is noted for the record. The IS/MND indicated the wastewater generation would be 9,730 based on 0.20 gallon per square foot per day.

4. COMMENT LETTERS

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VIA E-MAIL

August 16, 2022

Jimmy Wong
Associate Planner
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Santa Fe Springs, CA 90670
(562) 868-0511
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RE: Southwest Regional Council of Carpenters' Comments on the City of Santa Fe Springs' Initial Study/Mitigated Negative Declaration for the OU2 Groundwater Containment Facility Project (SCH No. 2022070227)

Dear Mr. Wong:

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or **"Southwest Carpenters**"), my Office is submitting these comments for the City of Santa Fe Springs' ("**City**") Initial Study/Mitigated Negative Declaration (**IS/MND**) for the OU2 Groundwater Containment Facility Project ("**Project**") located at 10051 Santa Fe Springs Road. The United States Environmental Protection Agency is overseeing the work.

Southwest Carpenters is a labor union representing over 57,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

Individual members of Southwest Carpenters live, work, and recreate in the City of Santa Fe Springs and surrounding communities and would be directly affected by the Project's environmental impacts.

Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code, § 65009, subd. (b); Cal. Pub. Res. Code § 21177, subd. (a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-

1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

Southwest Carpenters incorporates by reference all comments that raise issues regarding the IS/MND. See *Citizens for Clean Energy v. City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the SWRCC requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**), California Public Resources Code (**PRC**), § 21000 et seq., and the California Planning and Zoning Law ("**Planning and Zoning Law**"), California Government Code, §§ 65000–65010. California Public Resources Code, §§ 21092.2 and 21167, subsection (f) and California Government Code, § 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL SKILLED AND TRAINED WORKFORCE.

The City should require the use of a local skilled and trained workforce to benefit the community's economic development and environment. The City should require the use of workers who have graduated from a Joint Labor-Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a program, or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. For example, local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

> reduction would vary based on the location and urbanization level of the project site.

March 8, 2021, SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Local skilled and trained workforce requirements and policies have significant environmental benefits given that they improve an area's jobs-housing balance, thus decreasing the amount and length of job commutes and their associated greenhouse gas emissions. Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward's 2040 General Plan requires the city to "promote local hiring . . . to help

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/ Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/ 2021-May7-027.pdf?sfvrsn=10

achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to incorporate a skilled labor force policy into its Downtown Specific Plan and municipal code, requiring the City to "[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments [in the downtown area] to require contractors to utilize apprentices from state-approved, joint labor-management training programs[.]"[4] The City of Hayward mandates the same measure on all projects outside of its downtown area that are 30,000 square feet or larger.[5]

Locating jobs closer to residential areas can have significant environmental benefits as well. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

Furthermore, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (**VMT**). As planning experts Robert Cervero and Michael Duncan note, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have even tied local hire and skilled and trained workforce policies to local development permits for the purpose of addressing transportation issues. As Cervero and Duncan note:

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[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

[4] City of Hayward (2019) Hayward Downtown Specific Plan at pp. 5-24, *available at* https://hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020, subd. (C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf.

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, p. 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

SENT BY EMAIL ONLY

August 17, 2022

Jimmy Wong
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670
JimmyWong@santafesprings.org

Subject: OU2 Groundwater Containment Facility, Mitigated Negative Declaration, SCH #2022070227, City of Santa Fe Springs, Los Angeles County

Dear Mr. Wong:

The California Department of Fish and Wildlife (CDFW) has reviewed an Initial Study/Mitigated Negative Declaration (MND) from the City of Santa Fe Springs (City) for the OU2 Groundwater Containment Facility (Project). The Project is proposed by Omega OU2, LLC (Project Applicant). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

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Project Description and Summary

Objective: The Project proposes to construct and operate a groundwater treatment facility within the Project site. The total building area for the proposed groundwater treatment facility is 48,515 square feet. The two-level treatment facility will house equipment and groundwater treatment activities. Specifically, the ground level will consist of a 2,693-square-foot office space and an equipment area of 40,727 square feet. The top floor will consist of a 1,940-square-foot mezzanine office and a 3,289-square-foot storage space. Within the facility, the Project proposes to install a greensand filtration system, an advanced oxidation process package system, liquid phase granular activated carbon adsorption vessels, a reverse osmosis treatment system, and a backwash and permeate storage tank.

In addition to the treatment facility, the Project proposes to construct and operate seven groundwater extraction wells at four well sites. Groundwater will be pumped from the extraction wells to the treatment plant via untreated below-grade conveyance pipelines. The groundwater pipelines will be constructed of double contained high density polyethylene material. The Project also proposes to construct a new outfall at a specific location along the San Gabriel River to serve as the primary discharge site. The treated groundwater will be conveyed via below grade conveyance pipelines from the treatment plant to the newly constructed outfall for discharge into the San Gabriel River. The treated groundwater will flow downstream within the San Gabriel River and infiltrate back into the aquifer.

Aside from groundwater treatment, the Project site will consist of five standard stalls, two van accessible stalls, an electric vehicle stall, and an additional 72 stalls. Paving a certain portion of the Project site will accommodate up to 80 parking stalls. Lastly, the Project proposes to provide a total of 18,124 square feet of landscaping throughout the site.

Location: The Project site is approximately 3.23 acres located at 10051 Santa Fe Springs Road, in the City of Santa Fe Springs, Los Angeles County. The Project site is bounded by McCann Drive to the north, Telegraph Road to the south, Norwalk Boulevard to the west, and Santa Fe Springs Road to the east. The Project location encompasses Assessor's Parcel Number 8005-015-050.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist the City in adequately avoiding and/or mitigating the Project's impacts on fish and wildlife (biological) resources. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring, and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

Specific Comments

Comment #1: Impacts to Streams

Issue: The Project may result in potential impacts to the San Gabriel River due to construction of a new outfall and groundwater discharge.

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Specific impacts: Construction of a new outfall to allow for discharge of treated groundwater may result in alteration of the hydrologic flow at the discharge site and downstream of the San Gabriel River. In addition, the physical and chemical characteristics of the existing water within the river may be impacted through the introduction of treated groundwater.

Why impacts would occur: Based on the MND, the Project intends to construct a new outfall in the southern portion of the San Gabriel River. The new outfall will serve as a primary discharge location for treated groundwater. The addition of an unknown amount of groundwater into the river may alter its hydrological flow. Page 38 of the MND states, "Interruption of hydrological flow is not expected to occur." Aside from this one sentence, the MND does not disclose a justification as to how or why the hydrological flow of the San Gabriel River will not be disrupted. Moreover, no hydrological study is provided to demonstrate that the natural flow of the San Gabriel River will be undisturbed. Discharging an unknown amount of groundwater into the river may result in changes of flow, velocity, depth, and volume. In addition to changes in hydrological flow, adding more water into the river may also contribute to sedimentation and channel erosion issues at the discharge site and downstream.

Additionally, the MND does not disclose information regarding the water quality of the discharged groundwater. Although the treatment process is described in the MND, it is unclear if the treated groundwater may contain chemical characteristics that would adversely impact the water quality. The addition of treated groundwater may alter the pH, turbidity, nutrient load, and chemical composition of the existing water at the discharge site and downstream. Changes to the water quality may also have a ripple effect on wading birds, microorganisms, herbaceous vegetation, and wildlife that may utilize the unlined portion of the San Gabriel River. Moreover, altering the chemical characteristics and hydrological flow of water may lead to changes in community composition, increase of exotic or invasive species, and decrease in species diversity.

The MND further states that the discharge site "…is not a suitable habitat for migratory fish or wildlife species." CDFW is unable to assess the biological value of the discharge site since the MND does not provide a map or accurate location aside from "river station 866+00". However, wildlife that have adapted to urbanized areas may still utilize this unlined portion of the river if it has the potential to provide water, food, refuge, or habitat. Overall, installing a new outfall and increasing groundwater discharge may have an impact on the sedimentation, erosion, hydrologic flow, water quality, and associated biological resources at the discharge site and downstream.

Evidence impacts would be significant: The Project will alter the channel by constructing a new outfall to allow for discharge of groundwater into the San Gabriel River. Introduction of treated groundwater may alter the existing water quality and hydrological flow. CDFW exercises its regulatory authority as provided by Fish and Game Code section 1600 *et seq.* to conserve fish and wildlife resources which includes rivers, streams, or lakes and associated natural communities. Fish and Game Code section 1602 requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

- Divert or obstruct the natural flow of any river, stream, or lake;
- Change the bed, channel, or bank of any river, stream, or lake;
- Use material from any river, stream or lake; or

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- Deposit or dispose of material into any river, stream, or lake.

CDFW requires a Lake and Streambed Alteration (LSA) Notification when a project activity may substantially adversely affect fish and wildlife resources. The Project could result in reasonably foreseeable impacts on streams. The MND does not provide measures to mitigate for potentially significant impacts. Accordingly, the Project has a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on fish and wildlife resources, including rivers, streams, or lakes and associated natural communities identified by CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #1: The MND should include an analysis of hydrological flow under wet and dry conditions. At a minimum, the analysis should evaluate a study reach from the discharge site to the southern portion of the San Gabriel River that may be impacted. The analysis should discuss the volume of water flow under pre-Project (i.e., baseline) conditions and post-Project conditions during a) the wet (November through March); b) the dry season (April through October); and c) above-average and below-average water year (i.e., wet season/above-average water year, wet season/below-average water year, dry season/above-average water year, and dry season/below-average water year). The analysis should clearly define above-average or below-average rainfall year.

Recommendation #2: The MND should analyze and discuss the Project's effect on the water quality of the existing water under pre-Project and post-Project conditions. An adequate analysis should provide the following information at a minimum:

1) A map depicting the discharge location and the southern portion of the San Gabriel River that may be impacted as a result of Project activities;
2) Discussion of any inorganic/chemical compounds that may be associated with the treated groundwater (e.g., calcium, phosphate, nitrate);
3) Discussion of any metals that may be associated with the treated groundwater (e.g., copper, zinc, lead, mercury, iron);
4) Project effects on water quality (e.g., dissolved oxygen, turbidity, pH, and temperature) at the discharge site and downstream; and
5) Any Project-related temporal, partial, or permanent effect on water quality at the discharge site and downstream.

Recommendation #3: CDFW's issuance of an LSA Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from the City for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the Project's CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement. As such, CDFW recommends the City consider CDFW's comments and revise the MND by incorporating the mitigation measures and revisions recommended in this letter into the Project's final environmental document.

To compensate for any on- and off-site impacts to aquatic and riparian resources, additional mitigation conditioned in any LSA Agreement may include the following: erosion and pollution

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control measures; avoidance of resources; protective measures for downstream resources; on- and/or off-site habitat creation; enhancement or restoration; and/or protection and management of mitigation lands in perpetuity.

Mitigation Measure #1: The Project will result in a newly constructed outfall and discharge of treated groundwater into the San Gabriel River. For any such activities, the Project Applicant must provide written notification to CDFW pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and additional information, CDFW determines whether a LSA Agreement with the applicant is required prior to conducting the Project activities. The LSA notification to CDFW should provide the following information:

1) A stream delineation in accordance with the U.S. Fish and Wildlife Service wetland definition adopted by CDFW (Cowardin *et al.* 1979);
2) Linear feet and/or acreage of streams and associated natural communities that would be permanently and/or temporarily impacted by the Project. Plant community names at the discharge site and downstream should be provided based on vegetation association and/or alliance per the Manual of California Vegetation, second edition (Sawyer *et al.* 2009);
3) Discussion on whether the Project would result in impacts on the San Gabriel River downstream from the discharge site. Potential impacts such as changes to drainage pattern, erosion, and sedimentation should be analyzed; and
4) A hydrological study to show the impacts of the Project on the hydrology of the watercourse. The hydrology study should include an analysis to determine if the water discharge will impact the current hydrologic flow (e.g., cfs, acre-feet) and hydraulics (e.g., velocity) on site and downstream. Additionally, the hydrological evaluation should assess a sufficient range of storm events (e.g., 100, 50, 25, 10, 5, and 2-year frequency storm events) to evaluate how water and sediment is conveyed under pre-Project and post-Project conditions.

Please visit CDFW's Lake and Streambed Alteration Program webpage for information about LSA Notification and online submittal through the Environmental Permit Information Management System (EPIMS) Permitting Portal (CDFW 2022b).

Additional Recommendations

Landscaping. The Project proposes drought-tolerant landscaping. CDFW recommends the Project Applicant use only native species found in naturally occurring vegetation communities within or adjacent to the Project site. The Project Applicant should not plant, seed, or otherwise introduce non-native, invasive plant species to areas that are adjacent to and/or near native habitat areas. Accordingly, CDFW recommends the City restrict use of any species, particularly those listed 'Moderate' or 'High' by the California Invasive Plant Council (Cal-IPC 2022). These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.

Data. CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., California Natural Diversity Database (CNDDB)] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting CNDDB Online Field Survey Form

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(CDFW 2022a). Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2022c). The City should ensure that the Project applicant has submitted data properly, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The Project applicant should provide CDFW with confirmation of data submittal.

Mitigation and Monitoring Reporting Plan. CDFW recommends updating the MND's proposed Biological Resources Mitigation Measures to include mitigation measures recommended in this letter. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments [(Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15126.4(a)(2)]. As such, CDFW has provided comments and recommendations to assist the City in developing mitigation measures that are (1) consistent with CEQA Guidelines section 15126.4; (2) specific; (3) detailed (i.e., responsible party, timing, specific actions, location), and (4) clear for a measure to be fully enforceable and implemented successfully via mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097). The City is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided the City with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A).

Filing Fees

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the City of Santa Fe Springs and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion

We appreciate the opportunity to comment on the Project to assist the City of Santa Fe Springs in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that the City of Santa Fe Springs has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)]. If you have any questions or comments regarding this letter, please contact Julisa Portugal, Environmental Scientist, at Julisa.Portugal@wildlife.ca.gov or (562) 330-7563.

Sincerely,

DocuSigned by:
B6E58CFE24724F5...

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

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ec: CDFW
Erinn Wilson-Olgin, Los Alamitos – Erinn.Wison-Olgin@wildlife.ca.gov
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Frederic Rieman, Los Alamitos – Frederic.Rieman@wildlife.ca.gov
Cindy Hailey, San Diego – Cindy Hailey@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov

Office of Planning and Research
State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

References:

[CDFWa] California Department of Fish and Wildlife. 2022. Submitting Data to the CNDDB. Available at: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data

[CDFWb] California Department of Fish and Wildlife. 2022. Lake and Streambed Alteration Program. Available at: https://wildlife.ca.gov/Conservation/Environmental-Review/LSA

[CDFWc] California Department of Fish and Wildlife. 2022. Natural Communities - Submitting Information. Available from: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit

[CAL-IPC] California Invasive Plant Council. 2022. The Cal-IPC Inventory. Available from: https://www.cal-ipc.org/plants/inventory/

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Attachment A: Draft Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into a future environmental document for the Project.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
MM-BIO-1- LSA Notification	The LSA notification to CDFW shall provide the following information: 1) A stream delineation in accordance with the U.S. Fish and Wildlife Service wetland definition adopted by CDFW (Cowardin *et al.* 1979); 2) Linear feet and/or acreage of streams and associated natural communities that would be permanently and/or temporarily impacted by the Project. Plant community names at the discharge site and downstream shall be provided based on vegetation association and/or alliance per the Manual of California Vegetation, second edition; 3) Discussion on whether the Project would result in impacts on the San Gabriel River downstream from the discharge site. Potential impacts such as changes to drainage pattern, erosion, and sedimentation shall be analyzed; and 4) A hydrological study to show the impacts of the Project on the hydrology of the watercourse. The hydrology study shall include an analysis to determine if the water discharge will impact the current hydrologic flow (e.g., cfs, acre-feet) and hydraulics (e.g., velocity) on site and downstream. Additionally, the hydrological evaluation shall assess a sufficient range of storm events (e.g.,	Prior to the Project-related ground-disturbing activities	City of Santa Fe Springs/ Project Applicant

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	100, 50, 25, 10, 5, and 2-year frequency storm events) to evaluate how water and sediment is conveyed under pre-Project and post-Project conditions.		
REC-1- Hydrological Flow Analsysis	The MND should include an analysis of hydrological flow under wet and dry conditions. At a minimum, the analysis should evaluate a study reach from the discharge site to the southern portion of the San Gabriel River that may be impacted. The analysis should discuss the volume of water flow under pre-Project (i.e., baseline) conditions and post-Project conditions during a) the wet (November through March); b) the dry season (April through October); and c) above-average and below average water year (i.e., wet season/above-average water year, wet season/below-average water year, dry season/above-average water year, and dry season/below-average water year). The analysis should clearly define above-average or below-average rainfall year.	Prior to finalizing CEQA document	City of Santa Fe Springs/ Project Applicant
REC-2 – Water Quality Analysis	The MND should analyze and discuss the Project's effect on the water quality of the existing water under pre-Project and post-Project conditions. An adequate analysis should provide the following information at a minimum: 1) A map depicting the discharge location and the southern portion of the San Gabriel River that may be impacted as a result of Project activities; 2) Discussion of any inorganic/chemical compounds that may be associated with the treated groundwater (e.g., calcium, phosphate, nitrate); 3) Discussion of any metals that may be associated with the treated groundwater (e.g., copper, zinc, lead, mercury, iron); 4) Project effects on water quality (e.g., dissolved oxygen, turbidity, pH, and temperature) at the discharge site and downstream; and 5) Any Project-related temporal, partial, or permanent	Prior to finalizing CEQA document	City of Santa Fe Springs/ Project Applicant

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	effect on water quality at the discharge site and downstream.		
REC 3 – CEQA Document for LSA	CDFW's issuance of an LSA Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from the City for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the Project's CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement. As such, CDFW recommends the City consider CDFW's comments and revise the MND by incorporating the mitigation measures and revisions recommended in this letter into the Project's final environmental document. To compensate for any on- and off-site impacts to aquatic and riparian resources, additional mitigation conditioned in any LSA Agreement may include the following: erosion and pollution control measures; avoidance of resources; protective measures for downstream resources; on- and/or off-site habitat creation; enhancement or restoration; and/or protection and management of mitigation lands in perpetuity.	Prior to finalizing CEQA document	City of Santa Fe Springs/ Project Applicant
REC 4- Landscaping	The Project proposes landscaping throughout the residential development. CDFW recommends the Project Applicant use only native species found in naturally occurring vegetation communities within or adjacent to the Project site. The Project Applicant should not plant, seed, or otherwise introduce non-native, invasive plant species to areas that are adjacent to and/or near native habitat areas. Accordingly, CDFW recommends the City restrict use of any species, particularly those listed 'Moderate' or 'High' by the California Invasive Plant Council. These species are documented to have substantial and	Prior to finalizing CEQA document	City of Santa Fe Springs/ Project Applicant

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	severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.		
REC 5 – Data	Please report any special status species detected by completing and submitting CNDDB Online Field Survey Form. Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program. The City should ensure that the Project Applicant has submitted the data properly, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The Project Applicant should provide CDFW with confirmation of data submittal.	Prior to finalizing CEQA document	City of Santa Fe Springs/ Project Applicant

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

August 12, 2022

Ref. DOC 6634247

Mr. Jimmy Wong, Associate Planner
City of Santa Fe Springs
Planning and Development
11710 Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Wong:

NOI Response to OU2 Groundwater Containment Facility

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for the subject project on July 20, 2022. The proposed project is located within the jurisdictional boundaries of District No. 18. We offer the following comments:

1. **Section 3.19 Utilities and Service Systems**, *response to item D*, page 99: The response referenced the Districts' Mesquite Regional Landfill (MRL) and Puente Hills Materials Recovery Facility (MRF). Please note that the use of the MRL is postponed; no waste has been accepted at the MRL. The Districts' Puente Hills MRF, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, Scholl Canyon Landfill, and Calabasas Landfill are open and accepting solid waste. The Puente Hills MRF is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste.

2. The proposed project may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at (562) 908 4288, extension 2900, in order to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. For additional Industrial Wastewater Discharge Permit information, go to https://www.lacsd.org/services/wastewater-programs-permits/industrial-waste-pretreatment-program/industrial-wastewater-discharge-permits.

3. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Florence Avenue Trunk Sewer, located in Bloomfield Avenue at Telegraph Road. The Districts' 18-inch diameter trunk sewer has a capacity of 4.6 million gallons per day (mgd) and conveyed a peak flow of 0.13 mgd when last measured in 2019.

4. The wastewater generated by the proposed project will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average recycled flow of 17.5 mgd.

5. The expected average wastewater flow from the project site, described in the MND as a 48,649 square foot groundwater treatment facility, is 9,730 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

DOC 6658586.D18

6. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908 4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section.

7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

cc: J. Chung

DOC 6658586.D18

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: August 10, 2022
Jimmywong@santafesprings.org
Jimmy Wong, Associate Planner
City of Santa Fe Springs Planning and Development
11710 Telegraph Road
Santa Fe Springs, California 90670

Mitigated Negative Declaration (MND) for the Proposed OU2 Groundwater Containment Facility Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Santa Fe Springs is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments include recommended revision to information about South Coast AQMD rules and permits, and the identification of South Coast AQMD is a Responsible Agency that the Lead Agency should incorporate in the Final MND.

South Coast AQMD Staff's Summary of Project Information in the MND
Based on the MND, the Lead Agency proposes the construction of a groundwater treatment project located at 10051 Santa Fe Springs Road, Santa Fe Springs[1]. The project site is a 3.23-acre (140,791 square feet) site that was previously part of a larger 27-acre property that was utilized as an oil extraction operation[2]. The proposed project is a response action to address the contaminated groundwater at the Omega Chemical Superfund Site[3]. The proposed site has land use and zoning designation of M-2 Manufacturing[4] and is surrounded by industrial development on all sites of the property. The groundwater treatment project is to include the construction and operation of up to seven groundwater extraction wells at four well sites, a greensand filtration system, an advanced oxidation process (AOP), liquid phased granular activated carbon adsorption system, a reverse osmosis treatment system, and backwash and permeate storage tank, all within a 48,649 square feet treatment system building[5]. The treatment system is to be fully enclosed within a new concrete building that will be constructed within the project site[6]. The normal operation of the system is to be automated with computer-aided instrumentation, and the system is anticipated to be operated 24 hours per day and between 328 and 365 days per year[7]. Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., residence) is approximately 1,200 feet south of the Proposed Project. The Proposed Project will take approximately fourteen to eighteen months to complete[8].

[1] MND. Section 1. Page 7.
[2] Ibid. Section 2. Page 11.
[3] Ibid. Page 3.
[4] Ibid. Section 2. Page 11
[5] Ibid. Section 2. Page 11
[6] Ibid. Section 2. Page 7.
[7] Ibid. Section 2. Page 7.
[8] Ibid. Section 2.4.2. Page 18

Jimmy Wong August 10, 2022

South Coast AQMD Staff's Comments

Responsible Agency and South Coast AQMD Permits

In the event that the Proposed Project or implementation of the Proposed Project require the use of stationary equipment, permits from South Coast AQMD are required unless a written permit is not required[9]. The Lead Agency should use good faith effort to include a discussion of equipment that will require South Coast AQMD permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project in the Final MND.

In addition to South Coast AQMD Rules 402 and 403 that were discussed in the Draft MND, the Proposed Project will be subject to additional permitting requirements that should be discussed in the Final MND. Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 or visit South Coast AQMD's web page for more general information on permits: http://www.aqmd.gov/home/permits.

Conclusion

According to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When the Lead Agency's position is at variance with recommendations raised in the comments, the issues raised in the comments should be addressed in detail, giving reasons why specific comments and suggestions are not accepted. There should be good faith and reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision-makers and the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Dung Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Michael Morris

Mike Morris
Planning & Rules Manager
Planning, Rule Development & Implementation

MM:DN
LAC-220726-01
Control Number

[9] South Coast AQMD. Rule 219. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-ii/Rule-219.pdf.

Attachment 9: Mitigated Monitoring and Reporting Program

SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. 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 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.

4.2 MITIGATION MEASURES

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

Mitigation Measure No. 1 (Aesthetic Impacts). The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

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

Mitigation Measure No. 2 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

The following mitigation measures are required which will further reduce construction noise:

Mitigation Measure No. 3 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure No. 4 (Noise). The Applicant shall notify the nearby residents within 1,200 feet of the project site along Telegraph Road as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction.

The following mitigation measures are required due to the potential for disturbance of tribal cultural resources:

Mitigation Measure No. 5 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

Attachment 10: Resolution 215-2022

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 215-2022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING DEVELOPMENT PLAN APPROVAL CASE NO. 933-1, CONDITIONAL USE PERMIT CASE NO. 833, AND MODIFICATION PERMIT CASE NO. 1347

WHEREAS, a request was filed for Development Plan Approval (DPA) Case No. 933-1 to amend an existing Development Plan Approval to allow the construction of a ±48,649 sq. ft. industrial building and related improvements on subject property located at 10051 Santa Fe Springs Road, within the M-2, Heavy Manufacturing, Zone; and

WHEREAS, a request was filed for Conditional Use Permit (CUP) Case No. 833 to establish, operate and maintain a water-pumping and treatment plant on the subject property; and

WHEREAS, a request was filed for Modification Permit (MOD) Case No. 1347 to temporarily reserve but not provide 70 required parking stalls on the subject property; and

WHEREAS, the subject property is located on the west side of Santa Fe Springs Road, with Accessor's Parcel Number of 8005-015-050, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the applicant for the proposed Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, and Modification Permit Case No. 1347 is DRA Architects, 32 Executive Park, Suite 100, Irvine, CA 92614; and

WHEREAS, the property owner is Omega OU2, LLC, 1322 Scott Street, Suite 104, San Diego, CA 92106; and

WHEREAS, the proposed Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, and Modification Permit Case No. 1347 are 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, in accordance with CEQA Guidelines §15073 and §15105, the draft Initial Study/Mitigated Negative Declaration was released for the required 30-day public review period commencing on July 19, 2022 and concluding on August 18, 2022. A Notice of Intent (NOI) was also provided to the State Clearinghouse, Los Angeles County Clerk,

responsible agencies, City's local CEQA distribution list and other interested parties requesting a copy of the IS/MND for review and comment; and

WHEREAS, in accordance with the City's local CEQA Guidelines, the draft Initial Study/Mitigated Negative Declaration was uploaded to the City's website for public review on the City's Environmental Documents webpage (https://www.santafesprings.org/cityhall/planning/planning/environmental_documents.asp) from July 19, 2022 to August 18, 2022, and a hard copy of the IS/MND was also made available for public review at the City's Planning Department; and

WHEREAS, during the 30-day public review period, the City received a total of four (4) comment letters concerning the draft Initial Study/Mitigated Negative Declaration for the proposed project; and

WHEREAS, in accordance with the CEQA Guidelines, the Planning Department has prepared responses to each of the four (4) public review comment letters received. Said comments were also made part of the Final IS/MND, including preparation of a Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on September 29, 2022 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 September 29, 2022 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 October 10, 2022 concerning Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, and Modification Permit Case No. 1347.

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, including related technical studies, 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, prepared by Blodgett Baylosis Environmental Planning, 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 with mitigations. 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 industrial building that will be occupied by a water pumping and treatment plant; therefore, the land is being maintained for industrial uses.

3. The project involves amending an already approved industrial development project. While the proposed project will be different from the original approval, the revisions will still result in a new attractive industrial building on a site that is currently vacant. The property's assessed value therefore will significantly improve after the project, thus increasing property values for both the subject property and neighboring properties.

4. The new industrial 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 amend an existing Development Plan Approval. The amendment will result in the construction of a new ±48,649 sq. ft. concrete-tilt up industrial building and water pumping and treatment plant on the subject site. The new 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 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.

As mentioned previously, the proposed concrete-tilt up industrial building and water pumping and treatment plant provides quality architectural design, as demonstrated by glazing, pop-outs, and variations in height, materials, and color. These architectural design elements will break up the exterior surface walls of the building and present a visually attractive and distinct contemporary façade to visitors. As a result, the proposed building represents the architectural principles of proportion and harmony as designed.

(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 the perimeter of the subject property for maximum aesthetic value. There will be one (1) loading door along the north elevation, three (3) loading doors along the east elevation and six (6) loading doors along the west elevation. Although the east elevation is not technically a street-facing elevation, the proposed loading doors will still be visible from Santa Fe Springs Road. In order to screen the proposed loading doors from street-view, the applicant is proposing to construct a 12 ft. high block wall and also plant tall trees along the east property line to provide additional screening.

(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, and variations of height, materials, and color. The style and architecture of the proposed building are consistent with other high-quality buildings that were recently constructed throughout the City.

(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." For the reasons previously mentioned, 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 III. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the City's Zoning Ordinance, in studying any application for a Conditional Use Permit, the Planning Commission shall consider to the following findings in their review and determination of the subject Conditional Use Permit. Based on the available information, the City of Santa Fe Springs Planning Commission hereby make the following findings:

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 site is located within the M-2, Heavy Manufacturing, Zone and has a General Plan land use designation of Industrial. A water-pumping and treatment plant, provided that a Conditional Use Permit is granted, would be consistent with the current zoning and land use designation.

The primary concerns would be to ensure that the proposed use will not impact the hydrology and water quality. According to the applicant, the proposed water treatment facility will reduce concentrations of organic and inorganic constituents in the extracted groundwater to below discharge standards of the National Pollutant Discharge Elimination System (NPDES) General Permit requirements. The treated water will be discharged in the unlined portion of San Gabriel River for infiltration. Treatment by-products, also known as reverse osmosis brine, will be discharged under an Industrial Waste Discharge (IWD) permit to the sanitary sewer. All other treatment byproducts will be recycled at an offsite approved vendor. Therefore, the proposed water treatment facility will greatly improve the water quality within the immediate vicinity and will not adeversely affect the City.

Moreover, the applicant is conditioned to comply with the National Pollutant Discharge Elimination System (NPDES) program and require to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) in accordance with the approved MS4 Permit.

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 stated previously, the applicant is concurrently amending an existing Development Plan Approval (DPA Case No. 933-1) to construct a new industrial building to accommodate the proposed water-pumping and treatment plant. The proposed building is contemporary in design. The architect used glazing, pop-outs, and variations of height, materials, and color. The style and architecture of the proposed

building are consistent with other high-quality buildings that were recently constructed throughout the City.

SECTION IV. MODIFICATION PERMIT APPROVAL FINDINGS

Pursuant to Section 155.697 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission shall consider the following findings in their review and determination of the subject Temporary Modification Permit. Based on the available information, the City of Santa Fe Springs Planning Commission hereby make the following findings:

A) *That there are hardships involved with immediate compliance with certain property development standards.*

The hardship involved is due to the fact that the City's Zoning Ordinance does not provide parking calculations based on the actual demand of the subject use, but rather it is based on the building square footage and use/activity. Pursuant to Section 155.481 (D)(1) of the City's Zoning Ordinance, the subject property is required to provide a minimum of 78 parking stalls, while the applicant is proposing to provide 8 parking stalls. According to the applicant, the groundwater treatment system will require 2 employees per shift. The proposed eight (8) parking stalls proposed should therefore be more than enough for the building occupants and visitors thuswould not have a negative impact on surrounding properties.

B) *That the modification, if granted, would not be detrimental to the public welfare or to the property of others in the area.*

As mentioned previously, according to the applicant, the groundwater treatment system will require 2 employees per shift. As a result, after accommodating the anticipated employee count at peak levels, 75% of the overall parking stalls remain available for invited guests or other periods of unusual parking needs.

In addition to having an anticipated employee count that is significantly less than the overall available parking spaces on-site, the applicant has provided an alternative site plan to identify where 70 parking stalls can be located, should a need arise or to otherwise bring the site into full compliance should the applicant vacate the site. In the past, the alternative plan has been referred to as a Parking Plan B, which typically identified parking stalls that are "reserved but not immediately provided". As a result, the Planning Commission finds that the granting of the subject Modification Permit would not be detrimental to the public welfare or to the properties of others in the area.

SECTION V. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 215-2022 to approve and adopt the proposed Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (IS/MND and MMRP); Development Plan Approval Case No.

933-1: A request for approval to amend an existing Development Plan Approval to allow the construction of a ±48,649 sq. ft. industrial building and related improvements on within the M-2, Heavy Manufacturing, Zone; Conditional Use Permit Case No. 833: A request for approval to establish, operate and maintain a water-pumping and treatment plant; and Modification Permit Case No. 1347: A request for approval to temporarily reserve but not provide 70 required parking stalls for property located at 10051 Santa Fe Springs Road, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 10th day of October, 2022 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Gabriel Jimenez, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

EXHIBIT A
CONDITIONS OF APPROVAL
10051 Santa Fe Springs Road
Development Plan Approval Case No. 933-1
Conditional Use Permit Case No. 833
& Modification No. 1347:

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

STREETS

1. That the applicant shall pay a flat fee of $8,895 to reconstruct/resurface the existing street frontage to centerline for Santa Fe Springs Road.

2. That applicant shall remove and replace the driveway approach per City Standard Plan No. R-6.4C.

3. All above ground oil wells, underground pipelines, underground tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.

4. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the applicant shall pay $ 200.00 to install (1) new sign.

5. The applicant shall be responsible for the installation, replacement or modification of street name signs, traffic control signs, striping and pavement markings required in conjunction with the development. The applicant shall be responsible for coordination of said work, as well as all associated fees, permits, materials, etc.

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

CITY UTILITIES

7. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Telegraph Road & Santa Fe Springs Road. Storm drain plans shall be approved by the City Engineer.

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

9. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study (including a sewer flow test) shall be submitted along with the sanitary sewer plans.

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

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

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

13. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

TRAFFIC

14. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns will be prohibited into the driveway from Santa Fe Springs Road.

PARCEL MAPS

15. A reciprocal access easement Agreement covering each parcel of the subject map shall be prepared, executed and recorded in the Office of the Los Angeles County Recorder. Such Agreement and any CC&R's shall be subject to the approval of the City Attorney.

FEES

16. 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 of $7,838 for off-site transportation improvements.

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

18. 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

19. 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.

20. 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.

21. 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.

22. 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: Lou Collazo 562.868-0511 x3320)

23. The applicant and/or developer 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 prior to building permit issuance.

24. The developer 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 developer or their representative any time, 24 hours a day.

25. In order to facilitate the removal of unauthorized vehicles parked on the property, the developer 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 developer 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.

26. All work shall be conducted inside at all times including, but not limited to, all loading and unloading of trailers. Items shall not be left out awaiting loading.

27. Off-street parking areas shall not be reduced or encroached upon by outdoor storage and/or for the placement of merchandize.

28. 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.

29. 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.

30. 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.

31. During construction, out-houses, porta potties, or the like, shall not be visible from the public street and shall be maintained on a regular basis.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION):
(Contact: Kevin Yang 562.868-0511 x3811)

32. That all buildings over 5,000 sq ft shall be protected by an approved automatic sprinkler system per Section 93.03 of the Santa Fe Springs Municipal Code.

Conditions 37-39 are specifically for Properties within the Methane Zone:

33. That the applicant shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study or Methane Mitigation System, prior to issuance of building permits.

34. When applicable, abandoned oil wells must be exposed and inspected under the oversight of a registered engineer, registered geologist or other Fire-Rescue approved technical expert. The wells must be monitored for methane leaks and the precise location of each abandoned well shall be surveyed. A report of findings, along with a description of any recommended remedial actions (if necessary), signed by a registered engineer, registered geologist or Fire-Rescue approved technical expert, must be provided to the Department of Fire-Rescue.

35. 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.

36. 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.

37. 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. Lastly, on-site fire hydrants shall be painted red.

38. 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.

39. 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.

40. 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.

41. 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 562.868-0511 x3812)

42. That prior to issuance of building permits, the applicant shall comply with the applicable conditions below and obtain notification in writing from the authorized oversite agency that all applicable conditions have been met:

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

    b) An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and approved by the authorized oversite agency in writing. Should the report indicate that contaminate levels exceed recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.

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

43. 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.

44. 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.

45. 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.

46. That the applicant shall submit plumbing plans to the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) and, if necessary, obtain an

Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

47. That the applicant shall complete and submit the Chemical Hazard Classification & Occupancy Rating package to the EPD prior to storing new or increasing existing amounts of hazardous materials on the property. The building occupancy rating, based on the information provided, will be designated by the Building Department.

WASTE MANAGEMENT:
(Contact: Maribel Garcia 562.409-7569)

48. The developer 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.

49. All projects over $50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Environmental Consultant, Morgan McCarthy at (562) 432-3700 or (805) 815-2492.

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

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

51. 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.*

52. If the subject property is deemed to be located within the "Methane Zone" by the City of Santa Fe Springs Planning Department, the owner/developer shall indicated 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.

53. 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 10051 Santa Fe Springs Road (APN: 8005-015-050). The Mitigation Monitoring and Reporting Program is listed as an attachment to this staff report.

54. 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.*

55. The Department of Planning and Development requires that the double-check detector assembly be placed as far back 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. There shall also be a maximum distance of two (2) feet between the lowest part of the ground and the bottom of the valve shut off wheel.

56. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted “hunter 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.

57. Applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

58. Applicant understands and agrees that all exterior mechanical equipment shall be screened from view on all sides. Additionally, 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 in terms of materials and color and also approved by the Director of Planning or designee. If full screening of roof mounted equipment is not designed specifically into the building, the applicant shall submit mechanical plans that includes a roof plan showing the location of all roof mounted equipment and any proposed screening prior to submitting plans to the Building Division for plan check.

    a. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:

        i. A roof plan showing the location of all roof-mounted equipment;
        ii. Elevations of all existing and proposed mechanical equipment; and
        iii. A building cross-section drawing which shows the roof-mounted equipment and its relation to the roof and parapet lines

59. 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 Regulations.

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

61. 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).*

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

63. Any damaged asphalt and swale (ribbon gutter) shall be repaired and the parking lot area shall be slurry-sealed and re-striped within ninety (90) days from the date of issuance of a Certificate of Occupancy by the Building Inspector for the proposed building addition.

64. The electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the prior approval of the Director of Planning and Development or designee. The electrical transformer shall be screened with shrubs consistent with Southern California Edison's Guidelines which requires three (3) foot clearance on sides and back of the equipment, and eight (8) 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 SCE Guidelines are available at the Planning Department.

65. All activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for

special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services and the Fire Marshall.

66. All vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. Off-site parking is not permitted and would result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the property shall not obstruct or impede any traffic.

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

68. The Department of Planning and Development shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 11" x 17" maximum-size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.

69. 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).* Further, all trash enclosures shall be designed to architecturally integrate with the overall design theme of the development. Trash enclosures should be provided with a trellis (or other covered structure) and also provided with vines (if located adjacent to or within a landscaped area) to help minimize the visual impact of said enclosures. Additionally, said enclosure shall be consistent with the County of Los Angeles Building Code requirements, and specifically Title A, Division 7, Section 7313.

70. The applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Santa Fe Springs Road, use street(s) as a staging area, or to backup onto the street from the subject property.

71. The proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

72. 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.

73. Prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms,

may be obtained at City Hall by contacting the Finance Department at (562) 868-0511, extension 7520, or through the City's web site (www.santafesprings.org).

74. 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.*

75. 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.

76. Applicant shall not sublet, lease or rent the proposed development without prior approval from the Director of Planning.

77. The development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.

78. The final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.

79. 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.

80. 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.

81. 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.

82. 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.

83. 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.

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

85. All lighting, fences, walls, and poles shall be maintained by the applicant in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 24 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.

PUBLIC HEARING

CEQA – Exemption: Section 15332, Class 32 (In-Fill Development)
Tentative Parcel Map (TPM) No. 83729
Development Plan Approval (DPA) Case Nos. 993-995
Conditional Use Permit (CUP) Case No. 828

TPM No. 83729: A request for approval to subdivide the existing ±3.46-acre parcel into two parcels, measuring ±2.71 acres (Parcel 1) and ±0.75 acres (Parcel 2); and

DPA Case No. 993: A request for approval to allow the construction of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and

DPA Case Nos. 994-995: A request for approval to allow the construction of two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2; and

CUP Case No. 828: A request for approval to allow the construction, operation, and maintenance of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1.

The subject property is located at 13808 Imperial Highway (APN: 8044-030-009), within the M-1-PD, Light Manufacturing – Planned Development, Zone. (Public Storage)

RECOMMENDATIONS:

- Open the Public Hearing and receive the staff report and any comments from the public regarding TPM No. 83729, DPA Nos. 993-995, and CUP 828, 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 Tentative Parcel Map No. 83729 meets the standards set forth in Sections 66474 and 66474.6 of the Subdivision Map Act for the granting of a tentative or final map; and
- Find that the applicant's DPA requests meet the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and

RECOMMENDATIONS (cont.):

- Find and determine that pursuant to Section 15332, Class 32 of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve TPM No. 83729, DPA Case Nos. 993-995, and CUP Case No. 828 subject to the conditions of approval as contained within Resolution No. 216-2022; and
- Adopt Resolution No. 216-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A.	Applicant:	PS Southern California One Inc. 13808 Imperial Highway Santa Fe Springs, CA 90670
B.	Property Owner:	PS Southern California One Inc. 13808 Imperial Highway Santa Fe Springs, CA 90670
C.	Existing Zone:	M-1-PD Light Manufacturing – Planning Development
D.	General Plan:	Industrial
E.	CEQA Status:	Section 15332, Class 32 (In-Fill Development)
F.	Staff Contact:	Vince Velasco, Associate Planner vincevelasco@santafesprings.org

LOCATION / BACKGROUND

The subject property, located at 13808 Imperial Highway, is comprised of a single parcel (APN: 8044-030-009) measuring approximately 150,718 sq. ft. (3.46 acres), and located on the south side of Imperial Highway. The property is zoned M-1-PD (Light Manufacturing – Planned Development) and is currently developed with an approximately 53,600 sq. ft. multi-tenant industrial building. The existing multi-tenant building is occupied by various office and light industrial uses. Industrial uses are located on the south and west side; residential uses are located to the north (along the north side of Imperial Highway); and commercial uses are located to the east.

The developer is proposing to demolish the existing multi-tenant industrial building; subdivide the existing 3.46-acre parcel into two parcels, measuring 2.71 acres and 0.75 acres; construct a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and construct two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2. The existing mono-palm cell tower along the easterly property line will remain.

TENTATIVE PARCEL MAP NO. 83729

The proposed Tentative Parcel Map will subdivide the existing parcel (APN: 8044-030-009) that currently makes-up the subject site. As shown in the attached plans, the Tentative Parcel Map will subdivide the existing 3.46-acre parcel into two (2) separate parcels, measuring 2.71 acres (Parcel 1) and 0.75 acres (Parcel 2)

Existing:
Parcel "1" – 150,718 sq. ft. (approx. 3.46 acres)

Proposed:
Parcel "1" – 118,048 sq. ft. (approx. 2.71 acres)
Parcel "2" – 32,670 sq. ft. (approx. 0.75 acres)
150,718 sq. ft. (approx. 3.46-acres)

DEVELOPMENT PLAN APPROVAL CASE NO. 993.

Site Plan

As previously mentioned, the applicant is proposing to construct a new ±203,532 gross sq. ft., 3-story, self-storage facility at 13808 Imperial Highway (APN: 8044-030-009). The proposed self-storage facility (Building A) will be setback a minimum 39 feet from the front property line along Imperial Highway and a minimum 39 feet from the front property line along Marquardt Avenue. Circulation within the development will be accomplished with one (1) 26-foot drive aisle that connects to a 34-foot driveway along Imperial Highway and a 34'-5" driveway along Marquardt Avenue. The security gates located at each driveway will be open during all business hours. Parking and landscaping will be provided throughout the development.

Floor Plan

The proposed floor plan will consist of the following:

Floor	Use	Size (sq. ft.)
1	Office	956
1	Storage	66,888
2	Storage	67,844
3	Storage	67,844

Elevations

The elevations indicate that the proposed self-storage facility will have a contemporary design. Tower features, infamous with other Public Storage™ facilities, have been incorporated into the northeast and northwest corners of the building. Similar to other modern self-storage developments, the northeast and northwest corners will be provided with extensive glazing, displaying faux storage doors. While the north and west elevations will be the most visible, architectural enhancements have been considered for the south and east elevations. Architectural features throughout the development include color variation, pop-outs, height variation, and a mixture of materials used. With a combination of the aforementioned architectural treatments, the project will result in an aesthetically pleasing building.

Lot Coverage/Floor Area Ratio

The City's recently adopted 2040 General Plan requires a floor area ratio (FAR) of 1.0 for properties with a land use designation of Industrial, however, it should be noted that the M-1 (Light Manufacturing) Zone does not have a lot coverage requirement. With a total site area of ±117,883 sq. ft., the maximum buildable area for the subject property is ±117,883 sq. ft. As proposed, the ±203,532 sq. ft. (1.73 FAR) industrial building exceeds the FAR limitations set forth within the new General Plan. It should be noted that the project was formally submitted prior to the 2040 General Plan adoption and will not be subject to the new requirements. However, the applicant understands that once the building is constructed, it will immediately be considered legal nonconforming.

Landscape Requirement

For maximum value, the majority of the landscaping will be provided along the front setback areas that adjoins both streets (Imperial Highway and Marquardt Avenue). The project's landscaping calculation consist of the following:

Area	Calculation	Required (sq. ft.)	Provided (sq. ft.)
Frontage	689 linear ft. x 25 sq. ft.	17,225	25,247
Parking	8,459 sq. ft. x 6%	508	903

The project, therefore, exceeds the minimum requirement set forth in the City's Zoning Ordinance.

Parking Requirements

A total of 21 parking stalls will be provided for the new self-storage building: 19 standard stalls, 1 electric vehicle stalls, and 1 accessible stalls. The project's parking calculation consist of the following:

Use	Calculation	Required	Provided
Self-Storage	203,532 sq. ft. ÷ 10,000	21 spaces	21 spaces

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

Planned Development

The subject property is currently zoned with a Planned Development (PD) Overlay. The intent of the PD Overlay is to allow variety and flexibility, while at the same time, maintaining high standards of design and quality of improvements. The proposed project does involve a deviation from the development standards set forth in the underlying M-1, Light Manufacturing, Zone. The deviation is to provide horizontal architectural enhancements to encroach into the required front yard setback.

Pursuant to Section 155.218 (Front Yard) of the City's Zoning Ordinance, the front yard setback required for M-1 zoned properties is 20', unless the property fronts onto a major or secondary highway, which then requires a minimum setback of 30'. Nevertheless, a property containing a building with a height greater than the minimum front yard setback distance shall be one foot for each foot of the building height, or portion thereof. As proposed, the minimum setback along Imperial Highway and Marquardt Avenue should be 41 feet, based on the proposed building height.

While the main building façade will be setback 42 feet from the front property line, the Public Storage™ signature display elements located at the northeast and northwest corners of the building will be setback a distance of 39 feet. Although the building height could technically be reduced to align with the 39-foot setback, the reduction would provide a less attractive building since the elements of the building that extend beyond 37'-4" (parapet) are simply architectural features used to enhance the building's design and curb appeal.

DEVELOPMENT PLAN APPROVAL CASE NO. 994 - 995.

Site Plan

In addition to the proposed 3-story self-storage facility, the applicant is proposing to construct two (2) multi-tenant industrial buildings along the east portion of the subject property located at 13808 Imperial Highway (APN: 8044-030-009). Building B will have a building size of ±7,368 sq. ft. and consist of two (2) tenant spaces. Building C will have a building size of ±4,764 sq. ft. and also consist of two (2) tenant spaces. While Building B will be setback a minimum 30 feet from the front property line along Imperial Highway, Building C will be located south of the existing cell tower at the southern end of Building B. The two (2) multi-tenant industrial buildings will share access and circulation with the self-storage facility. The security gates located at each driveway will be open during all business hours. Due to the rectangular shape of the parcel, the majority of landscaping will be provided within the front yard setback with tree planters distributed throughout the parking area.

The required number of parking stalls will be located between the west side of the two (2) buildings and the westerly property line.

Floor Plan
The proposed floor plan will consist of the following:

Building	Suite	Office (sq. ft.)	Warehouse (sq. ft.)
B	A	288	3,396
B	B	288	3,396
C	A	242	2,140
C	B	242	2,140

Elevations
The elevations indicate that the two (2) proposed multi-tenant industrial buildings will have a contemporary design. The single story buildings will have a maximum height of 22 feet. The two (2) office entries within Building B will have a minimum recessed area of 3 feet deep by 20 feet wide, while the two office entries within Building C will have a minimum recessed area of 3 feet deep by 10 feet wide. Additional architectural elements will be provided throughout the design including extensive glazing, color variation, height variation, and materials used. To enhance the overall development, the garage doors will be constructed with spandrel glazing panes rather than traditional steel. With a combination of the aforementioned architectural treatments, the project will result in aesthetically pleasing buildings.

Lot Coverage/Floor Area Ratio
The City's recently adopted 2040 General Plan requires a floor area ratio (FAR) of 1.0 for properties with a land use designation of Industrial, however, it should be noted that the M-1 (Light Manufacturing) Zone does not have a lot coverage requirement. With a total site area of ±32,520 sq. ft., the maximum buildable area for the subject property is ±32,520 sq. ft. As proposed, the combined ±12,132 sq. ft. (0.37 FAR) industrial buildings are well within the FAR limitations set forth within the new General Plan.

Landscape Requirement
For maximum value, the majority of the landscaping will be provided along the front setback area that adjoins Imperial Highway. The project's landscaping calculation consist of the following:

Area	Calculation	Required (sq. ft.)	Provided (sq. ft.)
Frontage	88 linear ft. x 25 sq. ft.	2,200	4,006
Parking	9,499 sq. ft. x 6%	570	847

The project, therefore, exceeds the minimum requirement set forth in the City's Zoning Ordinance.

Parking Requirements

A total of 25 parking stalls will be provided for the two (2) multi-tenant industrial buildings: 21 standard stalls, 1 electric vehicle stalls, and 3 accessible stalls. The project's parking calculation consist of the following:

Use	Calculation	Required	Provided
Industrial	12,132 sq. ft. ÷ 500	24 spaces	25 spaces

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

CONDITIONAL USE PERMIT CASE NO. 828:

Company Background

Public Storage™ established themselves in El Cajon, California, in 1972 and has become the largest owner and operator of self-storage facilities in the world. The company began as a partnership between two men, Wayne Hughes and Ken Volk, and is now a publicly traded S&P 500 business with more than 5,000 employees nationwide.

Details of Proposed Use

As aforementioned, the proposed self-storage facility will be located within a newly constructed ±203,532 gross sq. ft. 3-story facility. The floor plan details that 956 sq. ft. will be dedicated to office area on the first floor, while the remaining floor area will consist of self-storage units and appurtenant improvements. According to their application materials, customers will visit the rental office to inquire about rental space, pay rent, or purchase packing supplies. In addition to renting storage space, Public Storage™ will offer limited packaging and storage related products for sale in the main customer lobby. The products being sold may include but are not limited to boxes, packing tape, bubble wrap, shrink-wrap, moving blankets, and mattress bags. None of these products are manufactured on-site, nor are they distributed off-site. Up to three (3) employees per shift will staff the facility. Customers will access the new building and their storage spaces through secured lobbies, using an individual access code. The proposed building will be climate-controlled, and all storage units will be accessible only from the inside of the building. Below are the proposed hours of operation.

Proposed Hours of Operation

Office Hours		Access Hours	
Sunday	9:30 AM – 5:00 PM	Sunday	6:00 AM – 9:00 PM
Monday	9:30 AM – 6:00 PM	Monday	6:00 AM – 9:00 PM
Tuesday	9:30 AM – 6:00 PM	Tuesday	6:00 AM – 9:00 PM
Wednesday	9:30 AM – 6:00 PM	Wednesday	6:00 AM – 9:00 PM
Thursday	9:30 AM – 6:00 PM	Thursday	6:00 AM – 9:00 PM
Friday	9:30 AM – 6:00 PM	Friday	6:00 AM – 9:00 PM
Saturday	9:30 AM – 5:00 PM	Saturday	6:00 AM – 9:00 PM

STREETS AND HIGHWAYS

The subject site is located on the southeast corner of Imperial Highway and Marquardt Avenue. Imperial Highway is designated as a Major Arterial (6-lanes) and Marquardt Avenue is designated as a Secondary Arterial, within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property is zoned M-1-PD (Light Manufacturing – Planned Development). 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	A-1, Light Agricultural, Zone (County of LA)	Light Agricultural	Residential (12435 Ramsey Dr.)
	A-1, Light Agricultural, Zone (County of LA)	Light Agricultural	Residential (12424 Ramsey Dr.)
South	M-1-PD, Light Manufacturing – Planned Development, Zone	Industrial	Manufacturing (12704 Marquardt Ave./Linco Inc.)
East	IHSP-MUO, Imperial Highway Specific Plan – Mixed Use Overlay, Zone (City of La Mirada)	Commercial - Imperial Highway Specific Plan Area	Restaurant (13844 Imperial Hwy./Jim's Burgers)

West	M-2, Heavy Manufacturing, Zone	Industrial	Recycling (13750 Imperial Hwy./AIM Recycling SFS)

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 September 29, 2022. 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 September 29, 2022, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

OUTREACH EFFORTS

On March 23, 2022, the applicant hosted a community meeting at the subject site in an effort to listen to any potential concerns the neighboring community may have. A notice was sent out on February 14, 2022, to all property owners within 500 feet of the subject property (Attachment #4). According to the record, the meeting had a total of four (4) attendees, all of which were current tenants of the existing multi-tenant industrial building. The tenants were mainly interested in the ongoing length of the lease and asked questions of the proposed project.

ZONING REQUIREMENTS

The procedures set forth in Section 155.736 of the Zoning Ordinance, states that a DPA is required to give proper attention to the siting of new structures or additions or alterations to existing structures. In addition, the procedures set forth in Section 155.213 (O) of the City's Zoning Ordinance, states that mini-warehouses (self-storage) shall be allowed only after a valid Conditional Use Permit has first been obtained.

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.

Code Section:	Conditional Use Permit
155.213 (O)	Section 155.213 The following uses shall be permitted in the M-1 Zone only after a valid conditional use permit has first been issued: (O) Mini-warehouses

ENVIRONMENTAL DOCUMENTS

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 proposed project is consistent with the City's General Plan and zoning requirements. In addition, the project will not result in any significant traffic, noise, air quality, or water quality impacts. Furthermore, 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

Tentative Parcel Map

The Planning Commission, after receiving and hearing the results of investigations and reports on the design and improvements of any proposed division of real property for which a tentative map is filed, shall have the authority to impose requirements and conditions upon such division of land and to approve, conditionally approve or disapprove such map and division of land.

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.

Conditional Use Permit

The Planning Commission may grant, conditionally grant or deny approval of a Conditional Use Permit request based on the evidence submitted and upon its own study and knowledge of the circumstances involved and subject to such conditions as the Commission deems are warranted by the circumstances involved. These conditions may include the dedication and development of streets adjoining the property and other improvements. All conditions of approval shall be: binding upon

the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, use and maintenance of all land and structures within the development.

CRITERIA FOR GRANTING A TENTATIVE PARCEL MAP

The Commission should note that in accordance with the State's Subdivision Map Act, before granting a Tentative Parcel Map, the Commission shall give consideration to the following:

(A) *Section 66473.5 and Sections 66474(a) and (b) of the Subdivision Map Act require tentative maps to be consistent with the general plan and specific plans. The proposed Tentative Parcel Map, subject to the attached conditions, is in accordance with the Subdivision Map Act in that.*

(B) *Sections 66474(c) and (d) of the Subdivision Map Act require the site to be physically suitable for the type of development and proposed density of development.*

(C) *Sections 66474(e) and (f) of the Subdivision Map Act require that the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat or is likely to cause serious public health concerns.*

(D) *Section 66474(g) of the Subdivision Map Act requires that the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

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

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

CRITERIA FOR GRANTING A DEVELOPMENT PLAN APPROVAL

The Commission should note that in accordance with Section 155.739 of the City's Zoning Ordinance, before granting a Development Plan Approval, the Commission shall give consideration to the following:

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

(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.

(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.

(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.

(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.

(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.

(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.

CRITERIA FOR GRANTING A CONDITIONAL USE PERMIT

The Commission should note that in accordance with 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.

(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

***CRITERIA* FOR GRANTING A CONDITIONAL USE PERMIT: PD ZONE**

Pursuant to §155.330 of the City's Zoning Ordinance, in considering an application for a Conditional Use Permit in the PD Zone, the Commission, in addition to all other applicable provisions of this chapter pertaining to conditional use permits, shall consider probable future development of adjoining properties and surrounding areas and shall take into consideration the following criteria:

(A) The location, siting and arrangement of uses, buildings, structures and facilities shall be coordinated in such a manner as to provide for efficiency, convenience, safety and a high standard of design in the proposed development as well as to provide for compatibility with adjoining properties and surrounding areas.

(B) The location, size and quality of design of landscaping, architectural walls, signs and other design features shall provide compatibility and to be harmonious with other uses, buildings, structures and facilities within the proposed development as well as with adjoining properties and surrounding areas.

(C) Where different zone districts meet, the interface shall be made as harmonious and compatible as possible through consideration of the criteria set forth in this section.

(D) *The proposed development shall be in conformance with the overall purposes and objectives of this chapter and consistent with the goals, policies and programs of the general plan*.

STAFF REMARKS

Based on the findings set forth in the attached Resolution (216-2022), staff finds that the applicants request meets the criteria set forth in the State's Subdivision Map Act, for the granting of Tentative Parcel Map Case No. 83729. Staff also finds that the applicant's requests meet the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of Development Plan Approval. Furthermore, 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. Lastly, staff finds that the applicant's request meets the criteria set forth in §155.330 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit in the Planned Development (PD) Zone.

CONDITIONS OF APPROVAL

Conditions of approval for DPA 989 are attached to Resolution 216-2022 as Exhibit A.

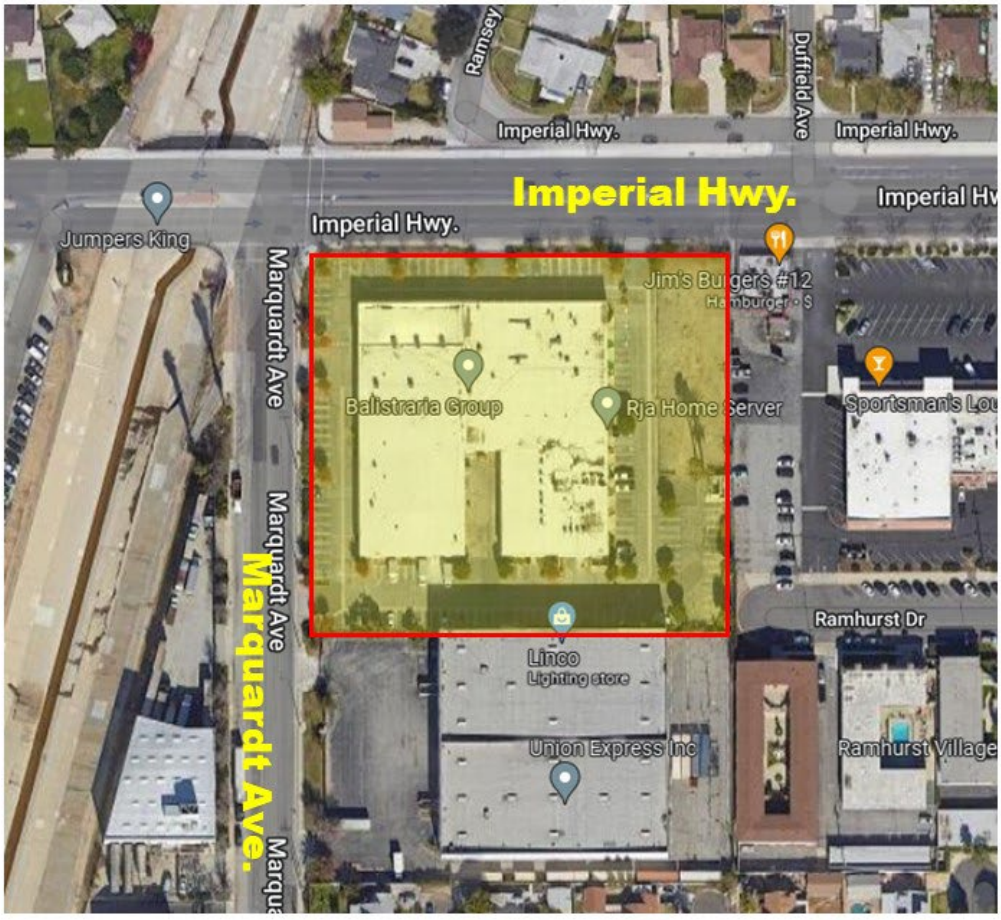
Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice
4. Neighborhood Outreach Meeting Notice
    a. Sign-In Sheet
5. Class 32 Categorical Exemption Report
6. Full Set of Proposed Plans
7. Resolution 216-2022
    a. Exhibit A – Conditions of Approval

Attachment #1: Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

TENTATIVE PARCEL MAP NO. 83729
DEVELOPMENT PLAN APPROVAL CASE NOS. 993-995
CONDITIONAL USE PERMIT CASE NO. 828

NORTH

13808 Imperial Highway
(Applicant: PS Southern California One Inc.)

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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NOTICE OF PUBLIC HEARING
TENTATIVE PARCEL MAP (TPM) NO. 83729;
DEVELOPMENT PLAN APPROVAL (DPA) CASE NOS. 993-995;
CONDITIONAL USE PERMIT (CUP) CASE NO. 828

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

TENTATIVE PARCEL MAP NO. 83729: A request for approval to subdivide the existing ±3.46-acre parcel into two parcels, measuring ±2.71 acres (Parcel 1) and ±0.75 acres (Parcel 2); and

DEVELOPMENT PLAN APPROVAL CASE NO. 933: A request for approval to allow the construction of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and

DEVELOPMENT PLAN APPROVAL CASE NOS. 994-995: A request for approval to allow the construction of two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2; and

CONDITIONAL USE PERMIT CASE NO. 828: A request for approval to allow the construction, operation, and maintenance or a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1.

PROJECT LOCATION: 13808 Imperial Highway (APN: 8044-030-009).

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, October 10, 2022 at 6:00 p.m.**

You may also 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

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

Attachment #2: Public Hearing Notice (Cont.)

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 32, Section 15332 (In-Fill Development) of the California Environmental Quality Act (CEQA). The proposed project is consistent with the City's General Plan and zoning requirements. In addition, the project will not result in any significant traffic, noise, air quality, or water quality impacts. Furthermore, 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 Public Hearing before the Planning Commission and express their opinion on the subject item listed above. Please note that if you challenge the afore-mentioned item 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.

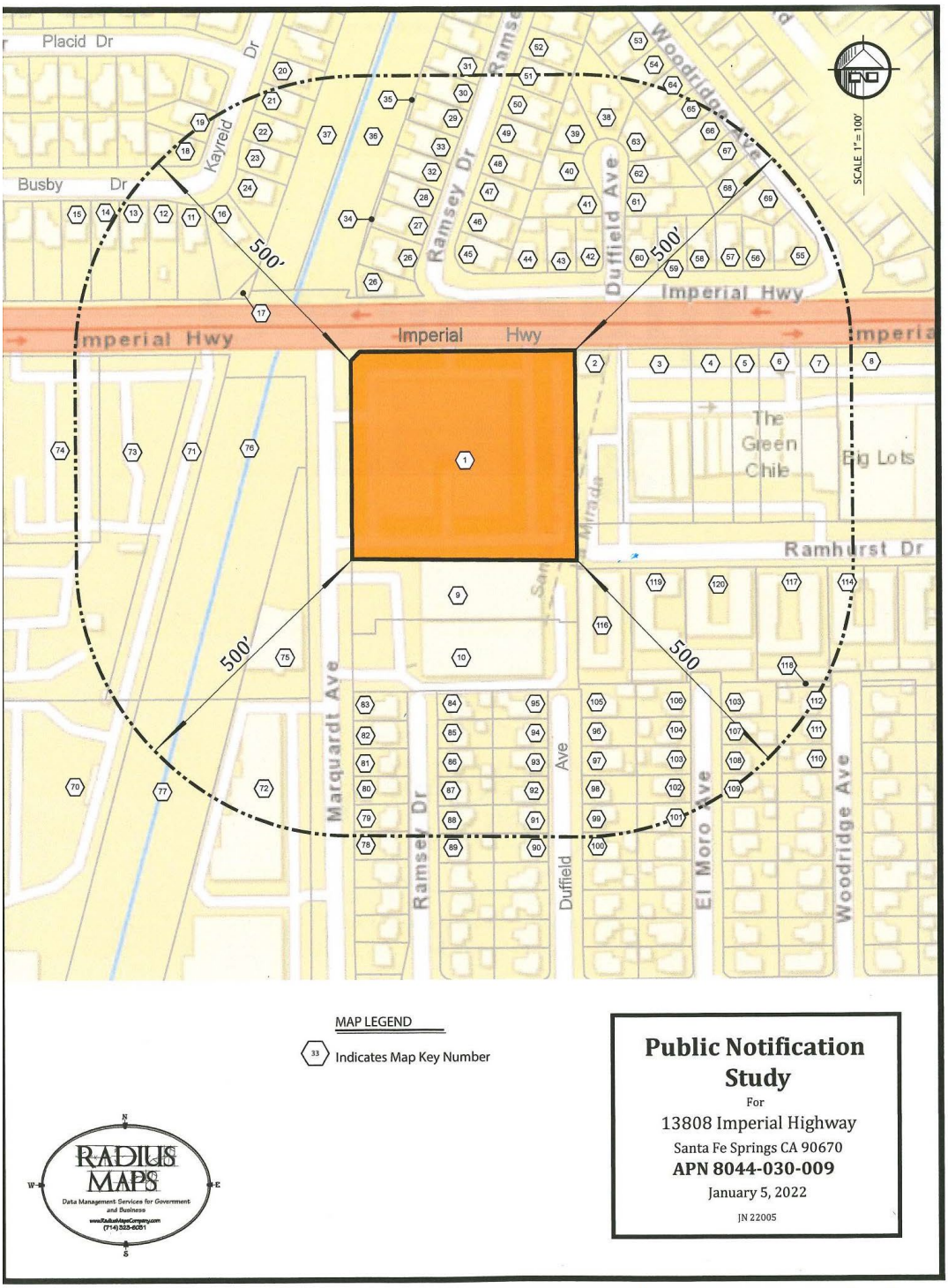
PUBLIC COMMENTS may be submitted in writing to the Planning Program Assistant at teresacavallo@santafesprings.org. Please submit your written comments by 12:00 p.m. on the day of the Planning Commission meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

FURTHER INFORMATION on this item may be obtained from Vince Velasco, Associate Planner, via e-mail at: VinceVelasco@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7353.

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

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

Attachment #3: Radius Map for Public Hearing Notice



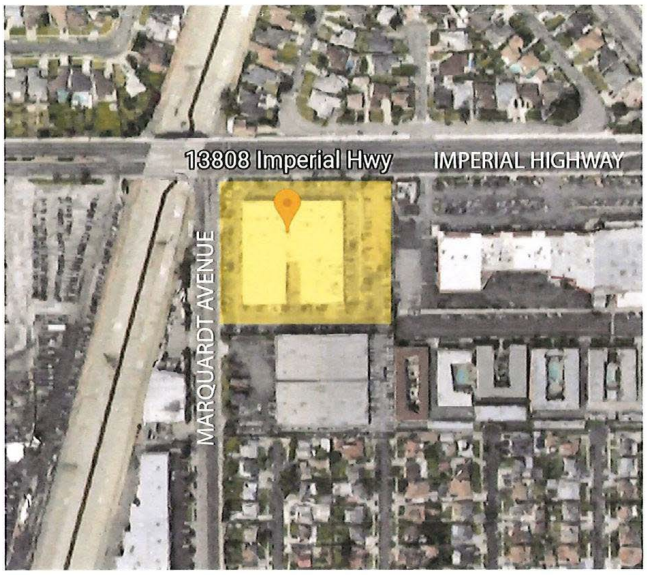
Attachment #4: Neighborhood Outreach Meeting Notice

Neighborhood Outreach Meeting

Public Storage Proposed Project
Project Address: 13808 Imperial Highway

Meeting Venue: Project Site 13808 Imperial Hwy, Su. 100
Date: March 23, 2022 - Time: 6:00 P.M.

Project Location



Attachment #4: Neighborhood Outreach Meeting Notice (Cont.)



Entry View from Northeast Corner along Imperial Highway – Self-storage building



Entry View from Northeast Corner along Imperial– Industrial building

Public Storage has purchased the property at 13808 Imperial Highway, which is at the northwest corner of Imperial Highway and Marquart Avenue. Public storage proposes to demolish the existing industrial building and construct a new three-story self-storage building and a one-story industrial building. All new site improvements and landscaping will be provided, and the existing cell tower will remain. Thirty to forty feet of new landscaping will be located between the streets and the buildings.

If you are interested in learning more about this proposal and seeing the conceptual plans, we invite you to drop in for this neighborhood meeting and provide us your feedback and comments.

For questions regarding this project, please contact Aaron Anderson, Development Director for Public Storage at 949-570-8915, aanderson4@publicstorage.com.

Attachment #4: Neighborhood Outreach Meeting Notice (Cont.)
a. Sign-In Sheet

Public Storage - 13808 Imperial Highway, Santa Fe Springs, CA

Community Meeting
3/23/22 6pm

Name	Address	e-mail	phone
Yu Ea	230 250	Jason.yu.EA@Gmail.com	714-232-5591
John Chinn	UNIT # 320	JohnChinn3@gmail.com	714-393-0988
Hadih Francis		F Raghida@hotmail.com	714 452 4707
Brian Rodriguez	UNIT # 200	Briandr2193@gmail.com	714-234-6846

Attachment #5: Class 32 Categorical Exemption Report

PUBLIC STORAGE
SANTA FE SPRINGS

CATEGORICAL EXEMPTION

Lead Agency:

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

Prepared by:

CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101
Chatsworth, CA 91311

September 2022

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Appendix B-2: Vibration Technical Modeling

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CATEGORICAL EXEMPTION

Section A – Project Description

1. Project Information

Project Title: Public Storage Santa Fe Springs

Document Type: Categorical Exemption (CE)

Project Location: 13808 Imperial Highway, Santa Fe Springs, CA 90670

Lead Agency: City of Santa Fe Springs, Planning and Development
11710 Telegraph Road, Santa Fe Springs, CA 90670

Applicant: Public Storage

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Blvd., Suite 101, Chatsworth, CA 91311

2. Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that 33 classes of projects listed in Sections 15301-15333 do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) 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.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

This document analyzes the Project's consistency with the above criteria and will be referred to as the Categorical Exemption or CE.

3. Environmental Setting

a) Project Location

The Project Site is located at 13808 Imperial Highway (Assessor Parcel No. 8044-030-009) in the City of Santa Fe Springs (City) comprising a total of approximately 150,403 square feet (approximately 3.45 acres) of land (Project Site). The Project Site is zoned M-1-PD, Light Manufacturing – Planned Development, and is designated as Industrial in the General Plan. The Project Site is located on the southeast corner of Imperial Highway and Marquardt Avenue, with local access provided via Imperial Highway and Marquardt Avenue, and regional access provided by I-5 (Santa Ana Freeway). Figures 1 and 2 provide a regional vicinity map and an aerial map of the Project Site, respectively.

b) Existing Conditions

The Project Site is a generally flat property that is currently developed with approximately 53,620 square feet of light industrial uses.

c) Surrounding Land Uses

All of the surrounding properties are fully developed. West of the Project Site is Marquardt Avenue. On the west side of Marquardt Avenue is fully paved Coyote Creek and a recycling company located on an M-2 (Heavy Manufacturing) zoned property. To the south is an industrial building, also within the M-1-PD zone like the Project Site. North of the Project Site is Imperial Highway, with single-family residential homes located in unincorporated Los Angeles County north of Imperial Highway. To the east, in the City of La Mirada, is a retail center with various retail and restaurant uses as well as associated parking. Further to the southeast, also in the City of La Mirada, are single-family and multi-family residential buildings.

4. Project Description

a) Project Characteristics

The Project would subdivide the Project Site into two parcels of approximately 2.71 acres and 0.75 acres, for the purpose of reducing the lot for self-storage to under three acres, as required by the Santa Fe Springs zoning code. The existing building would be demolished, and the Project would include one, three-story, self-storage building of approximately 203,532 square feet on the 2.71-acre western lot. The smaller 0.75-acre lot would be developed with two multi-tenant industrial buildings of approximately 7,368 square feet and 4,764 square feet. The two multi-tenant industrial buildings would contain a total of 11,072 square feet of light industrial space and 1,060 square feet of office space. The total square footage of the Project would be approximately 215,664 square feet.

The new self-storage building has a contemporary design and would include various exterior materials, including stucco, split face CMU, metal panels, showcase windows, spandrel glass, and storefront glass. Vertical and horizontal lines, massing shifts, and color and material changes would visually break up the building façades. The industrial buildings would use similar buildings as the self-storage building, including CMU, stucco, and metal panels. To tie the buildings together, the same stucco color would be used, but with an added darker accent color. Metal canopies would also be used in both buildings.

Figure 3 provides a conceptual site plan for the Project, Figures 5 and 6 provide conceptual elevations, and Figure 7 provides conceptual views.

b) Landscaping

The Project's conceptual landscape plan is provided in Figure 4. As shown, the Project would include approximately 29,253 square feet of landscaping (in excess of the required 19,425 square feet of landscaping), including enhanced landscaped areas along the Project frontages and trees lining the driveway from Imperial Highway.

c) Access

Vehicular access to the Project Site would be provided from one existing shared driveway on Imperial Highway and one existing driveway on Marquardt Avenue.

d) Parking

The Project would meet the City's vehicle parking requirements by providing 21 spaces for the self-storage uses and 25 spaces for the industrial uses. The Project would also provide six bicycle parking spaces.

e) Sustainability Features

The Project would comply with the 2019 California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations). In addition, the Project would include the following sustainability features:

- Interior lights in the self-storage building, except emergency lights, will be operated via motion detector so that they will be off most of the time.
- The self-storage building will be climate-controlled and will only be heated if the interior temperatures reach approximately 55 degrees and cooled only when interior temperatures reach approximately 85 degrees.

f) Construction

Table 1 provides the estimated construction schedule and associated assumptions that were used in this analysis.

Table 1
Estimated Construction Schedule and Assumptions

Phase	Duration	Notes
Demolition	Month 1 (3 weeks)	Removal of approximately 3,300 cubic yards of demolition debris hauled 25 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 1 (1 week)	Fine grading of Project Site.
Trenching	Months 2-4	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 2-9	Footings and foundation work (e.g., pouring concrete pads); framing; welding; and installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, and trash management.
Paving	Month 9	Flatwork, including paving of driveways and walkways.
Architectural Coatings	Months 8-9	Application of interior and exterior coatings and sealants.

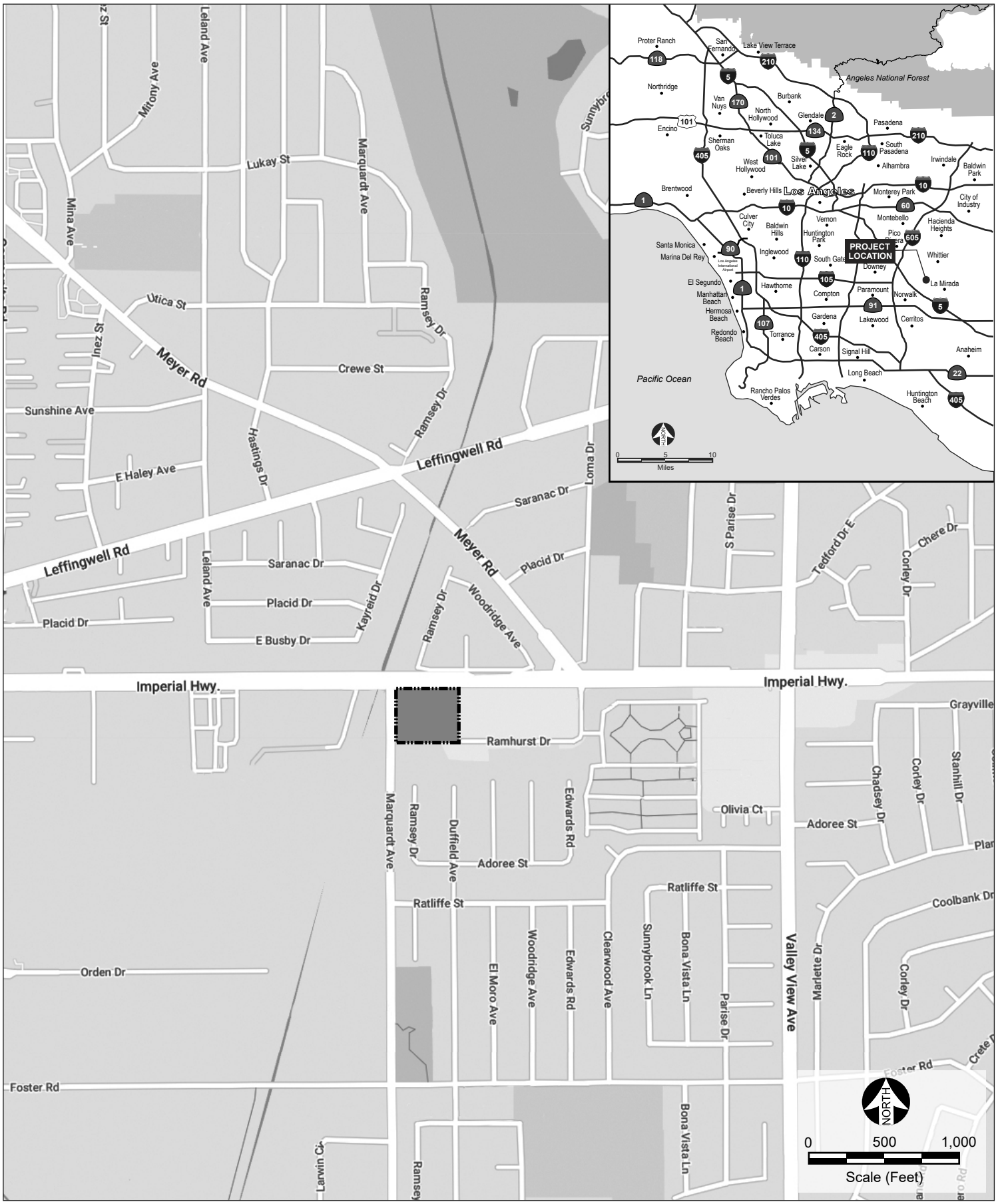
Source: DKA Planning, 2022.

The Project would require the removal of approximately 3,300 cubic yards of demolition debris, which would be taken to a landfill approximately 25 miles from the Project Site. It is expected that trucks hauling the demolition debris would exit the Project Site on Marquardt Avenue, turn left on Imperial Highway, and travel to I-5 (Santa Ana Freeway). There would be no import or export of soil.

g) Requested Permits and Approvals

The Project Applicant seeks approval of the following:

- Tentative Parcel Map to subdivide the lot into two parcels of approximately 2.71 acres and 0.75 acres;
- Development Plan Approval for each of the three proposed buildings;
- Conditional Use Permit to permit self-storage uses within the M-1 zone; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, haul route permits, temporary street closure permits, grading permits, excavation permits, foundation permits, street tree removal permits, and building permits.



Legend

Project Site

Source: Google Maps 2022.

Figure 1
Regional Location Map



Legend

Project Site

Source: Google Maps 2022.

Figure 2
Aerial Map

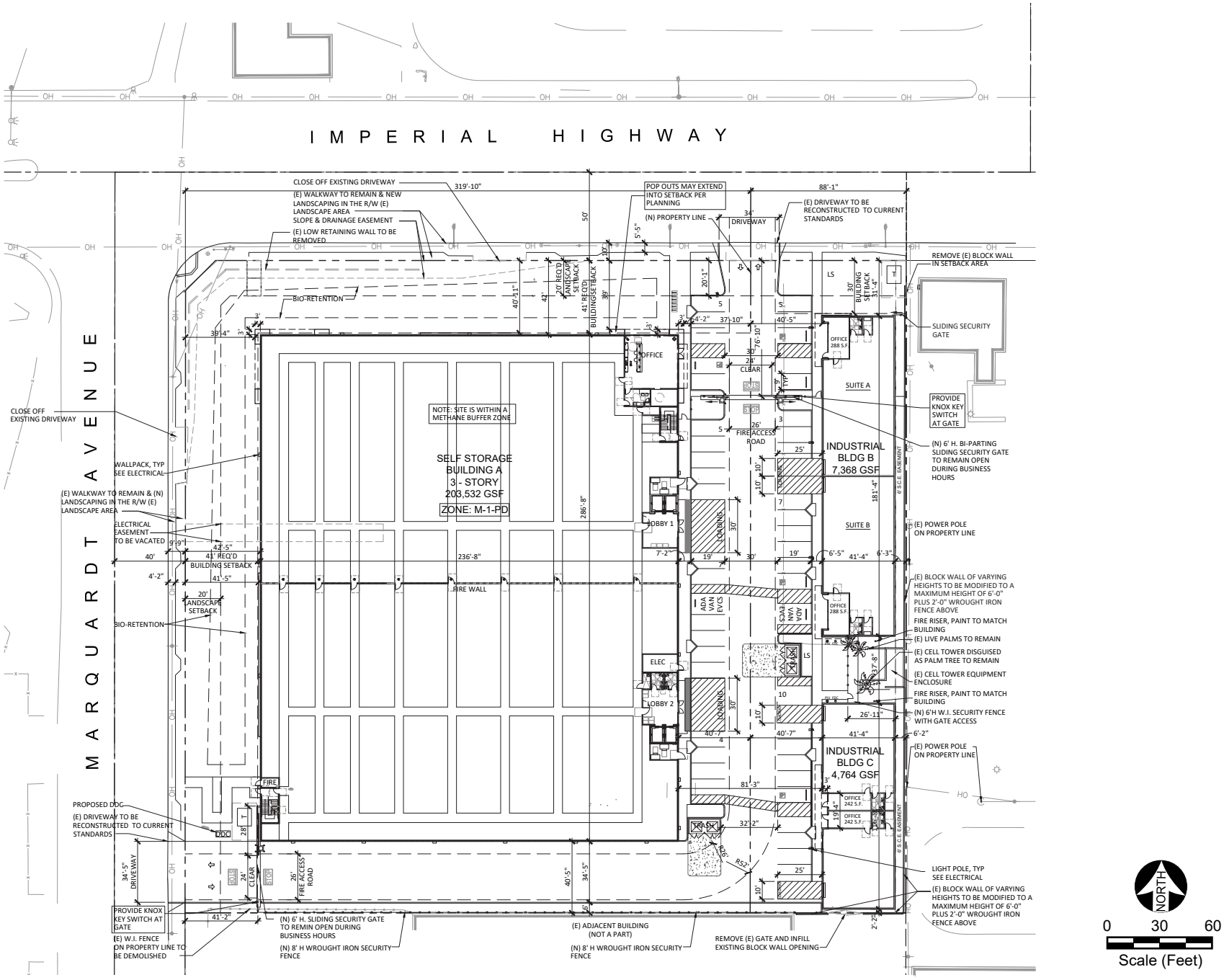
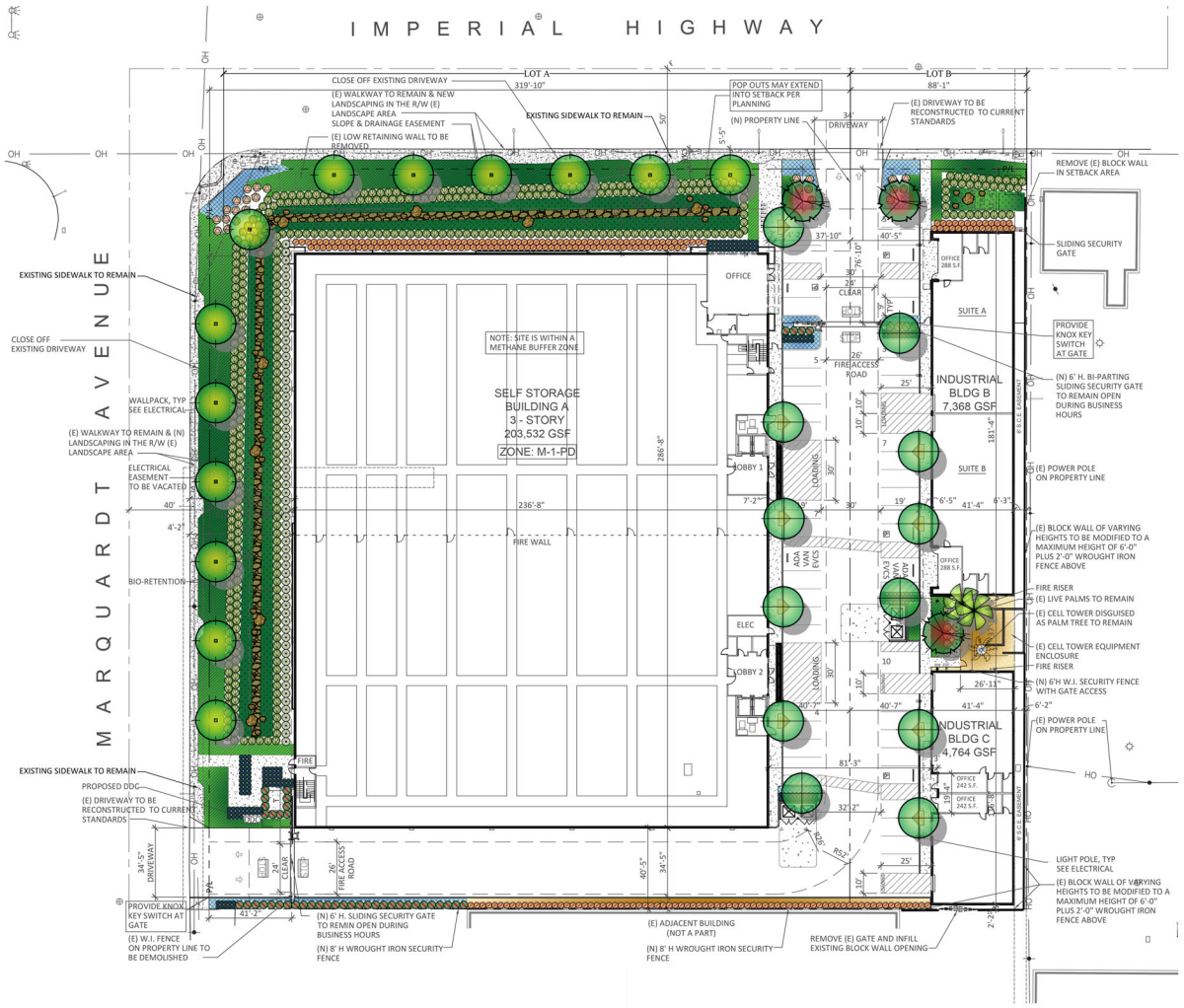


Figure 3
Conceptual Site Plan

Source: KSP Studio Architecture+Engineering, 2022.



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	24" BOX	13	LOW
	LAGERSTROEMIA INDICA 'CHEROKEE'	CHEROKEE CRAPE MYRTLE	36" BOX	3	MODERATE
	LAURUS NOBILIS	SWEET BAY	24" BOX	12	LOW
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	EXISTING TO REMAIN	2	LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	24	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	426	LOW
	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	236	LOW
	NERIUM OLEANDER 'PETITE PINK'	DWARF OLEANDER	5 GAL	47	LOW
	RUELLIA PENINSULARIS	DWARF RUELLIA	5 GAL	204	LOW
	WESTRINGIA FRUTICOSA 'SMOKEY'	COAST ROSEMARY	5 GAL	70	LOW
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	@ 24" OC	LOW
	ROSMARINUS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	@ 48" OC	LOW
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	@ 24" OC	LOW
	ANGULAR 4-6" COBBLE				
	ANGULAR 4-6" COBBLE				
	ANGULAR GRANITE BOULDER				

LANDSCAPE NOTES

- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- LANDSCAPING IS TO CONFORM TO ALL APPLICABLE CODES & ORDINANCES.
- PROPERTY OWNER SHALL BE RESPONSIBLE FOR ALL ON-SITE LANDSCAPING AS SHOWN.
- ALL TREES WITHIN 5' OF HARDSCAPE TO HAVE A 12" DEEP LINEAR ROOT BARRIER.
- ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED ORGANIC MULCH.
- SOIL COMPACTION TO BE NO GREATER THAN 85% ON LANDSCAPE AREAS.
- ALL FINISH GRADES TO BE 1-1/2" BELOW FINISH SURFACE PAVING.
- AGRONOMICAL SOIL TESTING REPORT TO BE PROVIDED BY CONTRACTOR.
- USE ONLY APPROVED PLANTING MEDIA AT DESIGNATED UNDERGROUND PLANTER LOCATIONS.

LANDSCAPE CALCULATIONS

LOT A:
25 SQ. FT. OF LANDSCAPE AREA PER EACH LF OF STREET FRONTAGE
STREET FRONTAGE = 689 LINEAR FEET.
LANDSCAPE REQUIRED = 17,225 SQ. FT.
LANDSCAPE PROVIDED = 25,247 SQ. FT.

6% OF PARKING TO BE LANDSCAPE
(50% PERIMETER PARKING/50% PARKING AREA LANDSCAPE)
PARKING SQUARE FEET = 8,459 SQ. FT.
LANDSCAPE REQUIRED = 508 SQ. FT.
LANDSCAPE PROVIDED = 903 SQ. FT. (11%)

LOT B:
25 SQ. FT. OF LANDSCAPE AREA PER EACH LF OF STREET FRONTAGE
STREET FRONTAGE = 88 LINEAR FEET.
LANDSCAPE REQUIRED = 2,200 SQ. FT.
LANDSCAPE PROVIDED = 4,006 SQ. FT.

6% OF PARKING TO BE LANDSCAPE
(50% PERIMETER PARKING/50% PARKING AREA LANDSCAPE)
PARKING SQUARE FEET = 9,499 SQ. FT.
LANDSCAPE REQUIRED = 570 SQ. FT.
LANDSCAPE PROVIDED = 847 SQ. FT. (9%)

NORTH

0 60 120

Scale (Feet)

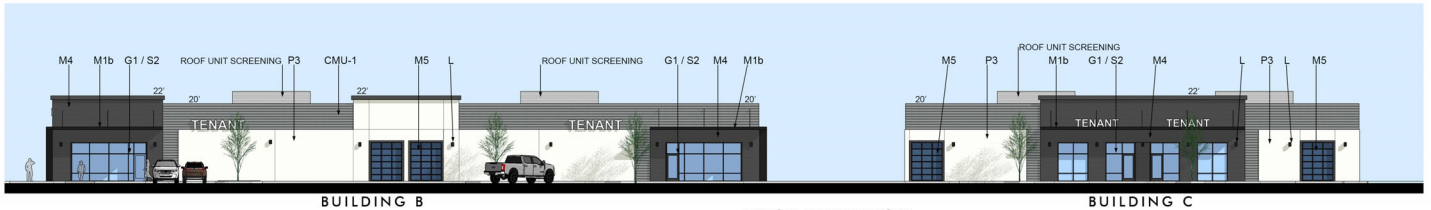
Source: KSP Studio Architecture+Engineering, 2022.

Figure 4
Conceptual Landscape Plan



Source: KSP Studio Architecture+Engineering, 2022.

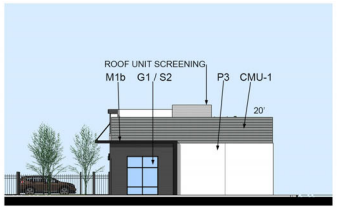
Figure 5
Concept Elevation – Building A



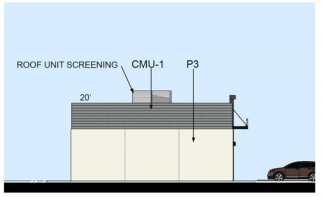
BUILDING B

WEST ELEVATION

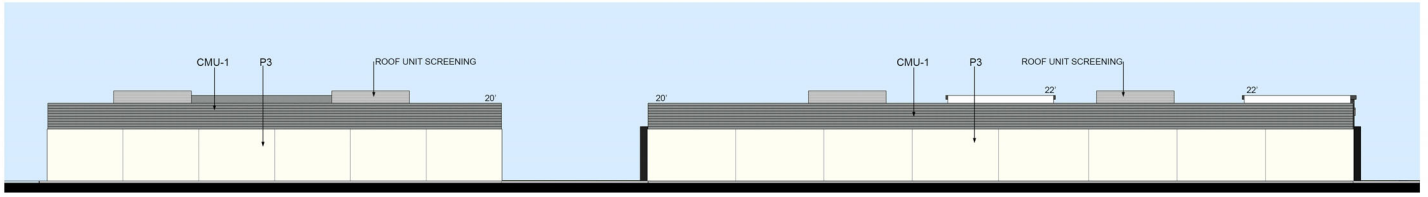
BUILDING C



BUILDING B-SOUTH ELEVATION



BUILDING C NORTH ELEVATION



BUILDING C

EAST ELEVATION

BUILDING B



BUILDING B

NORTH ELEVATION
ALONG IMPERIAL HIGHWAY

BUILDING A FOR REFERENCE



BUILDING A FOR REFERENCE

SOUTH ELEVATION

BUILDING C

Source: KSP Studio Architecture+Engineering, 2022.

Figure 6
Concept Elevation – Buildings B and C



ENTRY VIEW FROM NORTHEAST CORNER



ENTRY VIEW FROM NORTHEAST CORNER

Source: KSP Studio Architecture+Engineering, 2022.

Figure 7
Concept Views

CATEGORICAL EXEMPTION

Section B – Environmental Analysis

1. Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of [CEQA], Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). Class 32 is intended to promote infill development within urbanized areas. The class consists of in-fill projects that are consistent with the local general plan and zoning requirements that would not result in any significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2.

Section 15332. In-Fill Development Projects

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) 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.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

Section 15300.2. Exceptions

> *(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the*

environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

2. Discussion of CCR Section 15332(a)

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.

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations adopted for the purpose of avoiding mitigating an environmental effect. Plan inconsistencies in and of themselves are not a significant impact on the environment under CEQA, which recognizes only direct physical changes or reasonably foreseeable indirect physical changes in the environment.[1]

a) General Plan

The Santa Fe Springs 2040 General Plan was adopted by the City Council on February 8, 2022, and includes the following General Plan Elements: Land Use Element, Housing Element, Circulation Element, Economic Development Element, Environmental Justice Element, Open Space and Conservation Element, Safety Element, and Noise Element. However, the Project was formally submitted to the City on February 2, 2022, prior to the adoption of the 2040 General Plan. Therefore, the City has determined that the Project would be subject to the requirements of the prior General Plan. The Project conforms with the General Plan Industrial land use designation for the Project Site.

Notwithstanding the above, Table 2, below, provides a discussion of the Project's consistency with the applicable goals from the 2040 General Plan.

Table 2
General Plan Consistency Analysis

Goals and Policies	Discussion
Land Use Element	
Goal LU-1: A balanced community of thriving businesses, healthy neighborhoods, excellent community facilities, and interesting places.	**Consistent.** The Project includes the development of self-storage, light industrial, and ancillary office uses that would help support a diversified economy within the City of Santa Fe Springs.
Policy LU-1.2: Economic Diversity. Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.	
Policy LU-1.5: Land Use Transitions. Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.	**Consistent.** As discussed below, Project impacts with respect to both noise and air quality would be less than significant and the Project would not impact any neighboring residential uses.
Goal LU-2: Industrial businesses that stimulate economic development and job growth.	**Consistent.** The Project would result in increased sales tax and property tax revenues to the City.
Policy LU-2.4: Beneficial Businesses.	

[1] See Guidelines Section 15064(d)-(e),

Table 2
General Plan Consistency Analysis

Goals and Policies	Discussion
Discourage establishment of businesses that have limited potential to contribute to the local tax base or create high paying jobs.	
Circulation Element	
Goal C-3: Active Transportation Network: Connected Street Network for Pedestrians and Cyclists.	**Consistent.** The Project would include six bicycle parking spaces.
Policy C-3.8: Bicycle Parking. Establish standards for bicycle parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for commercial developments that provide bicycle parking.	
Goal C-6: Street designs that accommodate transportation modes and users of all abilities.	**Consistent.** The Project includes the removal of two existing driveways, closest to the intersection of Imperial Highway and Marquardt Avenue, providing better and safer circulation on both Imperial Highway and Marquardt Avenue. The remaining two driveways would be reconstructed to current City standards.
Policy C-6.5: Driveway Access. Require the driveway access points onto arterial roadways be limited in number and location to ensure the smooth and safe flow of vehicles and bicycles.	
Goal C-10: Sufficient, well-designed, and convenient off-street parking facilities.	**Consistent.** The Project would meet the City's vehicle parking requirements by providing 21 spaces for the self-storage uses and 25 spaces for the industrial uses.
Policy C-10.4: Sufficient Parking. Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.	
Goal C-12: A sustainable and reliable water supply.	**Consistent.** As discussed below under "Water," based on the City's 2020 Urban Water Management Plan, there is adequate water supply to serve the Project.
Policy C-12.1: Adequate Water Supply. Ensure adequate sources of water supply sufficient to serve existing and future development, and consider long-term climate change impacts to water demand and supply.	
Policy C-12.5: Water Quality. Comply with all applicable water quality standards.	**Consistent.** Consistent with Chapter 52 of the Municipal Code, the Project would implement a Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the Project. The WQMP would include Best Management Practices (BMPs) to include pollutant source control features and pollutant treatment control features. In addition, the Project would be required to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Through compliance with the City's requirements to implement a WQMP and to handle runoff from the 85th percentile storm event, the Project would satisfy the City's water quality standards.
Goal C-13: A sanitary sewer system with capacity to accommodate future growth.	**Consistent.** As discussed below under "Wastewater," the existing wastewater treatment facilities and infrastructure would have adequate capacity to accommodate the Project.
Policy C-13.1: Wastewater Capacity. Monitor and analyze wastewater systems capacity and determine costs to construct relief wastewater systems as needed.	

Table 2
General Plan Consistency Analysis

Goals and Policies	Discussion
Conservation and Open Space Element	
Goal COS-4: Clean surface water, drainages, and groundwater. **Policy COS-4.4:** Runoff Pollution Prevention. Require that new developments incorporate features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include additional landscape areas, parking lots with bio-filtration systems, permeable paving designs, and stormwater retention basins.	**Consistent.** Consistent with Chapter 52 of the Municipal Code, the Project would implement a WQMP based on the anticipated pollutants that could result from the Project. The WQMP would include BMPs to include pollutant source control features and pollutant treatment control features. In addition, the Project would be required to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Through compliance with the City's requirements to implement a WQMP and to handle runoff from the 85th percentile storm event, the Project would satisfy the City's water quality standards.
Goal COS-5: An expansive urban forest and related benefits. **Policy COS-5.6:** Bird Nesting. Protect migratory and native bird nesting sites on trees and landscaping during construction and/or tree removal or trimming, with special considerations during bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.	**Consistent.** The Project includes the removal of approximately 17 trees. The removal of these trees would comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds do not occur. Compliance with this regulatory requirement would ensure that the Project does not result in any impacts to nesting or migratory birds.
Goal COS-8: Energy-efficient operations and structures. **Policy COS-8.3:** Energy-Efficiency Strategies. Encourage energy-efficient strategies of all new projects (public and private), including appropriate structure orientation and site design, passive solar approaches, the use of shade trees to maximize cooling, and to reduce fossil fuel consumption for heating and cooling.	**Consistent.** The Project would comply with the 2019 California Green Building Standards Code. In addition, the Project would include interior lights that are operated via motion detectors, and would include climate controls in the proposed self-storage building to reduce the amount of heating and cooling.
Goal COS-9: Air quality conditions that improve over time. **Policy COS-9.4:** Minimize air quality impacts. Minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors.	**Consistent.** This CE includes an analysis of the Project's air quality impacts on surrounding sensitive receptors. As discussed below under "Air Quality," the Project would not exceed any of the South Coast Air Quality Management District's (SCAQMD) thresholds, and the Project's air quality impacts would be less than significant during both construction and operation.
Noise Element	
Goal N-2: Land use decisions that minimize noise exposure. **Policy N.2-3:** Noise Studies. Require developers of projects that are considered potential sources of noise, or when the projects are proposed next to existing or planned noise-sensitive land uses to prepare an acoustical study that describes the existing and future noise environments and defines noise-reducing design incorporated into the project that will achieve a noise environment consistent with City standards and guidelines.	**Consistent.** This CE includes an analysis of the Project's impacts with respect to noise. The analysis provided below under "Noise" includes a description of the existing noise environment and projects future noise levels with the Project. As demonstrated, the Project's noise impacts on nearby sensitive receptors would be less than significant and no mitigation measures would be required.
Goal N-3: Quieter Neighborhoods and Homes.	**Consistent.** This CE includes an analysis of the

Table 2
General Plan Consistency Analysis

Goals and Policies	Discussion
Policy N-3.3: Construction Noise. Require construction management plans that, in addition to enforcing City regulations, provide for construction noise mitigation to avoid adverse impacts associated with all construction-related activities and limit the permitted hours of construction activity.	Project's construction noise impacts. As discussed below under "Noise," the Project's construction noise impacts would be less than significant and no mitigation measures would be required. In addition, during all construction phases, noise-generating activities at the Project Site would be limited to the hours of 7:00 A.M to 7:00 P.M., Monday through Saturday.

b) Zoning

The Project Site is zoned M-1-PD, Light Manufacturing - Planned Development. The Project meets all the development standards of the M-1 zone including setbacks and height limits. The Project also meets the City's parking requirements (by providing the required 21 spaces for the self-storage uses and 25 spaces for the industrial uses) and will comply with the self-storage requirements of Santa Fe Springs Municipal Code (SFSMC) Section 155.637. Self-storage is an allowed use subject to a Conditional Use Permit. Finally, the Project would subdivide the lot into two parcels of approximately 2.71 acres and 0.75 acres. The purpose of the lot subdivision is to reduce the lot for self-storage to under three acres as required by the Santa Fe Springs Zoning Code.

c) Conclusion

For all the foregoing reasons, the Project is consistent with the General Plan land use designation and zoning for the Project Site, as well as the applicable General Plan goals and policies.

3. Discussion of CCR Section 15332(b)

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is located at 13808 Imperial Highway, on a major arterial within the City of Santa Fe Springs. The total area of the Project Site is approximately 3.45 acres, which is less than five acres. The Project Site is located in a developed area substantially surrounded by urban uses. All of the surrounding properties are fully developed. West of the Project Site is Marquardt Avenue. On the west side of Marquardt Avenue is fully paved Coyote Creek and a recycling company located on an M-2 (Heavy Manufacturing) zoned property. To the south is an industrial building, also within the M-1-PD zone like the Project Site. North of the Project Site is Imperial Highway, with single-family residential homes located in unincorporated Los Angeles County north of Imperial Highway. To the east, in the City of La Mirada, is a retail center with various retail and restaurant uses as well as associated parking. Further to the southeast, also in the City of La Mirada, are single-family and multi-family residential buildings. Therefore, the proposed development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses, and therefore the requirement in CCR Section 15332(b) is satisfied with respect to the Project.

4. Discussion of CCR Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

There are no significant ecological areas on the Project Site or in the Project Site's vicinity as identified on the County of Los Angeles Significant Ecological Areas and Coastal Resource Areas Policy Map.[2] As the Project Site is developed and completely surrounded by urban uses, there is no natural habitat for endangered, rare, or threatened species on the Project Site. Therefore, the Project would not have a direct impact on any identified species because none are present on the urbanized Project Site, and the Project would not modify any habitat that would affect identified species because no natural habitat exists on the urbanized Project Site.

No wetlands or riparian habitats (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on the Project Site.[3] Coyote Creek, located west of the Project Site, is classified as riverine that intermittently contains water.[4] However, Coyote Creek is separated from the Project Site by Marquardt Avenue, and thus, redevelopment of the Project Site would not result in any impacts to wetlands or riparian habitat.

The Project includes the removal of 10 sweetgum trees (liquidambar styraciflua) and seven bradford pear trees (pyrus calleryana). During Project construction, the removal of these trees would comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds do not occur. Compliance with this existing regulatory requirement would ensure that the Project does not result in any impacts to nesting or migratory birds.

There is no value of the Project Site as habitat for endangered, rare, or threatened species. The Project Site is not located in an approved local, regional, or state habitat conservation plan. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan.

Thus, the Project Site has no value as habitat for endangered, rare, or threatened species and, therefore, the requirement in CCR Section 15332(c) is satisfied with respect to the Project.

[2] County of Los Angeles, Significant Ecological Areas and Coastal Resource Areas Policy Map, Figure 9.3, https://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf.

[3] U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: https://www.fws.gov/wetlands/data/mapper.html, accessed August 16, 2022.

[4] U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: https://www.fws.gov/wetlands/data/mapper.html, accessed August 16, 2022.

5. Discussion of CCR Section 15332(d)

Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

This section is based on the following document, included in Appendix A of this Categorical Exemption:

A Trip Generation Memorandum, LSA, August 19, 2022.

a) Trip Generation

To estimate the number of vehicle trips generated by the existing uses and the Project, the trip generation has been calculated from land-use-based trip rates referenced from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. Table 3 summarizes the Project trip generation using the ITE trip rates.

Currently, the Project Site is occupied by 53,620 square feet of general light industrial use operating as the Imperial Commerce Center. Using trip rates for General Light Industrial use (ITE Land Use Code 110), the existing uses generate 261 daily weekday trips, including 40 trips in the A.M. peak hour (35 inbound and 5 outbound), and 35 in the P.M. peak hour (5 inbound and 30 outbound).

The Project includes a 203,532 square foot self-storage facility and 12,132 square feet of light industrial split between two buildings (11,072 square feet of light industrial use and 1,060 square feet of office use). Using trip rates for a Mini-Warehouse use (ITE Land Use Code 151), the self-storage component of the Project is forecast to generate 295 daily weekday trips, including 19 trips in the A.M. peak hour (11 inbound and 8 outbound), and 30 trips in the P.M. peak hour (14 inbound and 16 outbound). Using trip rates for General Light Industrial use (ITE Land Use Code 110), the industrial component of the Project is forecast to generate 54 daily weekday trips, including 8 trips in the A.M. peak hour (7 inbound and 1 outbound), and 7 trips in the P.M. peak hour (1 inbound and 6 outbound). Using trip rates for a General Office Building (ITE Land Use Code 710), the office component of the Project is forecast to generate 11 daily weekday trips, including 1 trip in the A.M. peak hour (1 inbound and fewer than 1 outbound), and 1 trip in the P.M. peak hour (fewer than 1 inbound and 1 outbound).

After taking credit for the existing trip generation on-site, the Project is anticipated to generate 99 additional net daily trips, including a reduction of 12 trips in the A.M. peak hour (16 fewer inbound and 4 additional outbound), and an addition of 3 trips in the P.M. peak hour (10 additional inbound and 7 fewer outbound). The Project is of similar (or less) intensity compared to the existing land uses. For this reason, a Traffic Impact Analysis would not be required.

Table 3
Trip Generation Summary

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Uses								
General Light Industrial	53,620 sf	261	35	5	40	5	30	35
Proposed Uses								
General Light Industrial	11,072 sf	54	7	1	8	1	6	7
Self-Storage Facility	203,532 sf	295	11	8	19	14	16	30
Office	1,060 sf	11	1	0	1	0	1	1
Subtotal Proposed		360	19	9	28	15	23	38
Total		**99**	**(16)**	**4**	**(12)**	**10**	**(7)**	**3**
Source: LSA, Trip Generation Memorandum, August 19, 2022, included in Appendix A of this CE.								

b) Vehicle Miles Traveled

State of California Senate Bill (SB) 743 required the Governor's Office of Planning and Research to change the CEQA guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis has shifted from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emissions (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. Revisions to the State CEQA Guidelines became effective on December 28, 2018. The revisions include, among other things, the use of VMT as the methodology for evaluating traffic impacts. (See CEQA Guidelines Section 15064.3.)

While the City of Santa Fe Springs has not yet adopted specific VMT thresholds of significance, the County of Los Angeles (County) has adopted the *Transportation Impact Analysis Guidelines* (July 2020) for the purposes of analyzing transportation impacts under CEQA. These thresholds are consistent with the recommended screening criteria contained in the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) (OPR Technical Advisory). Consistent with the OPR Technical Advisory, the County recommends that a project generating fewer than 110 daily vehicle trips be screened out of a VMT analysis due to the determination of a less than significant impact.

As described above, the Project would result in 99 net additional daily vehicle trips to and from the Project Site, which is below the County Guidelines and OPR Technical Advisory threshold of 110 trips per day. Therefore, based on this analysis, the Project would be screened out from a VMT analysis and is not anticipated to have a significant transportation impact.

c) Conclusion

For these reasons, the Project would not result in any significant effects relating to traffic and, therefore, the requirement in CCR Section 15332(d) relating to traffic is satisfied with respect to the Project.

Noise

This section is based on the following documents, included in Appendix B of this CE:

B-1 Noise Technical Modeling, DKA Planning, August 2022.

B-2 Vibration Technical Modeling, DKA Planning, August 2022.

a) Regulatory Framework

(1) Federal

(a) Noise

Currently, no federal noise standards regulate environmental noise associated with temporary construction activities or the long-term operations of development projects. As such, both temporary and long-term noise impacts resultant from the Project would be largely regulated or otherwise evaluated by State of California (State) and City of Santa Fe Springs (City) standards designed to protect public well-being and health.

(b) Vibration

In 2018, the Federal Transit Administration (FTA) published the Transit Noise and Vibration Impact Assessment Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. Table 4 summarizes FTA's vibration guidelines for building and structural damage. While these are reference values for vibration levels at 25 feet of distance, this analysis uses logarithmic equations to determine whether building damage would occur regardless of actual distance between construction activity and nearby buildings.

The FTA Assessment Manual also cites criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second peak particle velocity (PPV) can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

Table 4
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
PPV = peak particle velocity Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.	

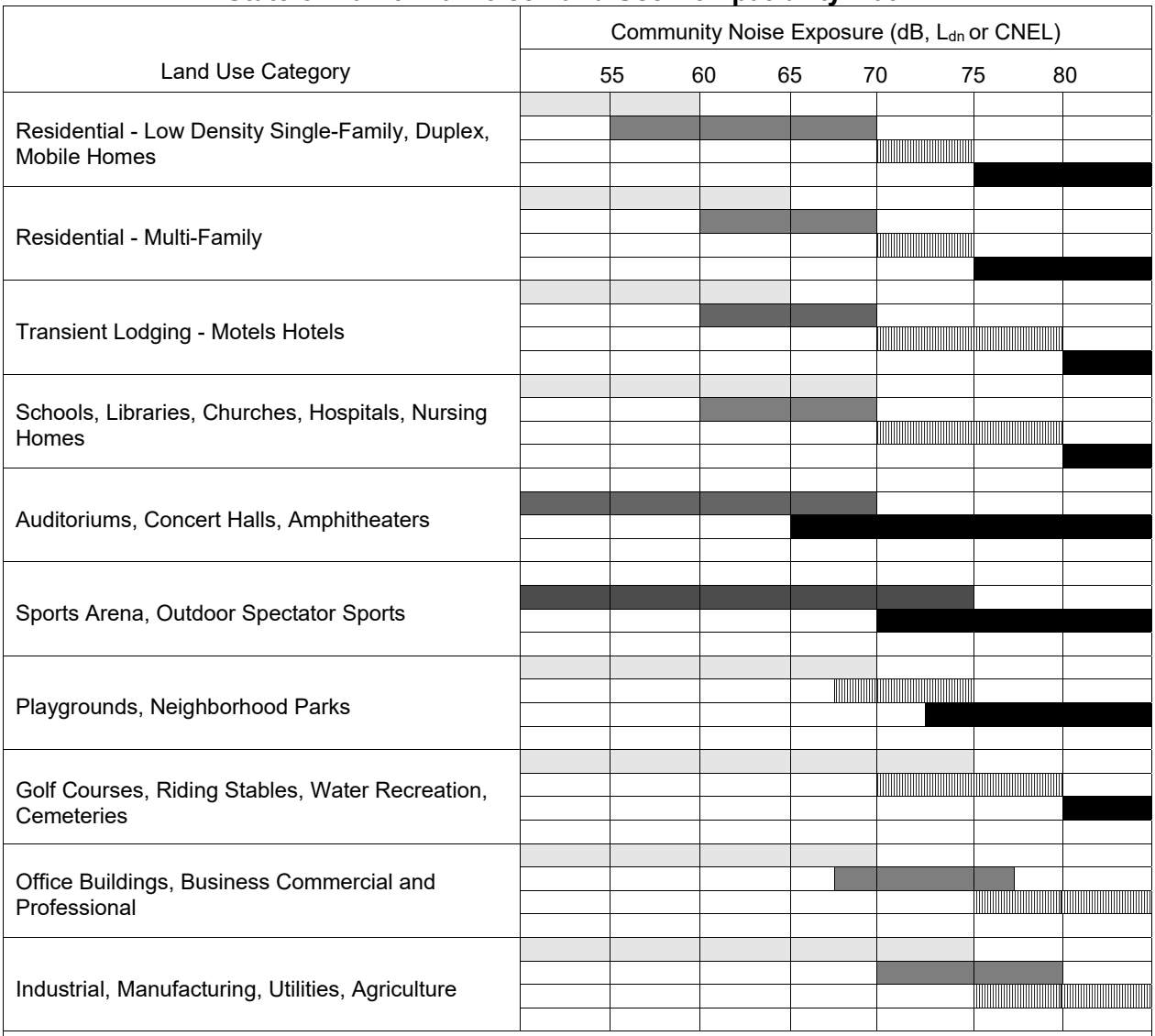
(2) State

(a) 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 5 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

Table 5
State of California Noise/Land Use Compatibility Matrix



Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

(b) California Civil Code Section 832

California's Civil Code Section 832 protects adjacent properties when excavation of a site occurs.

> *Each coterminous owner is entitled to the lateral and subjacent support which his land receives from the adjoining land, subject to the right of the owner of the adjoining land to make proper and usual excavations on the same for purposes of construction or improvement, under the following conditions:*
>
> *1. Any owner of land or his lessee intending to make or to permit an excavation shall give reasonable notice to the owner or owners of adjoining lands and of buildings or other structures, stating the depth to which such excavation is intended to be made, and when the excavating will begin.*
>
> *2. In making any excavation, ordinary care and skill shall be used, and reasonable precautions taken to sustain the adjoining land as such, without regard to any building or other structure which may be thereon, and there shall be no liability for damage done to any such building or other structure by reason of the excavation, except as otherwise provided or allowed by law.*
>
> *3. If at any time it appears that the excavation is to be of a greater depth than are the walls or foundations of any adjoining building or other structure, and is to be so close as to endanger the building or other structure in any way, then the owner of the building or other structure must be allowed at least 30 days, if he so desires, in which to take measures to protect the same from any damage, or in which to extend the foundations thereof, and he must be given for the same purposes reasonable license to enter on the land on which the excavation is to be or is being made.*
>
> *4. If the excavation is intended to be or is deeper than the standard depth of foundations, which depth is defined to be a depth of nine feet below the adjacent curb level, at the point where the joint property line intersects the curb and if on the land of the coterminous owner there is any building or other structure the wall or foundation of which goes to standard depth or deeper then the owner of the land on which the excavation is being made shall, if given the necessary license to enter on the adjoining land, protect the said adjoining land and any such building or other structure thereon without cost to the owner thereof, from any damage by reason of the excavation, and shall be liable to the owner of such property for any such damage, excepting only for minor settlement cracks in buildings or other structures.*

Caltrans has identified building damage significance guidance that provides thresholds for different categories of structures, including historic buildings that may not be considered extremely fragile (Table 6).

Table 6
Caltrans Vibration Damage Potential Threshold Criteria

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, 2013.		

(3) City

(a) General Plan Noise Element

The City of Santa Fe Springs is updating its General Plan, including the Noise Element, which includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. It adopts the State's guidance on noise and land use compatibility, shown in Table 5, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

The proposed Noise Element sets a land use compatibility standard for Industrial, Manufacturing, and Utilities facilities at 75 dBA CNEL at the property line. The draft Noise Element includes the following key policies:

Policy N-1.3: Electrical Vehicles. Support efforts that will reduce vehicular noise through programs that increase the percentage share of electric vehicles on roadways.

Policy N-2.2: Land Use Compatibility. Include the noise/land use compatibility standards of Table N-1 (Table 5 in this analysis) and compliance with the Municipal Code noise regulations as part of development review.

Policy N-2.3: Noise Studies. Require developers of projects that are considered potential sources of noise, or when the projects are proposed next to existing or planned noise-sensitive land uses to prepare an acoustical study that describes the existing and future noise environments and defines noise-reducing design

incorporated into the project that will achieve a noise environment consistent with City standards and guidelines.

Policy N-2.4: Truck Access. Require that site design for new industrial and commercial developments and remodels address proximity to residential uses by locating automobile and truck access at the maximum practical distance from residential uses and with adequate noise shielding provided to achieve noise standards.

Policy N-2.5: Noise-Generating Industrial Facilities. Locate noise-generating industrial facilities at the maximum practical distance from residential neighborhoods. Require additional setbacks between noise-generating equipment and noise-sensitive uses and limit the operation of noise-generating activities to daytime hours where such activities may affect residential uses.

Policy N-2.7: Construction Noise. Require construction management plans that, in addition to enforcing City regulations, provide for construction noise mitigation to avoid adverse impacts associated with all construction-related activities and limit the permitted hours of construction activity.

(b) Santa Fe Springs Municipal Code

The City of Santa Fe Springs Municipal Code (SFSMC) contains regulations that would regulate noise from the Project's temporary construction activities. This includes but is not limited to:

- Section 155.424. This section regulates noise from activities, instruments, vehicles, and other sources. It includes the following limits (A-weighted):

Outdoor Noise at Lot Line of	Daytime (7 A.M. to 10 P.M.) Maximum (dBA)	Nighttime (10 P.M. to 7 A.M.) Maximum (dBA)
School, church, or hospital	65	65
A-1, R-1, R-3 zone	70	65
C-1, C-4 zone	80	75
ML, PF, BP zone	80	80
M-1, M-2 zone	90	90

- Section 155.425 governs special noise sources, including construction of buildings and projects. Section 155.425(B) states it is "unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day."

- Section 155.426 states the City may require an acoustical analysis (noise study) as part of the building permit process if there is reason to believe that a project would not conform with these noise standards.

- Section 155.428 states that land uses shall be operated so that ground vibration is not harmful or injurious.

b) Existing Conditions

(1) Project Site

The Project Site is currently developed with 53,620 square feet of light industrial uses, which generates noise from the following sources:

- Medium- and heavy-duty trucks accessing the Project Site from driveways along Imperial Highway and Marquardt Avenue, where they load and unload freight at loading docks along the southern and eastern sides of the development.
- Operation of the parking lot for employees and visitors, which includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds.
- Roof-top cooling units that provide air conditioning for the building that occasionally generate minor levels of noise (approximately 81.9 dBA at one foot of distance).[5]

However, the primary source of noise near the Project Site is vehicle traffic, as transportation noise is the main source of noise in urban environments, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[6] The existing development contributes approximately 261 daily vehicle trips traveling to and from the Project Site.[7] These vehicles add minimal traffic volumes to Imperial Highway and Marquardt Avenue throughout the day.

The primary source of groundborne vibration near the Project Site is vehicle travel, including vehicles that travel on Imperial Highway. The blend of passenger vehicles, trucks, delivery trucks, transit buses, and other light-, medium-, and heavy-duty vehicles using this major arterial generate minimal levels of vibration. As noted by federal guidance, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible…"[8] As such, vehicle movement generates imperceptible ground vibration, with the occasional exception of heavy-duty vehicles that travel over speed bumps, potholes, and other street irregularities. As such, vehicle traffic on Imperial Highway is not a source of major groundborne vibration except for instances where heavy-duty trucks hit potholes or bumps on the road.

[5] City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

[6] World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed March 18, 2021.

[7] LSA, Public Storage Santa Fe Springs, California – Trip Generation Analysis. August 2022.

[8] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

(2) Noise-Sensitive Receptors

The Project Site is located along a major arterial with a mix of residential and industrial uses. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 13904 Ramhurst Drive, approximately 30 feet south of the Project Site.
- Residences, 12435 Ramsey Drive, approximately 90 feet north of the Project Site.
- Residences, 13833-13845 Ramsey Drive, approximately 150 feet north of the Project Site.
- Residences, 12803 Duffield Avenue, approximately 240 feet south of the Project Site.
- Residences, 12803 Ramsey Drive, approximately 240 feet south of the Project Site.
- Residences, 13748 Busby Drive, approximately 300 feet northwest of the Project Site.

(3) Vibration-Sensitive Receptors

There are several buildings or structures near the Project Site that could be exposed to groundborne vibration during construction and operation of the Project, including:

- 12716 Marquardt Avenue, directly south of the Project Site.
- Restaurant, 13844 Imperial Highway, approximately five feet east of the Project Site.
- Residences, 13904 Ramhurst Drive, approximately 30 feet south of the Project Site.

(4) Existing Ambient Noise Conditions

In August 2022, short-term noise measurements were taken near the Project Site to determine the ambient noise conditions of the neighborhood near sensitive receptors (see Figure 8).[9] As shown in Table 7, noise levels along roadways near the Project Site range from 55.4 to 67.2 dBA L_{eq}, which is generally consistent with the traffic volumes on the applicable street(s), particularly where measurements were influenced by Imperial Highway, where 45 mph posted speed limits elevated ambient noise levels along the arterial.

[9] Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

Table 7
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels	
		dBA (L_{eq})	dBA (CNEL)[a]
13748 Busby Dr.	Traffic on Imperial Hwy.	67.2	65.2
12435 Ramsey Dr.	Traffic on Imperial Hwy.	64.6	62.6
Ramsey Dr. cul-de-sac	Traffic on Ramsey Dr.	60.0	58.0
13904 Ramhurst Dr.	Traffic on Imperial Hwy.	55.4	53.2

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
Source: DKA Planning, 2022.

c) Methodology

(1) On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

(2) Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[10] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger

[10] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[11] It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

(3) On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, and the presence of similar noise sources in the vicinity.

(4) Off-Site Operational Noise Sources

The Project's off-site noise impact was evaluated based its potential to increase traffic volumes on local roadways that serve the Project Site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether vehicle trips generated by the Project would double traffic volumes on key roadways that access the Project Site.

(5) Construction Vibration Sources

Ground-borne vibration impacts during construction activities were evaluated for both on-site and off-site construction activities by identifying potential vibration sources (e.g., construction equipment), estimating the vibration levels at off-site structures, and comparing the proposed impacts against applicable vibration significance thresholds.

(6) Operational Vibration Sources

The Project does not include land uses that would generate high levels of ground-borne vibration. Instead, any vibration related to operation of the Project would involve vehicles traveling to and from the Project Site. However, vibration from vehicle activities using rubber-tired wheels is unlikely to be perceptible by people.

[11] Caltrans, Technical Noise Supplement Table 3-3, 2013.

d) Thresholds of Significance

(1) Construction Noise Thresholds

For the purposes of this analysis, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use.

(2) Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.[12]

(3) Groundborne Vibration Threshold

There are no adopted City standards or other applicable regulations that would govern the Project's vibration impacts. In assessing impacts related to noise and vibration in this section, the City uses Appendix G as the thresholds of significance. The FTA's criteria in its 2018 Transit Noise and Vibration Impact Assessment manual will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, Caltrans' thresholds for historic buildings will be used when structures are not Category IV structures considered extremely susceptible to vibration damage.

[12] As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.



Source: Douglas Kim+Associates, LLC, 2022.

Figure 8
Noise Monitoring Location Map

e) Project Impacts

(1) On-Site Construction Activities

Construction would generate noise during the construction process including during grading, trenching for utilities, building construction, and application of architectural coatings. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 7:00 P.M. Monday through Saturday.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., trenching, building construction, paving, architectural coatings), noise impacts are generally lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Because the Project's construction phase would occur for more than three months, the applicable threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in Table 8, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety Code. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 8
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
Residences – 13849 Busby Dr.	53.0	67.2	67.4	0.2	No
Residences – 12804 Duffield Ave.	44.9	60.0	60.1	0.1	No
Residences – 12803 Ramsey Dr.	51.2	60.0	60.5	0.5	No
Residences – 13833-13845 Ramhurst Dr.	57.0	64.6	65.3	0.7	No
Residences – 12435 Ramsey Dr.	59.0	64.6	65.7	1.1	No
Residences – 13904 Ramhurst Dr.	58.8	55.4	60.2	4.8	No
Source: DKA Planning, 2022.					

(2) Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris from the Project Site during demolition activities, vendor and contractor trips, and worker commute trips. Building construction activities would generate up to an estimated 167 peak hourly PCE vehicle trips, as summarized in Table 9, conservatively assuming all workers travel to the worksite at the same time. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent a small fraction of traffic volumes on Imperial Highway.

Imperial Highway would likely serve as part of the ultimate haul route for any debris hauled from the Project Site given its direct access to the Santa Ana Freeway. According to the Environmental Impact Report prepared for the Santa Fe Springs General Plan and Targeted Zoning Code Update, Imperial Highway, between Valley View Avenue and Carmenita Road, carries an average of 34,293 daily trips. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Imperial Highway, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 9
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips
Demolition	15	0	120[b]	135
Grading	15	0	0	15
Trenching	5	0	0	5
Building Construction	70	97[c]	0	167
Paving	20	0	0	20
Architectural Coating	14	0	0	14

[a] Assumes all worker trips occur in the peak hour of construction activity.
[b] The project would generate 660 haul trips over a 15-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.
[c] This phase would generate about 35 vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE.
Source: DKA Planning, 2022.

(3) On-Site Operational Noise

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the roofs of the three buildings that would generate incremental long-term noise. This includes HVAC equipment in the form of large rooftop units suitable for cooling large volumes of a building that would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans. While these units could generate a sound pressure level of up to 81.9 dBA at one foot,[13] noise impacts on nearby sensitive receptors would be negligible for several reasons. First, there would be limited line-of-sight from these rooftop units to sensitive receptors south of the Project Site, as an industrial building located immediately south of the Project Site would shield noise from most residences to the south. Second, the substantial setback of these units from noise-sensitive uses would significantly attenuate any noise. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance

[13] City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

for operational impacts. Third, there would be screening of these rooftop units and a parapet that would reduce any direct line of site to nearby sensitive receptors.

All other equipment would be fully enclosed within the structures, shielded from outside sources, and would therefore produce minimal noise impacts for off-site sensitive receptors. Vaults that house utility fan rooms, and other operational equipment would be located within each building, as well as electrical rooms and transformers on the ground level and elevator equipment (including hydraulic pump, switches, and controllers), all of which would be fully enclosed within the structures and shielded from nearby sensitive receptors.

Vehicle Noise

The majority of vehicle-related noise at the Project Site would come from vehicles entering and exiting from driveways on Imperial Highway and Marquardt Avenue. However, the Project would result in 12 fewer A.M. peak hour trips and three additional P.M. peak hour trips when compared to the existing uses.[14] As a result, vehicle-related noise on local streets would not change audibly.

Outdoor Uses

While most operations would be conducted inside of the buildings, outdoor activities could generate noise. These activities include trash collection, landscape maintenance, and commercial loading, which are discussed below:

- Trash collection. On-site trash and recyclable materials would be managed from the parking lot at the southeastern portion of the Project Site, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[15] Intermittent solid waste management activities would operate during the day and be comparable to trash collection for the existing industrial building. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[16] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape

[14] LSA, Public Storage Santa Fe Springs, California – Trip Generation Analysis. August 2022.

[15] RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

[16] Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

equipment would operate during the day, would be comparable to existing activities, and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.[17]

- Commercial loading. On-site loading and unloading activities would be managed along the eastern portion of the Project Site, where there are no sensitive receptors that would be directly exposed to noise. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Residential receptors to the south of the Project Site would be shielded from these activities by the proposed "Building C" at the southeast corner of the Project Site and by the existing industrial building on the adjacent property to the south.

Based on an assessment of these on-site sources, the Project's on-site operational noise impacts would be less than significant.

(4) Off-Site Operational Noise

The majority of the Project's operational noise would be off-site from vehicles traveling to and from the Project Site. The Project would result in 12 fewer A.M. peak hour trips and three additional P.M. peak hour trips.[18] Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be less than significant.

(5) Construction Vibration

Construction equipment can produce groundborne vibration based on equipment and methods employed. While this spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. Table 10 summarizes vibratory levels for common construction equipment.

[17] While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

[18] LSA, Public Storage Santa Fe Springs, California – Trip Generation Analysis. August 2022.

Table 10
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.	

Groundborne vibration would be generated by a number of construction activities at the Project Site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.223 inches per second PPV are projected to occur at the industrial building at 12716 Marquardt Avenue, the nearest structure to the Project Site. This impact is below the 0.30 inches per second PPV threshold from FTA that is considered potentially harmful to Category II buildings. And as shown in Table 11, more distant receptors would experience even lower levels of groundborne vibration. Other potential construction activities would produce less vibration and have lesser potential impacts on nearby sensitive receptors. As a result, construction-related structural vibration impacts would be considered less than significant.

Table 11
Building Damage Vibration Levels – On-Site Sources

Off-Site Receptor Location	Distance to Project Site (feet)[a]	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
12716 Marquardt Avenue	10	0.223	0.223	0.190	0.088	0.008	0.30[b]	No
13844 Imperial Highway	16	0.139	0.139	0.119	0.055	0.005	0.20[c]	No
13904 Ramhurst Drive	40	0.056	0.056	0.048	0.022	0.002	0.20[c]	No

[a] Includes ten-foot buffer for equipment maneuverability
[b] FTA criterion for Category II (engineered concrete and masonry buildings)
[c] FTA criterion for Category III (non-engineered timber and masonry buildings)
Source: DKA Planning, 2022.

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.[19] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are buildings along the Project's haul route on Imperial Highway and any arterials that connect to the Santa Ana Freeway that are situated away from the right-of-way and would be exposed to groundborne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The Project's potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would therefore be considered less than significant.

(6) Operational Vibration

During Project operation, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Operational groundborne vibration in the Project Site's vicinity would be generated by its related vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. As a result, the Project's long-term vibration impacts would be less than significant.

f) Conclusion

For these reasons, the Project would not result in any significant effects relating to noise and, therefore, the requirement in CCR Section 15332(d) relating to noise is satisfied with respect to the Project.

[19] Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006, Figure 7-3.

Air Quality

This section is based on the following item, included as Appendix C of this Categorical Exemption analysis:

C Air Quality Technical Modeling, DKA Planning, August 2022.

a) Regulatory Framework

(1) Federal

(a) Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health or the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are shown in Table 12. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air

quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_X and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_X be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

(2) State

(a) California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California, the CCAA is administered by CARB at the State level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control

districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 12.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

(b) Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H_2S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

(c) California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[20] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[21] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007, for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

(d) Assembly Bill 2588 Air Toxics "Hot Spots" Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

[20] California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

[21] California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

(e) Air Quality and Land Use Handbook: A Community Health Perspective

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.[22] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

(f) Air Quality and Land Use Handbook

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005, to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

(g) California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended, or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

[22] California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

Table 12
State and Federal Ambient Air Quality Standards and Attainment for LA County

Pollutant	Averaging Period	California		Federal	
		Standard	Attainment Status	Standard	Attainment Status
Ozone – O_3	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	-	-
	8-hour	0.070 ppm (137 µg/m^3)	Non-attainment	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter – PM_{10}	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	-	-
Fine Particulate Matter – $PM_{2.5}$	24-hour	-	-	35 µg/m^3	Non-attainment
	8-hour	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide – CO	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide – NO_2	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide – SO_2	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	-	-
Lead – Pb	30-day average	1.5 µg/m^3	Attainment	-	-
	Calendar Quarter	-	-	0.15 µg/m^3	Non-attainment

Source: CARB, Area Designations Maps/State and National, www.arb.ca.gov/desig/adm/adm.htm.

(3) Regional

(a) South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles

(including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

(i) Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_X emissions sufficiently to meet the upcoming ozone deadline standards.

The SCAQMD is updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella valley. In November 2021, draft control measures were released for public review that focus on strengthening many stationary source controls and addressing new sources like wildfires. The 2022 AQMP will rely on the growth assumptions in SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

(ii) Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.[23] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

(b) Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.[24,25] The 2016–2040 RTP/SCS is the transportation and land use component of the region's air quality plan. It recognized that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, it drew a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. While it has since been updated as described in the next

[23] South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

[24] Southern California Association of Governments, Final 2016–2040 RTP/SCS.

[25] California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

paragraph, it remains the transportation plan that is in the applicable air quality plan for the region (i.e., 2016 Air Quality Management Plan).

SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020.[26] The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent.
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent.
- Increasing transit commuting by two percent.
- Reducing travel delay per capita by 26 percent.
- Creating 264,500 new jobs annually.
- Reducing greenfield development by 29 percent by focusing on smart growth.
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs.
- Reducing $PM_{2.5}$ emissions by 4.1 percent.
- Reducing GHG emissions by 19 percent by 2035.

(4) Local

(a) City of Santa Fe Springs General Plan Conservation and Open Space Element

The City is updating its General Plan, including the Conservation and Open Space Element that would set forth the goals, objectives, and policies, which guide the City in the implementation of

[26] California Air Resources Board, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

its air quality improvement programs and strategies. The Conservation and Open Space Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The draft Conservation and Open Space Element includes Goal COS-9 (Air Quality Conditions That Improve Over Time). The draft Conservation and Open Space Element includes nine key policies:

Policy COS-9.1: Land Use and Transportation. Allow urban infill and transit-oriented communities within walking distance (10-minute walk or half-mile distance) of transit stops and stations to reduce vehicle trips and trip lengths.

Policy COS-9.2: Evaluate Trucking Emissions. Support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency.

Policy COS-9.3: Reduce Greenhouse Gas Emissions. Identify the specific activities/uses that the City will undertake to reduce greenhouse gas emissions.

Policy COS-9.4: Minimize Air Quality Impacts. Minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors.

Policy COS-9.5: Education Programs. Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.

Policy COS-9.6: Alternative Fuels. Prioritize alternative fuel vehicles for City use, and encourage new residential, commercial, and industrial development be equipped with alternative fueling stations.

Policy COS-9.7: Coordination. Provide updated data to the Southern California Association of Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.

Policy COS-9.8: Air Quality and Climate Change Analyses. Require detailed air quality and climate change analyses and mitigation plans for all applications that have the potential to adversely affect air quality.

Policy COS-9.9: Climate Action Plan. Consider preparing a climate action plan to outline and prioritize City strategies for reducing greenhouse gas emissions by local businesses, residents, and City operations.

(b) City of Santa Fe Springs Zoning Ordinance

The City has municipal requirements governing air quality. They largely include references to pollutant control pursuant to standards set by the SCAQMD, such as ordinance section 155.420 that requires that any emission of odors comply with SCAQMD regulations.

(5) Pollutants and Effects

(a) State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[27]

Carbon Monoxide – CO

CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated concentrations of CO reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to exist outdoors.

Ozone – O_3

O_3 is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO_X emissions is automobile exhaust. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperatures are favorable to its formation. Elevated levels of O_3 irritate the lungs and airways and may cause throat and chest pain, as well as coughing, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to the scarring of lung tissue and reduced lung efficiency.

Nitrogen Dioxide – NO_2

NO_2 is primarily a byproduct of fossil fuel combustion and is therefore emitted by automobiles, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel

[27] South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO_2 may even contribute to the development of asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide – SO_2

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO_2 may aggravate lung diseases, especially bronchitis. It also constricts breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposure to both pollutants leads to higher rates of respiratory illnesses.

Particulate Matter (PM_{10} and $PM_{2.5}$)

The human body naturally prevents the entry of larger particles into itself. However, smaller particles less than 10 microns (PM_{10}) or even less than 2.5 microns ($PM_{2.5}$) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM_{10} and $PM_{2.5}$ include children, the elderly, and those with chronic lung and/or heart disease.

Lead – Pb

Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The lead effects most commonly encountered in currently populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

(b) State-Only Criteria Pollutants

Visibility-Reducing Particles

Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_X, as well as PM.

Sulfates (SO_4^2)

Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride

Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

(c) Toxic Air Contaminants – TACs

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally

identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[28]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (µm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[29,30]

b) Existing Conditions

(1) Air Quality Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Southeast LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 13 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2018 through 2020. The one-hour State standard for O_3 was exceeded four times during this three-year period. The federal standard was exceeded four times in that same period. In addition, the daily State standard for PM_{10} was exceeded six times. The daily federal standard for $PM_{2.5}$ was three times. CO and NO_2 levels did not exceed the CAAQS from 2018 to 2020 for 1-hour (and 8-hour for CO).

[28] California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

[29] California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

[30] California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Table 13
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2018	2019	2020
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.074	0.074	0.105
Days > 0.09 ppm (State 1-hour standard)	0	0	4
Days > 0.070 ppm (Federal 8-hour standard)	0	0	4
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	4.7	3.0	N/A
Days > 20 ppm (State 1-hour standard)	0	0	N/A
Maximum 8-hour Concentration (ppm)	2.1	2.1	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	N/A
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0833	0.0718	0.0753
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	84	74	59
Days > 50 µg/m^3 (State 24-hour standard)	4	0	2
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	47.1	30.6	39.0
Days > 35 µg/m^3 (Federal 24-hour standard)	2	0	1
Sulfur Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	10.5	8.9	N/A
Days > 0.04 ppm (State 24-hour standard)	0	0	N/A

ppm = parts by volume per million of air.
µg/m^3 = micrograms per cubic meter.
N/A = not available at this monitoring station.
Source: SCAQMD annual monitoring data at Southeast LA County subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed July 15, 2022. As data for this subregion was not available, the highest values from the South Coastal LA County source receptor areas 1-4 were used.

(2) Existing Health Risk

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90670) is approximately 522 in a million.[31] The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Ana Freeway 1.55 miles to the south). In general, the risk at the Project Site is higher than 71 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037504102)

[31] South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed July 28, 2022.

is located in the 98th percentile, which means the Project Site has an overall environmental pollution burden higher than at least 98 percent of other communities within California.[32]

(3) Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, sensitive receptors to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. The Project Site is located along a major arterial with a mix of residential and industrial uses. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following:

- Residences, 13904 Ramhurst Drive, approximately 30 feet south of the Project Site.
- Residences, 12435 Ramsey Drive, approximately 90 feet north of the Project Site.
- Residences, 13833-13845 Ramsey Drive, approximately 150 feet north of the Project Site.
- Residences, 12803 Duffield Avenue, approximately 240 feet south of the Project Site.
- Residences, 12803 Ramsey Drive, approximately 240 feet south of the Project Site.
- Residences, 13748 Busby Drive, approximately 300 feet northwest of the Project Site.

(4) Existing Project Site Emissions

The Project Site is currently developed with 53,620 square feet of light industrial uses. As summarized in Table 14, most existing air quality emissions are associated with the 261 daily vehicle trips traveling to and from the Project Site.[33]

Table 14
Existing Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	1.7	<0.1	2.3	<0.1	<0.1	<0.1
Energy Sources	0.1	<0.1	0.5	<0.1	0.1	0.1
Mobile Sources	1.1	1.0	10.6	<0.1	0.7	0.1
Regional Total	**2.8**	**1.7**	**13.5**	**<0.1**	**0.8**	**0.2**
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in Appendix C).						

[32] Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed July 28, 2022.

[33] LSA, Public Storage Santa Fe Springs, California – Trip Generation Analysis. August 2022.

c) Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

(1) Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project Site. Project-specific information was provided by the Applicant describing the schedule of construction activities and the equipment inventory required. Details pertaining to the schedule and equipment can be found in Appendix C of this CE. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[34] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[35] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

[34] South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

[35] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a two-acre site having sensitive receptors within 25 meters (82 feet).[36] SCAQMD LST thresholds are established for one, two, and five acres. Reliance on the smaller threshold of two acres ensures that the analysis holds the Project's impacts to a threshold more stringent than would otherwise be the case.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[37] The LSTs for $PM_{2.5}$ were established in October 2006.[38] Updated LSTs were published on the SCAQMD website on October 21, 2009.[39] Table 15 presents the significance criteria for both construction and operational emissions.

[36] South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

[37] South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

[38] South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

[39] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

Table 15
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operational Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	114	55	114
Carbon Monoxide (CO)	550	861	550	861
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	7	150	2
Fine Particulates ($PM_{2.5}$)	55	4	55	1

/a/ Localized significance thresholds assumed a two-acre and 25-meter (82-foot) receptor distance in the Southeast LA County source receptor area. The SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.

(2) Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by Southern California Edison (SCE) for electricity. CalEEMod has derived default emissions factors for electricity usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[40] Details describing the operational emissions of the Project can be found in Appendix C of this CE.

(3) Toxic Air Contaminants

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook, followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

[40] South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

d) Thresholds of Significance

(1) Construction

The following criteria set forth in the SCAQMD's CEQA Air Quality Handbook serve as quantitative air quality standards to be used to evaluate Project construction impacts with respect to the CEQA Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Regional emissions from both direct and indirect sources exceed the thresholds shown in Table 15, above.
- Maximum on-site daily localized emissions exceed the LSTs also shown in Table 15.

(2) Operation

The following SCAQMD thresholds serve as quantitative air quality standards to evaluate project operational impacts with respect to the Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Operational emissions from both on- and off-site sources exceed the regional thresholds shown in Table 15, above.
- Maximum on-site daily localized emissions exceed the LSTs also shown in Table 15.
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

e) Project Impacts

(1) Construction Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1 model and a projected construction schedule of approximately nine months. The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, which would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

(a) Regional Emissions

Construction activity creates air quality emissions through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would peak during demolition activities. NO_X emissions would primarily result from the use of construction equipment and truck trips.

All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in Table 16, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone), and Project impacts would be less than significant.

(b) Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[41] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2018-2020) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Southeast LA County SRA based on construction site acreage that is more than two acres but less than five. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences approximately 30 feet to the north of the Project Site on Ramhurst Drive. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters (82 feet).

As shown in Table 16**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

[41] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

Table 16
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2022	3.4	45.6	30.3	0.1	7.7	2.6
2023	50.4	21.8	32.4	0.1	2.6	1.3
Maximum Regional Total	**50.4**	**45.6**	**30.3**	**0.1**	**7.7**	**2.6**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**49.0**	**22.0**	**20.2**	**<0.1**	**3.9**	**2.3**
Localized Threshold	**N/A**	**114**	**861**	**N/A**	**7**	**4**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs. LST analyses based on 2-acre site with 25-meter distances to receptors in Southeast LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in Appendix C of this CE.

(2) Operational Emissions

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include hearths, consumer products such as cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity use for space heating and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality emissions to the region primarily from motor vehicles that access the Project Site. The Project could generate about 360vehicle trips to the local roadway network on a peak weekday at the start of operations in 2023.[42] However, when the existing 261 daily vehicle trips to the existing facility are accounted for, the Project would result in a net increase of 99 daily vehicle trips.

As shown in Table 17, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. NOx emissions at the Project Site would actually decline from current conditions. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

[42] LSA, Public Storage Santa Fe Springs, California – Trip Generation Analysis. August 2022.

Table 17
Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	6.7	0.1	9.4	<0.1	<0.1	<0.1
Energy Sources	0.2	2.9	2.5	<0.1	0.2	0.2
Mobile Sources	1.4	1.2	13.7	<0.1	1.0	0.2
Regional Total	**8.3**	**4.2**	**25.5**	**<0.1**	**1.3**	**0.4**
Existing Total	-2.8	-1.7	-13.5	-<0.1	-0.8	-0.2
Net Regional Total	**5.5**	**2.5**	**12.0**	**<0.1**	**0.5**	**0.2**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	**5.1**	**3.0**	**9.8**	**<0.1**	**0.1**	**0.1**
Localized Significance Threshold	**N/A**	**74**	**680**	**N/A**	**2**	**1**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on 2-acre site with 25-meter distances to receptors in South Central LA County SRA.
Source: DKA Planning, 2022 based on CalEEMod 2022.1 model runs (included in Appendix C of this CE).
Totals reflect the summer season maximum and may not add up due to rounding.

(3) Toxic Air Contaminants

(a) Construction

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately nine months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

(b) Operation

The Project Site would be redeveloped with a mix of self-storage units, light industrial uses, and ancillary offices, land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[43] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[44] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). However, the land uses associated with the Project are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[45] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

[43] California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

[44] South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

[45] South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would generate 99 net vehicle trips to the local roadway network on a peak weekday at the start of operations, which would represent a negligible increase in the number of daily trips.[46]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[47] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[48] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

[46] LSA, Public Storage Santa Fe Springs, California – Trip Generation Analysis. August 2022.

[47] California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html

[48] South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

(4) Odors

The Project would not result in activities that create objectionable odors. The Project is a self-storage facility with light industrial uses and offices that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

f) Conclusion

For these reasons, the Project would not result in any significant effects relating to air quality and, therefore, the requirement in CCR Section 15332(d) relating to air quality is satisfied with respect to the Project.

Water Quality

a) Project Impacts

(1) Construction

To address water quality during the Project's construction phase, the Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include implementation of best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City through its plan check process. Therefore, through compliance with NPDES requirements, water quality impacts during construction of the Project would be less than significant.

(2) Operation

The Project includes self-storage, light industrial, and ancillary office uses, which could introduce pollutants from household cleaners, pesticides and sediments from landscaping, and oil and grease from vehicles into surface waters, resulting in the degradation of water quality. However, the Project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the Project Site. Specifically, Chapter 52 of the Municipal Code requires implementation of a Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the Project. The WQMP would include BMPs to include pollutant source control features and pollutant treatment control features. In addition, the City requires the Project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Through compliance with the City's requirements to implement a WQMP and to handle runoff from the 85th percentile storm event, the Project would satisfy the City's water quality standards. Therefore, water quality impacts during operation of the Project would be less than significant. Approval of the Project would thus not result in any significant effects relating to water quality.

(3) Conclusion

For these reasons, the Project would not result in any significant effects relating to water quality and, therefore, the requirement in CCR Section 15332(d) relating to water quality is satisfied with respect to the Project.

6. Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.[49]

a) Wastewater

The City of Santa Fe Springs is located within the service area of Los Angeles County Sanitation District 2. The nearest wastewater treatment facility is the Los Coyotes Water Reclamation Plan (WRP) in Cerritos. The Los Coyotes WRP provides primary, secondary, and tertiary treatment with a design capacity of 37.5 million gallons of wastewater per day. The Los Coyotes WRP currently processes and average flow of approximately 20.36 million gallons of wastewater per day, resulting in a remaining capacity of approximately 17.14 million gallons per day. As shown in Table 18, the Project would generate approximately 4,236 gallons of wastewater per day (or 0.004 million gallons per day), representing a small fraction of the available capacity at the Los Coyotes WRP. As the Los Coyotes WRP has a remaining capacity to treat 17.14 additional million gallons per day, it would have adequate capacity to serve the Project. Therefore, the Project's impact on sewer treatment capacity would be less than significant.

Table 18
Estimated Wastewater Generation

Land Use	Size	Generation Rate	Total (gpd)
Existing Uses			
Light Industrial	53,620 sf	25 gpd / 1,000 sf	1,341
		Subtotal Existing (to be removed)	*(1,341)*
Proposed Uses			
Light Industrial	11,072 sf	25 gpd / 1,000 sf	277
Self-Storage	203,532 sf	25 gpd / 1,000 sf	5,088
Office	1,060 sf	200 gpd / 1,000 sf	212
		Subtotal Proposed	*5,577*
		Less Existing	*(1,341)*
		Total	**4,236**

Note: gpd = gallons per day sf = square feet
Source: LA County Sanitation Districts, Loadings for Each Class of Land Use, https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000.

There is existing sewer infrastructure that connects to the existing building on the Project Site. If it is determined that the local sewer system has insufficient capacity to serve the Project, the developer may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Project's increased flows. The installation of a replacement or secondary line, if needed, would require minimal trenching and pipeline installation and would not result in any adverse environmental impacts. Therefore, the Project's impact on sewer capacity and infrastructure would be less than significant. Additionally, Code-required water conservation measures (e.g., installation of low flow toilets and plumbing fixtures,

[49] Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own subsection.

etc.) would be implemented as part of the Project and would help reduce the amount of Project-generated wastewater. Therefore, impacts to wastewater treatment facilities and existing infrastructure would be less than significant.

b) Water

Water is supplied to the City by the Santa Fe Springs Water Utility Authority (SFSWUA). According to the City's 2020 Urban Water Management Plan, the City's water supply consists of treated imported water purchased from the Central Basin Municipal Water District (CBMWD), treated groundwater purchased from the Central Basin Water Quality Protection Program (CBWQPP), and recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. As stated in the 2020 UWMP, it is anticipated that the City will have sufficient water supplies to meet projected demands through the 2044-2045 fiscal year in an average year, a single dry year, and a five consecutive year drought.[50]

As shown in Table 19, the Project would generate a demand for approximately 5,422 gallons per day of potable water. As described previously, the Project is consistent with the existing zoning and land use designation for the Project Site. Therefore, the Project is considered to be accounted for in the 2020 UWMP. Additionally, Code-required water conservation measures (e.g., installation of low flow toilets and plumbing fixtures, etc.) would be implemented as part of the Project and would help reduce the Project's consumption of water. As such, the Project would not require new or additional water supply or entitlements, and the Project would therefore have a less than significant impact related to water supply.

Table 19
Estimated Water Demand

Land Use	Size	Demand Rate	Total (gpd)
Existing Uses			
Light Industrial	53,620 sf	32 gpd / 1,000 sf	1,716
		Subtotal Existing (to be removed)	*(1,716)*
Proposed Uses			
Light Industrial	11,072 sf	32 gpd / 1,000 sf	354
Self-Storage	203,532 sf	32 gpd / 1,000 sf	6,513
Office	1,060 sf	256 gpd / 1,000 sf	271
		Subtotal Proposed	*7,138*
		Less Existing	*(1,716)*
		Total	**5,422**

Note: gpd = gallons per day sf = square feet
Source: LA County Sanitation Districts, Loadings for Each Class of Land Use, https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000. Water consumption rates are assumed to be 128 percent of wastewater generation rates.

In the event that any water main and/or other infrastructure upgrades are required for the Project, such infrastructure improvements would be constructed within the right-of-way easements serving the Project area and would not create a significant impact to the physical

[50] City of Santa Fe Springs, 2020 Urban Water Management Plan, July 2021, page 6-34.

environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, the Project would be served by adequate water infrastructure and the Project's impacts resulting from water infrastructure improvements would be less than significant.

c) Solid Waste

A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or impair the attainment of solid waste reduction goals. The landfills that serve the County of Los Angeles and the capacity of these landfills are shown on Table 20, below. As shown, the landfills have an approximate available daily intake of 19,957 tons.

Table 20
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	18	69.78	12,100	6,919	5,181
Chiquita Canyon	28	56.99	12,000	5,436	6,564
Antelope Valley	10	10.97	5,548	2,079	3,469
Lancaster	22	9.95	5,100	357	4,743
				Total	**19,957**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2019 Annual Report, September 2020.

As shown on Table 21, the Project would generate approximately 813 pounds (0.41 tons) of solid waste per day. The estimated solid waste generation is conservative because the waste generation factors do not account for recycling or other waste diversion measures, such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate four cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

With a remaining daily intake capacity of approximately 19,957 tons of solid waste per day, the landfills serving the City could accommodate the Project’s increase of approximately 0.41 tons of solid waste per day (with the Project accounting for approximately 0.0002 percent of the daily available capacity). Therefore, Project impacts related to solid waste would be less than significant as the Project would be adequately served by existing waste disposal facilities.

Table 21
Estimated Solid Waste Generation

Land Use	Size	Generation Rate	Total (pounds per day)
Existing Uses			
Light Industrial	53,260 sf	5 lbs / 1,000 sf	266
		Subtotal Existing (to be removed)	*(266)*
Proposed Uses			
Light Industrial	11,072 sf	5 lbs / 1,000 sf	55
Self-Storage[a]	203,532 sf	5 lbs / 1,000 sf	1,018
Office	1,060 sf	6 lbs / 1,000 sf	6
		Subtotal Proposed	*1,079*
		Less Existing	*(266)*
		Total	**813**

Note: sf = square feet, lb = pound.
Source: CalRecycle Estimated Solid Waste Generation Rates: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates.
[a] Note that this analysis likely overstates the solid waste generation from the self-storage component of the Project, as customers would be required to remove their own trash and only the self-storage office would be using the on-site trash receptacles.

d) Fire Protection

(1) Construction

Construction activities associated with the Project may temporarily increase demand for fire protection and emergency medical services. Construction activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings.

To comply with California Department of Industrial Relations (Cal-OSHA) and State and City Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.[51] Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Compliance with City and State regulations and code requirements that would, in part, require personnel to be trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials would reduce the need for fire protection and emergency medical services during construction, such that Project construction would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities

[51] https://www.dir.ca.gov/title8/1920.html.

in order to maintain acceptable service ratios, response times, or other performance objectives of the Santa Fe Springs Department of Fire - Rescue. Construction activities also have the potential to affect fire protection services, such as emergency vehicle response, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, would be less than significant for the following reasons:

- Construction activities are temporary in nature and do not create continuing risks;

- General "good housekeeping" procedures employed by the construction contractors and the work crews (e.g., maintaining mechanical equipment, proper storage of flammable materials, cleanup of spills of flammable liquid) would minimize these hazards; and

- Partial lane closures would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Therefore, impacts with respect to emergency response would be less than significant for the reasons discussed above. Overall, construction is not considered to be a high-risk activity, and the Department of Fire - Rescue is equipped and prepared to deal with construction-related traffic and fires should they occur. Due to the limited duration of construction activities and compliance with applicable codes, Project construction would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the Department of Fire - Rescue. Therefore, impacts on fire protection services associated with construction of the Project would be less than significant.

(2) Operation

The Santa Fe Springs Department of Fire – Rescue provides fire prevention and suppression, emergency medical services, rescue, and hazardous materials response to the City. The closest fire station is Santa Fe Springs Fire Department Station #1, located at 11300 Greenstone Avenue, approximately 1.4 miles from the Project Site. The Department of Fire – Rescue currently serves the existing light industrial uses, and the redevelopment of the Project Site would result in a similar intensity of uses.[52] Emergency vehicle access to the Project Site would continue to be provided from the surrounding streets (i.e., Imperial Highway and Marquardt Avenue). All ingress/egress associated with the Project would be designed and constructed in accordance with all applicable City Building Department and Department of Fire - Rescue standards and requirements for design and construction.

[52] While the Project proposes increased square footage when compared to the existing uses, the majority of the Project consists of self-storage uses which would be passive and would not generate an increased need for fire protection services when compared to the existing uses.

Further, the Department of Fire – Rescue would review the Project plans for compliance with the California Fire Code, incorporated as Chapter 93.01 of the SFSMC, which regulates new structures related to safety provisions, emergency planning, fire resistant construction, fire protection systems, and appropriate emergency access throughout the site, thereby ensuring that the Project would not create any undue fire hazard. Through compliance with applicable provisions of the Fire Code, the Project would therefore not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain performance objectives of the Department of Fire - Rescue.

(3) Conclusion

As demonstrated above, the Project would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the Department of Fire - Rescue. As such, Project impacts with respect to fire protection would be less than significant.[53]

e) Police Protection

(1) Construction

Police services in the City of Santa Fe Springs are overseen by the City Department of Police Services, blending contract Whittier Police Department officers and City Public Safety officers. Although there is the potential for Project construction to create an increase in demand for police protection services, the Project would provide security on the Project Site as needed and appropriate during the construction process. This security would include perimeter fencing, lighting, and cameras, thereby reducing the demand for police services. (The specific type and combination of construction site security features would depend on the phase of construction. The Project Applicant would install temporary construction fencing to secure the Project Site during the construction phase to ensure that valuable materials (e.g., building supplies and metals such as copper wiring), as well as construction equipment are not easily stolen or abused.) The inclusion of security features would reduce the need for police protection services during construction, such that Project construction would not be expected to adversely impact police services to the extent that there would be a need for new or expanded police facilities.

During construction, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Lights and other identifying noises compel traffic to pull to the side where available to

[53] While impacts to fire protection and emergency medical services are less than significant, consistent with the ruling of *City of Hayward v. Board Trustees of California State* University (2015) 242 Cal.App.4th 833 and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection and emergency medical services is the responsibility of the City. Thus, the need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate.

provide access through traffic. Although minor traffic delays due to potential lane closures could occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times are considered to be less than significant for the following reasons:

(1) Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the Department of Police Services;

(2) Construction impacts are temporary in nature and do not cause lasting effects; and

(3) Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Construction of the Project would not affect the ability to respond to emergencies to the extent that there would be a need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the Department of Police Services. For these reasons, Project construction impacts on police services would be less than significant.

(2) Operation

As stated above, police services in the City are overseen by the Department of Police Services, blending contract Whittier Police Department officers and City Public Safety officers. The Police Services Center is located at 11576 Telegraph Road, approximately 3.5 miles from the Project Site. The Department of Police Services currently serves the existing light industrial uses, and the redevelopment of the Project Site would result in a similar intensity of uses.[54] Therefore, responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons could be accommodated similarly for the Project as for the existing uses. However, the Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. Finally, pursuant to the City’s existing plan check process, the Department of Police Services would review the Project’s site plan and photometric plan to ensure that design measures are incorporated appropriately to provide a safe environment. Therefore, the Project would not

[54] While the Project proposes increased square footage when compared to the existing uses, the majority of the Project consists of self-storage uses which would be passive and would not generate an increased need for police protection services when compared to the existing uses.

increase demands on police services necessitating the construction of a new police station, the construction of which may cause significant environmental impacts.

(3) Conclusion

As demonstrated above, the Project would not be expected to adversely impact police services to the extent that there would be a need for new or expanded police facilities. As such, Project impacts with respect to police protection would be less than significant.[55]

f) Schools

The Project includes development of self-storage units, light industrial uses, and ancillary offices, which would not result in a direct demand for school services. Additionally, pursuant to the California Government Code Section 65995, the Project Applicant would be required to pay school fees established by the Norwalk La Mirada Unified School District, payment of which in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant.

g) Parks

The Project includes development of self-storage units, light industrial uses, and ancillary offices. Employees generated by the proposed uses would not typically enjoy long periods of time during the workday to visit parks, and they would be more likely to use parks near their homes during non-work hours. The demand for parks and recreational facilities in the City is generally determined based on the number of residents a project would generate. However, the Project is not anticipated to result in new residents to the area, as employees are primarily anticipated to come from the unemployed labor force in the region, and the Project would not generate a residential population that would result in additional demand for parks and recreational facilities. For these reasons, the Project would not result in additional demand for park and recreational facilities, and Project impacts would be less than significant.

h) Other Public Facilities – Libraries

The Project includes development of self-storage units, light industrial uses, and ancillary offices. Employees generated by the proposed uses would not typically enjoy long periods of time during the workday to visit libraries, and they would be more likely to use libraries near their homes during non-work hours. In addition, it is likely that employees would have individual

[55] While impacts to police services are less than significant, consistent with the ruling of *City of Hayward v. Board Trustees of California State* University (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the protection of the public safety is the first responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Thus, the need for additional police protection services is not an environmental impact that CEQA requires a project proponent to mitigate.

access to internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations.[56, 57, 58] As the Project includes only commercial uses, it would not result in additional demand for library facilities, and Project impacts with respect to library facilities would be less than significant.

i) Conclusion

For all the foregoing reasons, the Project satisfies the requirement in CCR Section 15332(e) because the Project Site would be adequately served by all required utilities and public services.

[56] "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": http://www.nea.gov/research/toread.pdf.

[57] "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

[58] "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: http://www.clir.org/pubs/reports/pub120/contents.html.

7. Guideline 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. Therefore, this exception to a categorical exemption would not apply to the Project.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The cumulative impact analysis considers the potential impacts associated with implementation of the Project, in conjunction with other proposed, current, or reasonably foreseeable development projects (i.e., related projects) within the vicinity of the Project. As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.

(1) Traffic

The Project generates fewer than 110 daily vehicle trips and therefore was screened out of a VMT analysis and was determined to result in a less than significant impact with respect to traffic. Any impacts of other development projects will be mitigated if necessary, and thus will not result in a cumulative impact. Based on the foregoing, there would be no significant cumulative traffic impact from successive projects of the same type in the same place over time.

(2) Noise

As discussed previously, construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels, although there are no known related projects in close enough proximity to the Project Site to result in cumulative construction noise impacts.[59] In addition, construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the SFSMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with any cumulative construction activities would be reduced to the degree reasonably and technically feasible through compliance with existing regulations and/or the implementation of mitigation measures for each individual related project. Therefore, the cumulative construction noise impact of successive projects of the same type in the same place over time would not be significant.

The majority of the Project's noise during operation would come from traffic traveling to and from the Project Site. The addition of future traffic from any new developments in the Project Site area would elevate ambient noise levels surrounding local roadways. However, because noise disperses, it is unlikely that there will be a significant enough number of successive projects in close enough proximity to the Project Site to have a significant impact on noise and traffic levels in the immediate vicinity. Therefore, the cumulative operational noise impact of successive projects of the same type in the same place over time would not be significant.

[59] Noise from the construction of development projects is localized and can affect noise-sensitive uses within 500 feet. As such, noise from two construction sites within 1,000 feet of each other can potentially contribute to cumulative noise impacts for receptors located between the two construction sites.

(3) Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[60] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. In addition, as the Project's localized and regional emissions would not exceed the significance thresholds, the Project would not contribute to pollutant concentrations that would be considered hazardous or unhealthy. As such, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

(4) Water Quality

The Project Site and any other related projects would be located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City would be required to implement a WQMP and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

(5) Utilities

(a) Wastewater

Implementation of the Project combined with other related projects could increase the need for wastewater treatment. For each cumulative project, the City, as part of the building permit process, would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the cumulative project's wastewater flows. Further detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit would be made at that time. Each cumulative project would also

[60] White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

pay any required sewer connection fees. The remaining treatment capacity of the Los Coyotes WRP (17.14 million gallons per day) would accommodate the wastewater treatment requirements of the Project and any related projects. No new or upgraded treatment facilities would be required to serve the Project or any related projects, Therefore, the cumulative wastewater impacts from successive projects of the same type in the same place over time would not be significant.

(b) Water

Development of the Project, in conjunction with any related projects, would cumulatively increase service demand on the existing water infrastructure system. However, each related project would be subject to City review to assure that the existing public utility facilities would be adequate to meet the water demands of each project. Individual projects would be required to improve facilities where appropriate. Further, the SFSWUA conducts ongoing evaluations to ensure facilities are adequate and requires infrastructure system improvements as needed. Therefore, cumulative impacts with respect to water infrastructure would be less than significant.

Implementation of the Project combined with any related projects could also result in a net increase in water consumption within SFSWUA's service area. The City, through its UWMP, anticipates its projected water supplies will meet demand through the 2044-2045 fiscal year. Similar to the Project, the water supply needs of any related projects that are consistent with the City's General Plan have been accounted for in the most recently adopted UWMP. Further, larger developments (e.g., residential projects with 500 or more units) would also be required to prepare and obtain approval of a Water Supply Assessment from the SFSWUA. Therefore, cumulative impacts with respect to water supply would be less than significant, and the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

(c) Solid Waste

As shown on Table 20, above, the facilities serving Los Angeles County have an approximate available daily intake of 19,957 tons per day to accommodate the solid waste generated by cumulative development. The solid waste generated by the Project and any related projects would represent only a fraction of the available capacity that could be accommodated at the landfills serving them. Similar to the Project, any related projects would be required by the City to participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at the landfills identified on Table 20, as well as other regulations designed to reduce the generation of solid waste. Therefore, cumulative solid waste impacts from successive projects of the same type in the same place over time would not be significant.

(6) Public Services

(a) Fire Protection

Implementation of the Project combined with other development projects could result in a net increase in the number of residents, employees, and visitors to the Project area and could further increase the demand for fire protection services. Cumulative development requires the Department of Fire – Rescue to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the Project, other related projects would be required to comply with the California Fire Code, incorporated as Chapter 93.01 of the SFSMC, which regulates new structures related to safety provisions, emergency planning, fire resistant construction, fire protection systems, and emergency access. Through the process of compliance with existing regulatory requirements, the ability of the Department of Fire – Rescue to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and other related projects would contribute. Finally, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the obligation to provide adequate fire and emergency medical services is the responsibility of the City. Thus, the need for additional fire protection services is not an environmental impact that CEQA requires a project applicant to mitigate. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

(b) Police Protection

Implementation of the Project combined with other development projects could result in a net increase in the number of residents, employees, and visitors to the Project area and could further increase the demand for police protection services. Cumulative development requires the Department of Police Services to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the Project, other related projects would be subject to the review and oversight of the Department of Police Services during the plan check process related to the inclusion of crime prevention features. Each of the related projects would likely install and/or incorporate adequate crime prevention design features, as necessary, to further decrease the demand for police protection services. Through the process of compliance with existing regulatory requirements, the ability of the Department of Police Services to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Finally, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the protection of the public safety is

the first responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Thus, the need for additional police protection services is not an environmental impact that CEQA requires a project proponent to mitigate. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

(c) Schools

As discussed above, the Project includes the development of self-storage units, light industrial uses, and ancillary offices, and therefore would not result in any impacts with respect to schools. Implementation of other related projects could result in a net increase in the number of students in the Project area. However, the applicants of all cumulative development projects would be required to pay the State mandated applicable school fees to the Norwalk La Mirada Unified School District to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

(d) Parks

As stated above, the Project includes the development of self-storage units, light industrial uses, and ancillary office uses, and therefore would not result in any impacts to parks or recreational facilities. Implementation of other related projects could result in a net increase in the demand for parks and recreational services. However, employees generated by cumulative commercial projects and/or the commercial portions of mixed-use projects would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore, these employees would not contribute to the future demand on park and recreational facility services. Further, any residential related projects would be subject to on-site open space requirements and/or payment of Quimby fees to offset the additional demand on parks, thereby ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

(e) Other Public Facilities – Libraries

As discussed above, the Project includes the development of self-storage units, light industrial uses, and ancillary office uses, and therefore would not result in any impacts to libraries. Implementation of other related projects could result in a net increase in the demand for library services in the Project area. The residential related projects would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to comply with regulatory requirements or implement mitigation where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances related to development of the proposed self-storage units, light industrial uses, and ancillary offices at this location. As discussed previously, the Project is an infill development that is consistent with the General Plan and applicable zoning standards. The development of the proposed self-storage, light industrial, and office uses on the Project Site is consistent with the size, scale, and use of the prevailing development in the area. Finally, there is sufficient public infrastructure and services in the area to support the Project. While no unusual circumstances exist, as described in this Categorical Exemption analysis, there is also not a reasonable possibility that any significant effects could result from development of the Project. Specifically, as described above, the Project would not result in any significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The Project Site is not located within or along a designated scenic highway, corridor, or parkway.[61] The Project would also not result in any damage to scenic resources, such as significant trees, historic buildings, rock outcroppings, or similar types of resources within an officially designated State scenic highway. Therefore, this exception does not apply to the Project.

[61] California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks (USTs), contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis, commonly referred to as the "Cortese List." According to EnviroStor, no record of known hazardous cleanup or hazardous waste facilities exists on the Project Site.[62] According to GeoTracker, no record of known contamination, leaking USTs, or monitoring wells exists on the Project Site.[63] Further, the Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[64] In addition, there are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[65] Finally, the Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[66]

As the Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the Project would not create a hazard to the public or the environment, and this exception does not apply to the Project.

[62] State of California Department of Toxic Substances Control, EnviroStor, website: https://www.envirostor.dtsc.ca.gov/public/, accessed May 9, 2022.

[63] State of California Environmental Protection Agency, State Water Resources Control Board, GeoTracker, website: https://geotracker.waterboards.ca.gov/, accessed May 9, 2022.

[64] State of California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf, accessed May 9, 2022.

[65] State of California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx, accessed May 9, 2022.

[66] State of California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/, accessed May 9, 2022.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The Project Site is currently developed with an approximately 53,620 square foot commercial industrial building, which is not listed as a historical resource.[67] Thus, the Project would not cause a substantial adverse change in the significance of a historical resource, and this exception does not apply to the Project.

[67] California Office of Historic Preservation, Landmarks Listed by County, Los Angeles County: https://ohp.parks.ca.gov/?page_id=21427.

Appendix A:

Traffic Memo

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: August 19, 2022

TO: Aaron Anderson, Public Storage

FROM: Ken Wilhelm, LSA

SUBJECT: Public Storage Santa Fe Springs, California – Trip Generation Analysis

LSA is pleased to present this trip generation memorandum for the construction of a 203,532 square-foot (sf) Public Storage facility and 12,132 sf light industrial use in two buildings on the site (11,072 sf light industrial use and 1,060 sf office use) at 13808 Imperial Highway in Santa Fe Springs, Los Angeles County, California (project). The project would demolish an existing 53,620 sf light industrial building. Figure 1 (attached) shows the project site plan.

This analysis identifies the project's net trip generation and determines whether the project would require a Traffic Impact Analysis (level of service [LOS]) or a vehicle miles traveled (VMT) analysis.

TRIP GENERATION

To estimate the number of vehicle trips generated by the existing site and the proposed project, the trip generation has been calculated from land-use-based trip rates referenced from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). Table A, below, summarizes the project trip generation using the ITE trip rates.

Currently, the site is occupied by 53,620 sf of general light industrial use operating as the Imperial Commerce Center. Using trip rates for General Light Industrial use (ITE Land Use Code 110), the site generates 261 daily weekday trips, including 40 trips in the a.m. peak hour (35 inbound and 5 outbound), and 35 in the p.m. peak hour (5 inbound and 30 outbound).

The proposed project includes a 203,532 sf self-storage facility and 12,132 sf of light industrial split between two buildings (11,072 sf light industrial use and 1,060 sf office use). Using trip rates for a Mini-Warehouse use (ITE Land Use Code 151), the self-storage component of the project is forecast to generate 295 daily weekday trips, including 19 trips in the a.m. peak hour (11 inbound and 8 outbound), and 30 trips in the p.m. peak hour (14 inbound and 16 outbound). Using trip rates for General Light Industrial use (ITE Land Use Code 110), the industrial component of the project is forecast to generate 54 daily weekday trips, including 8 trips in the a.m. peak hour (7 inbound and 1 outbound), and 7 trips in the p.m. peak hour (1 inbound and 6 outbound). Using trip rates for a General Office Building (ITE Land Use Code 710), the office component of the project is forecast to generate 11 daily weekday trips, including 1 trip in the a.m. peak hour (1 inbound and fewer than 1 outbound), and 1 trip in the p.m. peak hour (fewer than 1 inbound and 1 outbound).

Table A: 13808 Imperial Highway Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
General Light Industrial		TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65
Mini-Warehouse		TSF	1.45	0.05	0.04	0.09	0.07	0.08	0.15
Office		TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
Existing Trip Generation									
General Light Industrial	53.62	TSF	261	35	5	40	5	30	35
Project Trip Generation									
General Light Industrial	11.072	TSF	54	7	1	8	1	6	7
Self-Storage Facility	203.532	TSF	295	11	8	19	14	16	30
Office	1.060	TSF	11	1	0	1	0	1	1
TOTAL	**215.664**	**TSF**	**360**	**19**	**9**	**28**	**15**	**23**	**38**
Net Trip Generation (Project - Existing)			**99**	**(16)**	**4**	**(12)**	**10**	**(7)**	**3**

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2019).
Land Use Code 110 - General Light Industrial
Land Use Code 151 - Mini-Warehouse
Land Use Code 710 - General Office Building
ADT = average daily trips
TSF = thousand square feet

After taking credit for the existing trip generation on site, the proposed project is anticipated to generate 99 additional net daily trips, including a reduction of 12 trips in the a.m. peak hour (16 fewer inbound and 4 additional outbound), and an addition of 3 trips in the p.m. peak hour (10 additional inbound and 7 fewer outbound). The proposed project is of similar (or less) intensity compared to the existing land uses. For this reason, a Traffic Impact Analysis should not be required.

VEHICLE MILES TRAVELED

As a result of Senate Bill (SB) 743, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use on December 28, 2018. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration under CEQA. The intent of SB 743 and the revised *State CEQA Guidelines* is to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

While the City of Santa Fe Springs has not yet adopted specific VMT thresholds of significance, the County of Los Angeles (County) has adopted the *Transportation Impact Analysis Guidelines* (July 2020) for the purposes of analyzing transportation impacts under CEQA. These thresholds are consistent with the recommended screening criteria contained in the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) (OPR Technical Advisory). Consistent with the OPR Technical Advisory, the County

recommends that a project generating fewer than 110 daily vehicle trips be screened out of a VMT analysis due to the determination of a less than significant impact.

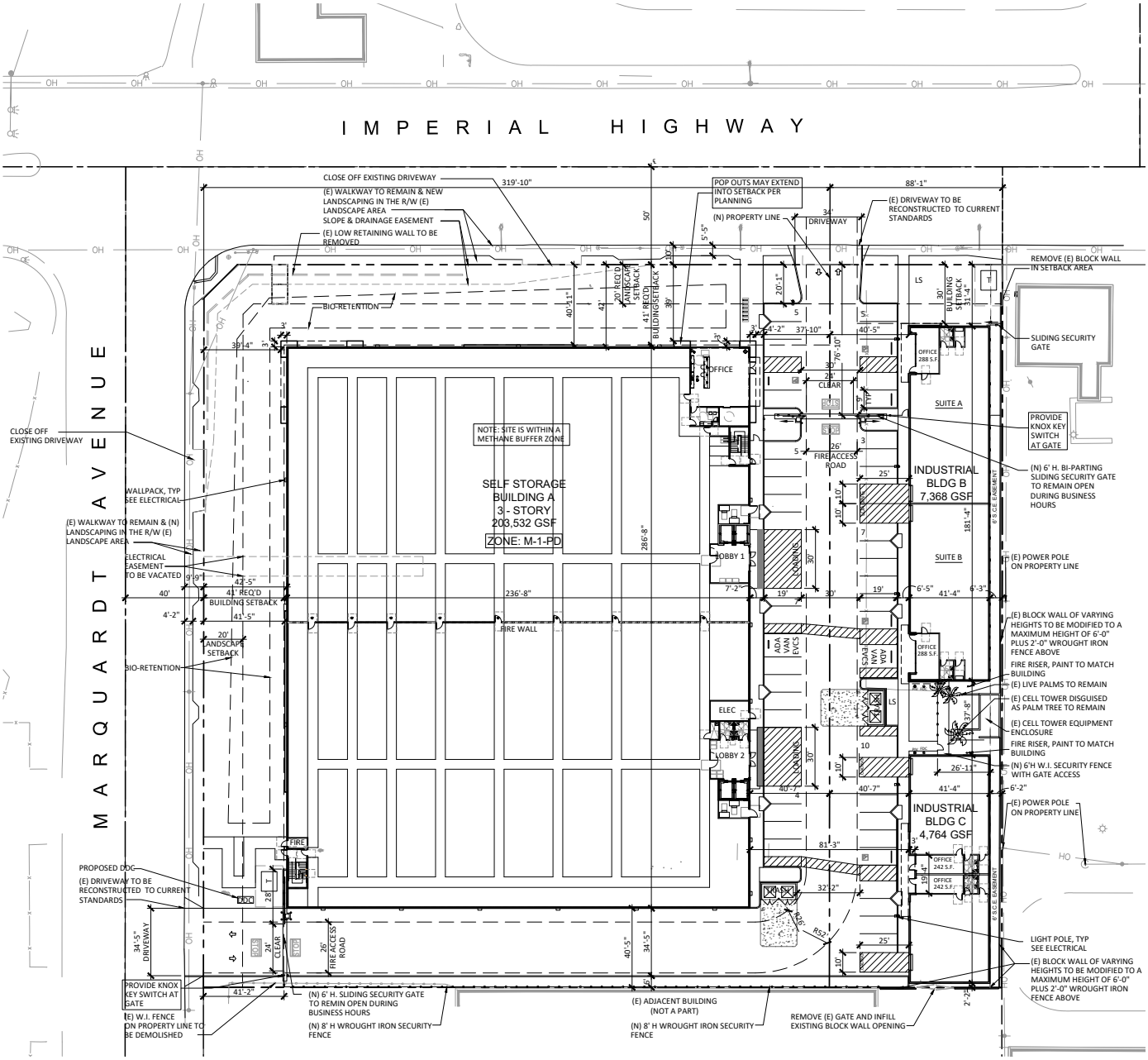
The proposed project would result in 99 net additional daily vehicle trips to and from the site, which is below the County Guidelines and OPR Technical Advisory threshold of 110 trips per day. Therefore, based on this analysis, the project would be screened out from a VMT analysis and is not anticipated to have a significant transportation impact.

CONCLUSION

Based on the results of this trip generation analysis, the proposed project is expected to generate 99 net additional daily trips, 12 fewer a.m. peak hour trips, and 3 additional p.m. peak hour trips than the existing use on site. Therefore, a Traffic Impact Analysis (LOS) should not be required. In addition, the proposed project is anticipated to be screened out from a VMT analysis and have a less than significant transportation impact with respect to CEQA.

If you have any questions, please contact me at (949) 553-0666.

Attachment: Figure 1—Project Site Plan



LSA

FIGURE 2

N

0 30 60

FEET

SOURCE: KSP Studio

I:\PUB2201\G\Site_Plan.ai (8/19/2022)

Public Storage Santa Fe Springs

Site Plan

Appendix B-1:

Noise Technical Modeling



DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

8/5/2022

Information Panel

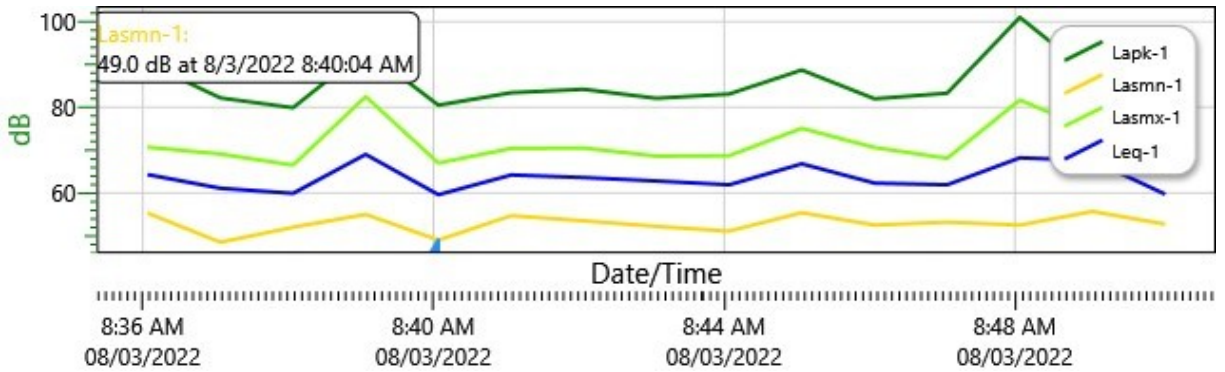
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Comments	
Start Time	8/3/2022 8:35:04 AM
Stop Time	8/3/2022 8:50:06 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

12435 Ramsey Drive: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
8/3/2022 8:36:04 AM	90.2	55.3	70.7	64.3
8:37:04 AM	82.2	48.5	69.1	61.1
8:38:04 AM	79.9	52	66.5	59.9
8:39:04 AM	93.4	55	82.5	69
8:40:04 AM	80.5	49	67	59.6
8:41:04 AM	83.4	54.7	70.4	64.2
8:42:04 AM	84.2	53.5	70.5	63.6
8:43:04 AM	82.1	52.2	68.6	62.8
8:44:04 AM	83.1	51.1	68.7	61.9
8:45:04 AM	88.7	55.4	75.1	66.8
8:46:04 AM	82	52.5	70.6	62.3
8:47:04 AM	83.3	53.2	68.1	61.9
8:48:04 AM	101	52.5	81.7	68.2
8:49:04 AM	87.4	55.7	74.6	67.6
8:50:04 AM	79.6	52.7	65.7	59.7

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8/5/2022

Information Panel

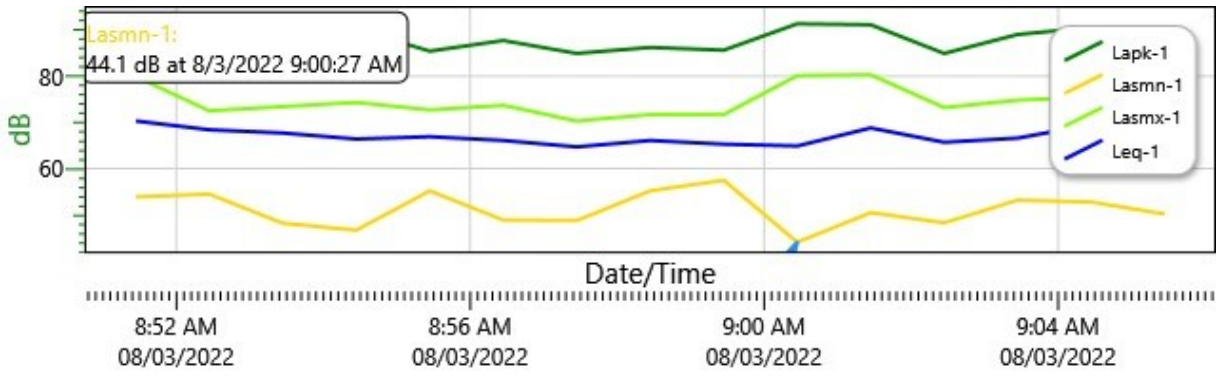
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Comments	
Start Time	8/3/2022 8:50:27 AM
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Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	67.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

13748 Busby Drive: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
8/3/2022 8:51:27 AM	92.7	53.9	79.9	70.3
8:52:27 AM	85.9	54.5	72.5	68.4
8:53:27 AM	86.5	48.2	73.4	67.7
8:54:27 AM	90.1	46.7	74.3	66.4
8:55:27 AM	85.4	55.2	72.7	66.9
8:56:27 AM	87.7	48.9	73.7	66.1
8:57:27 AM	84.9	48.8	70.3	64.7
8:58:27 AM	86.2	55.2	71.7	66.1
8:59:27 AM	85.6	57.5	71.7	65.3
9:00:27 AM	91.3	44.1	80.1	64.9
9:01:27 AM	91.1	50.5	80.3	68.8
9:02:27 AM	84.9	48.3	73.2	65.7
9:03:27 AM	89	53.2	74.8	66.6
9:04:27 AM	90.5	52.8	75.5	69.5
9:05:27 AM	87.9	50.2	72.8	66.1

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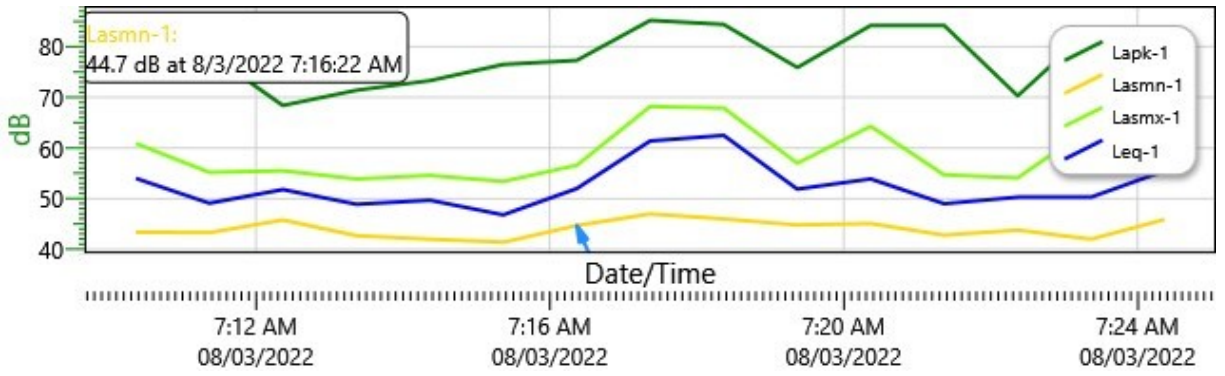
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Run Time	00:15:05
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Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

13904 Ramhurst Drive: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
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7:11:22 AM	78.6	43.3	55.2	49.1
7:12:22 AM	68.4	45.8	55.5	51.8
7:13:22 AM	71.4	42.7	53.9	48.9
7:14:22 AM	73.3	42	54.6	49.7
7:15:22 AM	76.5	41.4	53.4	46.8
7:16:22 AM	77.3	44.7	56.6	52
7:17:22 AM	85.2	47	68.2	61.4
7:18:22 AM	84.4	46	67.9	62.5
7:19:22 AM	75.9	44.8	57	51.9
7:20:22 AM	84.2	45.1	64.3	53.9
7:21:22 AM	84.2	42.8	54.7	49
7:22:22 AM	70.3	43.8	54.1	50.3
7:23:22 AM	83.5	42	64.2	50.3
7:24:22 AM	81.8	45.9	67.3	55.5

Session Report

8/5/2022

Information Panel

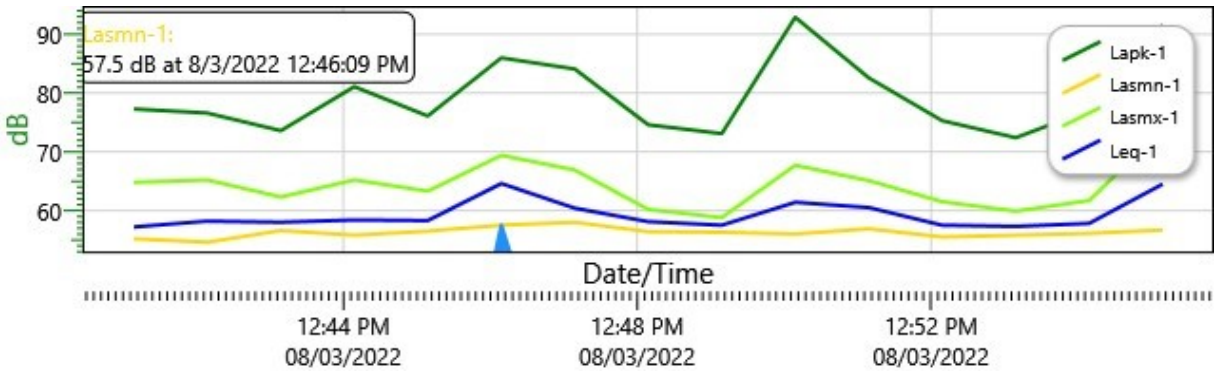
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Stop Time	8/3/2022 12:55:11 PM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Ramsey Drive culdesac: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
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12:42:09 PM	76.6	54.6	65.2	58.2
12:43:09 PM	73.6	56.6	62.3	58
12:44:09 PM	81.1	55.8	65.2	58.4
12:45:09 PM	76.1	56.5	63.3	58.3
12:46:09 PM	86	57.5	69.4	64.6
12:47:09 PM	84.1	58	66.9	60.4
12:48:09 PM	74.6	56.4	60.2	58.1
12:49:09 PM	73.1	56.3	58.8	57.5
12:50:09 PM	92.9	56	67.7	61.4
12:51:09 PM	82.6	56.9	65.1	60.5
12:52:09 PM	75.3	55.5	61.5	57.5
12:53:09 PM	72.4	55.8	59.9	57.3
12:54:09 PM	77.1	56.1	61.7	57.8
12:55:09 PM	91.6	56.7	73.9	64.5



DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

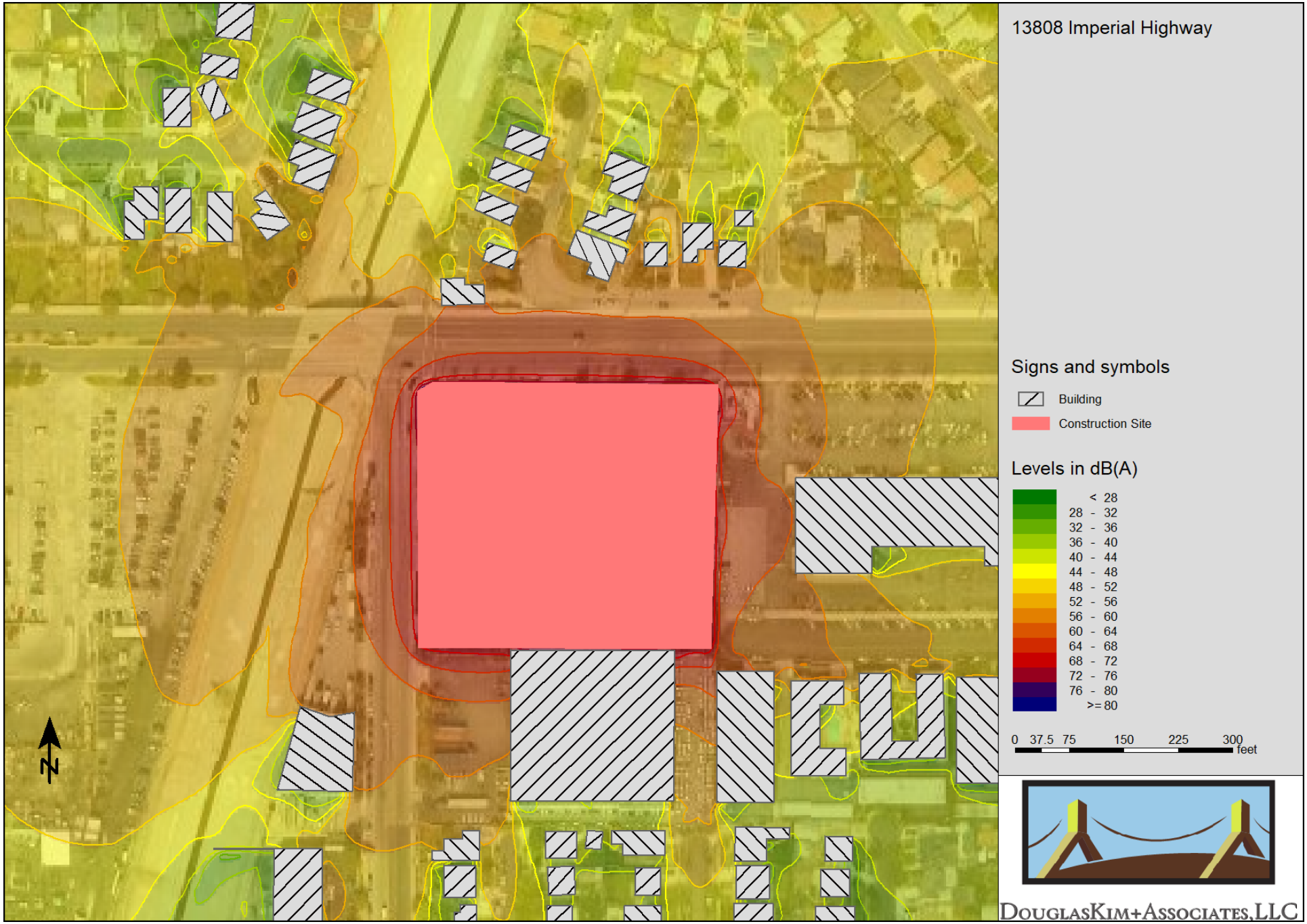
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	13871 m²	Lw/unit	109.7	-	-	-	-	-

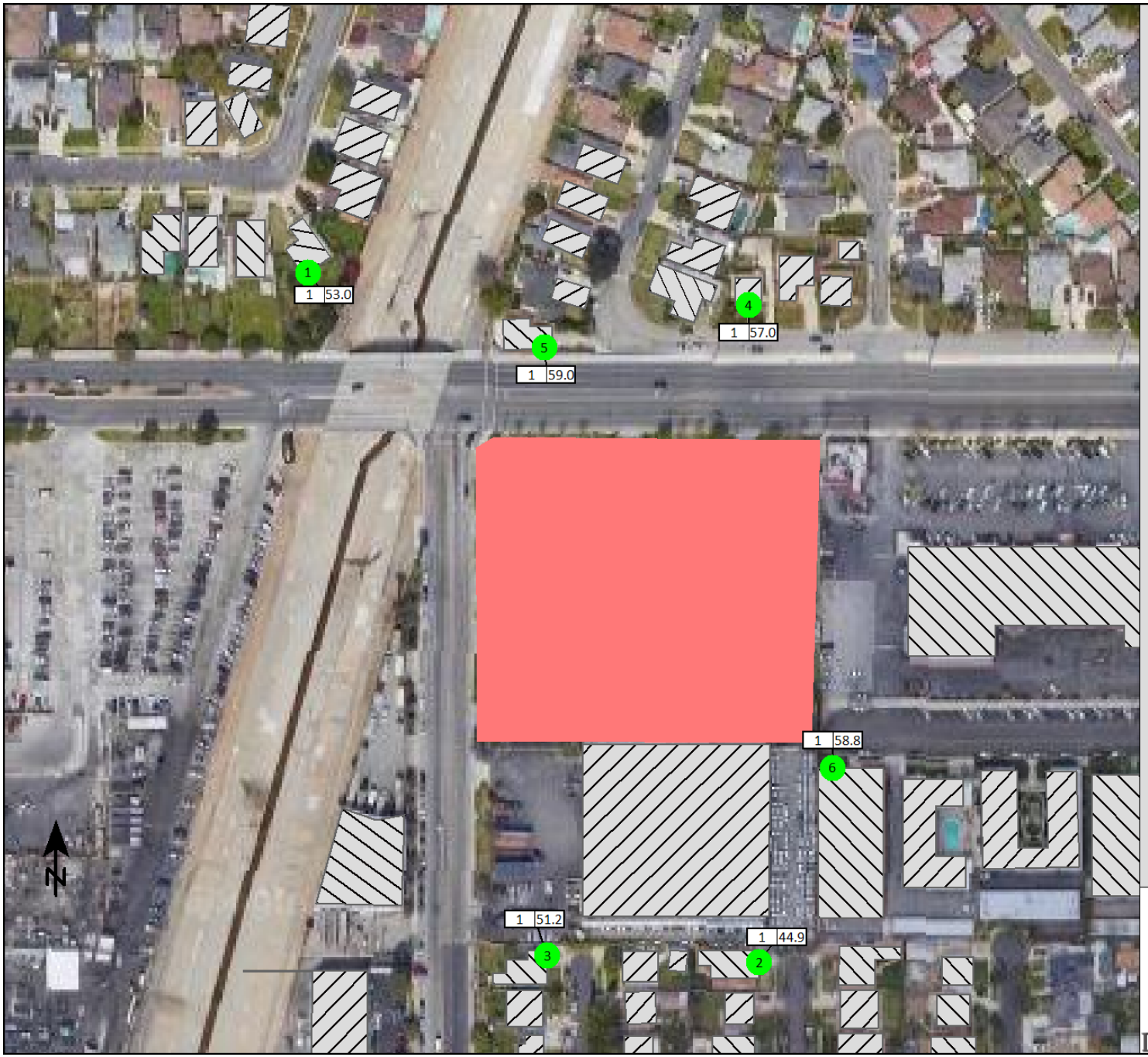
Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residence- 13748 Busby Dr.	11403995.90	3753488.97	South east	GF	34.66	-	53.0	-
2	Residence, 12803 Duffield Ave.	11404161.32	3753236.04	East	GF	33.93	-	44.9	-
3	Residence, 12804 Ramsey Dr.	11404083.72	3753238.55	East	GF	34.82	-	51.2	-
4	Residences 13833-13845 Ramhurst D	11404157.44	3753476.98	South	GF	34.05	-	57.0	-
5	Residences, 12435 Ramsey Dr.	11404082.55	3753461.42	South	GF	33.85	-	59.0	-
6	Residences, 13904 Ramhurst Dr.	11404188.28	3753307.45	North	GF	34.25	-	58.8	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residence- 13748 Busby Dr.	GF		53.0
Construction Site		-	53.0
Residence, 12803 Duffield Ave.	GF		44.9
Construction Site		-	44.9
Residence, 12804 Ramsey Dr.	GF		51.2
Construction Site		-	51.2
Residences 13833-13845 Ramhurst Dr.	GF		57.0
Construction Site		-	57.0
Residences, 12435 Ramsey Dr.	GF		59.0
Construction Site		-	59.0
Residences, 13904 Ramhurst Dr.	GF		58.8
Construction Site		-	58.8


13808 Imperial Highway
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 28
28 - 32
32 - 36
36 - 40
40 - 44
44 - 48
48 - 52
52 - 56
56 - 60
60 - 64
64 - 68
68 - 72
72 - 76
76 - 80
>= 80
0 37.5 75 150 225 300
feet
N
DouglasKim+Associates,LLC



13808 Imperial Highway

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

0 37.5 75 150 225 300 feet

DouglasKim+Associates,LLC

Construction Noise Impacts



Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 13748 Busby Dr	67.2	53.0	67.4	0.2	**No**
Residence - 12804 Duffield Ave.	60.0	44.9	60.1	0.1	**No**
Residence - 12803 Ramsey Dr.	60.0	51.2	60.5	0.5	**No**
Residences - 13833-13845 Ramhurst Dr.	64.6	57.0	65.3	0.7	**No**
Residences - 12435 Ramsey Dr.	64.6	59.0	65.7	1.1	**No**
Residences - 13904 Ramhurst Dr.	55.4	58.8	60.2	4.8	**No**



DouglasKim+Associates,LLC

DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips
Construction and Demolition	0			Low	Low		
General Building		12	3,300	1,000	1,650	10	660
Single Family Residence	-	12	-	1,000	-	10	-
Multi-Family Residence		12	-	1,000	-	10	-
Mobile Home				1,000	-	10	-
Mixed Debris				500	-	10	-
Vegetative Debris (Hardwoods)				500	-	10	-
Vegetative Debris (Softwoods)				333	-	10	-
Asphalt or concrete (Constructior	-	0.5	-	2,400	-	10	-
TOTAL			3,300		1,650		660

Source: Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010
Source (Asphalt or concrete): CalRecycle Solid Waste Cleanup Program Weights and Volumes for Project Estimes; http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm

Appendix B-2:

Vibration Technical Modeling



DouglasKim+Associates,LLC

CONSTRUCTION VIBRATION CALCULATIONS

DouglasKim+Associates,LLC

13808 Imperial Highway Project

Construction Vibration

Receptor: 12716 Marquardt Avenue
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	**0.223**

Receptor: 12716 Marquardt Avenue
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	**0.190**

Receptor: 13644 Imperial Highway
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	16
Vibration Level (in/sec)	**0.139**

Receptor: 13644 Imperial Highway
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	16
Vibration Level (in/sec)	**0.119**

Receptor: 13904 Ramhurst Drive
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	**0.056**

Receptor: 13904 Ramhurst Drive
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	**0.048**

13808 Imperial Highway Project

Receptor: 12716 Marquardt Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	**0.008**

Receptor: 12716 Marquardt Avenue
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Vibration Level (in/sec)	**0.088**

Receptor: 13644 Imperial Highway
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	16
Vibration Level (in/sec)	**0.005**

Receptor: 13644 Imperial Highway
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	16
Vibration Level (in/sec)	**0.055**

Receptor: 13904 Ramhurst Drive
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	**0.002**

Receptor: 13904 Ramhurst Drive
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	40
Vibration Level (in/sec)	**0.022**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*,
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

Appendix C:

Air Quality Technical Modeling



DouglasKim+Associates,LLC

EXISTING EMISSIONS

13808 Imperial Highway (Existing) Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	13808 Imperial Highway (Existing)
Lead Agency	City of Santa Fe Springs
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	13808 Imperial Hwy., Santa Fe Springs, CA 90670, USA
County	Los Angeles-South Coast
City	Santa Fe Springs
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4841
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	53.3	1000sqft	3.45	53,260	1,000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.69	2.78	1.65	13.5	0.03	0.07	0.73	0.79	0.07	0.13	0.19	59.2	3,836	3,895	6.21	0.15	24.0	4,120
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.26	2.38	1.72	10.2	0.02	0.06	0.73	0.79	0.06	0.13	0.19	59.2	3,730	3,789	6.21	0.16	14.1	4,006
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.35	1.57	0.63	2.10	< 0.005	0.05	0.00	0.05	0.05	0.00	0.05	59.2	1,604	1,663	6.10	0.07	13.9	1,849
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.29	0.11	0.38	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	9.80	266	275	1.01	0.01	2.30	306

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	1.21	1.09	1.01	10.6	0.02	0.02	0.73	0.74	0.01	0.13	0.14	—	2,229	2,229	0.11	0.09	10.1	2,268
Area	0.41	1.65	0.02	2.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.53	9.53	< 0.005	< 0.005	—	9.56
Energy	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,475	1,475	0.11	0.01	—	1,480
Water	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Waste	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Total	1.69	2.78	1.65	13.5	0.03	0.07	0.73	0.79	0.07	0.13	0.19	59.2	3,836	3,895	6.21	0.15	24.0	4,120
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.19	1.07	1.11	9.70	0.02	0.02	0.73	0.74	0.01	0.13	0.14	—	2,132	2,132	0.12	0.09	0.26	2,164
Area	—	1.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,475	1,475	0.11	0.01	—	1,480
Water	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Waste	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Total	1.26	2.38	1.72	10.2	0.02	0.06	0.73	0.79	0.06	0.13	0.19	59.2	3,730	3,789	6.21	0.16	14.1	4,006
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.28	1.54	0.01	1.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.52	6.52	< 0.005	< 0.005	—	6.55
Energy	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,475	1,475	0.11	0.01	—	1,480
Water	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Waste	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Total	0.35	1.57	0.63	2.10	< 0.005	0.05	0.00	0.05	0.05	0.00	0.05	59.2	1,604	1,663	6.10	0.07	13.9	1,849
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.05	0.28	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.08	1.08	< 0.005	< 0.005	—	1.08

Energy	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	244	244	0.02	< 0.005	—	245
Water	—	—	—	—	—	—	—	—	—	—	—	3.91	20.2	24.2	0.40	0.01	—	37.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.89	0.00	5.89	0.59	0.00	—	20.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.30	2.30
Total	0.06	0.29	0.11	0.38	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	9.80	266	275	1.01	0.01	2.30	306

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	745	745	0.05	0.01	—	747
Total	—	—	—	—	—	—	—	—	—	—	—	—	745	745	0.05	0.01	—	747
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	745	745	0.05	0.01	—	747

Total	—	—	—	—	—	—	—	—	—	—	—	—	745	745	0.05	0.01	—	747
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	123	123	0.01	< 0.005	—	124
Total	—	—	—	—	—	—	—	—	—	—	—	—	123	123	0.01	< 0.005	—	124

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	731	731	0.06	< 0.005	—	733
Total	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	731	731	0.06	< 0.005	—	733
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	731	731	0.06	< 0.005	—	733
Total	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	731	731	0.06	< 0.005	—	733
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	—	121
Total	0.01	0.01	0.11	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	—	121

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.41	0.38	0.02	2.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.53	9.53	< 0.005	< 0.005	—	9.56
Total	0.41	1.65	0.02	2.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.53	9.53	< 0.005	< 0.005	—	9.56
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.05	0.05	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.08	1.08	< 0.005	< 0.005	—	1.08
Total	0.05	0.28	< 0.005	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.08	1.08	< 0.005	< 0.005	—	1.08

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Total	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Total	—	—	—	—	—	—	—	—	—	—	—	23.6	122	146	2.43	0.06	—	224
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	3.91	20.2	24.2	0.40	0.01	—	37.1
Total	—	—	—	—	—	—	—	—	—	—	—	3.91	20.2	24.2	0.40	0.01	—	37.1

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Total	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Total	—	—	—	—	—	—	—	—	—	—	—	35.6	0.00	35.6	3.56	0.00	—	125
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	5.89	0.00	5.89	0.59	0.00	—	20.6
Total	—	—	—	—	—	—	—	—	—	—	—	5.89	0.00	5.89	0.59	0.00	—	20.6

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13.9	13.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.30	2.30
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.30	2.30

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	261	0.00	0.00	0.00	2,610	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	79,890	26,630	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Light Industry	510,909	532	0.0330	0.0040	2,279,631

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	12,316,375	14,025

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	66.0	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	10.7	annual days of extreme heat

Extreme Precipitation	4.55	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	47.4
AQ-PM	75.9
AQ-DPM	78.6
Drinking Water	66.5
Lead Risk Housing	—
Pesticides	0.00

Toxic Releases	90.7
Traffic	73.8
Effect Indicators	—
CleanUp Sites	94.4
Groundwater	91.0
Haz Waste Facilities/Generators	97.2
Impaired Water Bodies	23.9
Solid Waste	96.4
Sensitive Population	—
Asthma	27.9
Cardio-vascular	45.3
Low Birth Weights	—
Socioeconomic Factor Indicators	—
Education	—
Housing	—
Linguistic	—
Poverty	—
Unemployment	—

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	—
Employed	—
Education	—
Bachelor's or higher	—

High school enrollment	—
Preschool enrollment	—
Transportation	—
Auto Access	—
Active commuting	—
Social	—
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—
Supermarket access	—
Tree canopy	—
Housing	—
Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—
Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	0.0
Asthma ER Admissions	68.8
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0

Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	0.0
Cognitively Disabled	0.0
Physically Disabled	0.0
Heart Attack ER Admissions	61.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	0.0
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	0.0
Elderly	0.0
English Speaking	0.0
Foreign-born	0.0
Outdoor Workers	0.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	0.9

Traffic Density	0.0
Traffic Access	23.0
Other Indices	—
Hardship	0.0
Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

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Land Use	.



DouglasKim+Associates,LLC

FUTURE EMISSIONS

13808 Imperial Highway (Future) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	13808 Imperial Highway (Future)
Lead Agency	City of Santa Fe Springs
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	13808 Imperial Hwy., Santa Fe Springs, CA 90670, USA
County	Los Angeles-South Coast
City	Santa Fe Springs
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4841
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	46.0	Space	1.70	0.00	0.00	—	—	—
General Light Industry	11.1	1000sqft	0.15	11,072	4,006	—	—	—

General Office Building	1.06	1000sqft	0.05	1,060	25,247	—	—	—
Research & Development	204	1000sqft	1.50	203,532	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Unmit.	50.4	21.8	32.4	0.05	2.62	1.29
Daily, Winter (Max)	—	—	—	—	—	—
Unmit.	3.33	45.6	30.3	0.09	7.72	2.57
Average Daily (Max)	—	—	—	—	—	—
Unmit.	6.35	6.23	8.73	0.01	0.80	0.37
Annual (Max)	—	—	—	—	—	—
Unmit.	1.16	1.14	1.59	< 0.005	0.15	0.07

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—
2023	50.4	21.8	32.4	0.05	2.62	1.29
Daily - Winter (Max)	—	—	—	—	—	—

2022	3.33	45.6	30.3	0.09	7.72	2.57
2023	1.63	13.7	18.8	0.03	1.79	0.82
Average Daily	—	—	—	—	—	—
2022	0.28	3.18	2.83	0.01	0.49	0.20
2023	6.35	6.23	8.73	0.01	0.80	0.37
Annual	—	—	—	—	—	—
2022	0.05	0.58	0.52	< 0.005	0.09	0.04
2023	1.16	1.14	1.59	< 0.005	0.15	0.07

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Unmit.	8.29	4.22	25.5	0.05	1.26	0.44
Daily, Winter (Max)	—	—	—	—	—	—
Unmit.	6.73	4.26	14.9	0.05	1.24	0.42
Average Daily (Max)	—	—	—	—	—	—
Unmit.	6.99	3.55	14.4	0.03	0.67	0.32
Annual (Max)	—	—	—	—	—	—
Unmit.	1.28	0.65	2.62	0.01	0.12	0.06

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Mobile	1.42	1.23	13.7	0.03	1.02	0.20
Area	6.72	0.08	9.37	< 0.005	0.01	0.02

Energy	0.16	2.91	2.45	0.02	0.22	0.22
Water	—	—	—	—	—	—
Waste	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—
Total	8.29	4.22	25.5	0.05	1.26	0.44
Daily, Winter (Max)	—	—	—	—	—	—
Mobile	1.39	1.35	12.4	0.03	1.02	0.20
Area	5.18	—	—	—	—	—
Energy	0.16	2.91	2.45	0.02	0.22	0.22
Water	—	—	—	—	—	—
Waste	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—
Total	6.73	4.26	14.9	0.05	1.24	0.42
Average Daily	—	—	—	—	—	—
Mobile	0.59	0.59	5.49	0.01	0.44	0.08
Area	6.23	0.05	6.42	< 0.005	0.01	0.01
Energy	0.16	2.91	2.45	0.02	0.22	0.22
Water	—	—	—	—	—	—
Waste	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—
Total	6.99	3.55	14.4	0.03	0.67	0.32
Annual	—	—	—	—	—	—
Mobile	0.11	0.11	1.00	< 0.005	0.08	0.02
Area	1.14	0.01	1.17	< 0.005	< 0.005	< 0.005
Energy	0.03	0.53	0.45	< 0.005	0.04	0.04
Water	—	—	—	—	—	—
Waste	—	—	—	—	—	—

Refrig.	—	—	—	—	—	—
Total	1.28	0.65	2.62	0.01	0.12	0.06

3. Construction Emissions Details

3.1. Demolition (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	3.02	29.6	24.3	0.03	1.31	1.21
Demolition	—	—	—	—	3.55	0.54
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.12	1.21	1.00	< 0.005	0.05	0.05
Demolition	—	—	—	—	0.15	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.18	< 0.005	0.01	0.01
Demolition	—	—	—	—	0.03	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.08	0.10	1.14	0.00	0.01	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.24	16.0	4.85	0.06	0.93	0.35
Average Daily	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.66	0.20	< 0.005	0.04	0.01
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	0.01	< 0.005

3.3. Grading (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	2.20	22.0	20.2	0.03	1.06	0.98
Dust From Material Movement	—	—	—	—	2.82	1.34
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.03	0.30	0.28	< 0.005	0.01	0.01
Dust From Material Movement	—	—	—	—	0.04	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.05	< 0.005	< 0.005	< 0.005

Dust From Material Movement	—	—	—	—	0.01	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.08	0.10	1.14	0.00	0.01	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	1.38	13.1	13.6	0.02	0.65	0.60
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—

Off-Road Equipment	0.09	0.84	0.88	< 0.005	0.04	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.16	< 0.005	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.37	0.46	5.32	0.00	0.06	0.00
Vendor	0.05	1.85	0.80	0.01	0.09	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Worker	0.02	0.03	0.36	0.00	< 0.005	0.00
Vendor	< 0.005	0.12	0.05	< 0.005	0.01	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	< 0.005	0.00
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Off-Road Equipment	1.26	11.8	13.2	0.02	0.55	0.51
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—
Off-Road Equipment	1.26	11.8	13.2	0.02	0.55	0.51
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.52	4.90	5.46	0.01	0.23	0.21
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.10	0.89	1.00	< 0.005	0.04	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.33	0.37	5.73	0.00	0.06	0.00
Vendor	0.04	1.41	0.71	0.01	0.08	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.33	0.43	4.86	0.00	0.06	0.00
Vendor	0.04	1.47	0.72	0.01	0.08	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Worker	0.13	0.18	2.11	0.00	0.02	0.00
Vendor	0.02	0.61	0.29	< 0.005	0.03	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	0.02	0.03	0.39	0.00	< 0.005	0.00
Vendor	< 0.005	0.11	0.05	< 0.005	0.01	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Off-Road Equipment	0.79	7.13	8.89	0.01	0.35	0.32
Paving	0.21	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.05	0.41	0.51	< 0.005	0.02	0.02
Paving	0.01	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	< 0.005
Paving	< 0.005	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.09	0.10	1.63	0.00	0.02	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Off-Road Equipment	0.15	0.93	1.15	< 0.005	0.04	0.03
Architectural Coatings	47.5	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—
Off-Road Equipment	0.02	0.11	0.14	< 0.005	< 0.005	< 0.005
Architectural Coatings	5.59	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005
Architectural Coatings	1.02	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Worker	0.07	0.07	1.15	0.00	0.01	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Trenching (2022) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T
Onsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—

Worker	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.01	0.13	0.11	< 0.005	0.01	0.01
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Research & Development	0.15	2.77	2.33	0.02	0.21	0.21
Total	0.16	2.91	2.45	0.02	0.22	0.22
Daily, Winter (Max)	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
General Light Industry	0.01	0.13	0.11	< 0.005	0.01	0.01
General Office Building	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Research & Development	0.15	2.77	2.33	0.02	0.21	0.21
Total	0.16	2.91	2.45	0.02	0.22	0.22
Annual	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00

General Light Industry	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Research & Development	0.03	0.51	0.42	< 0.005	0.04	0.04
Total	0.03	0.53	0.45	< 0.005	0.04	0.04

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Architectural Coatings	48.0	—	—	—	—	—
Consumer Products	4.62	—	—	—	—	—
Landscape Equipment	1.54	0.08	9.37	< 0.005	0.01	0.02
Total	54.2	0.08	9.37	< 0.005	0.01	0.02
Daily, Winter (Max)	—	—	—	—	—	—
Consumer Products	4.62	—	—	—	—	—
Architectural Coatings	0.56	—	—	—	—	—
Total	5.18	—	—	—	—	—
Annual	—	—	—	—	—	—
Architectural Coatings	1.12	—	—	—	—	—
Consumer Products	0.84	—	—	—	—	—
Landscape Equipment	0.19	0.01	1.17	< 0.005	< 0.005	< 0.005
Total	2.16	0.01	1.17	< 0.005	< 0.005	< 0.005

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—

Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Total	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Total	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—
Avoided	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Removed	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—

—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—
Avoided	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Removed	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
—	—	—	—	—	—	—
Annual	—	—	—	—	—	—
Avoided	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
Removed	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—
—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	11/1/2022	11/21/2022	5.00	15.0	—
Grading	Grading	11/22/2022	11/28/2022	5.00	5.00	—
Building Construction	Building Construction	11/29/2022	7/31/2023	5.00	175	—
Paving	Paving	7/1/2023	7/31/2023	5.00	21.0	—
Architectural Coating	Architectural Coating	6/1/2023	7/31/2023	5.00	43.0	—

Trenching	Trenching	11/29/2022	2/28/2023	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	105	25.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	25.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	70.1	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	35.3	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	0.00	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	326,828	108,943	4,443

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	3,932	—
Grading	—	20,276	3.40	0.00	—
Paving	0.00	0.00	0.00	0.00	1.70

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	1.70	100%
General Light Industry	0.00	0%
General Office Building	0.00	0%
Research & Development	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2022	0.00	532	0.03	< 0.005
2023	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	360	360	360	56,314	3,600	3,600	3,600	563,143

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	326,828	108,943	4,443

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	64,870	532	0.0330	0.0040	0.00
General Light Industry	106,211	532	0.0330	0.0040	473,903
General Office Building	18,890	532	0.0330	0.0040	26,867
Research & Development	3,626,999	532	0.0330	0.0040	5,158,817

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	0.00

General Light Industry	2,560,400	56,182
General Office Building	188,398	354,079
Research & Development	100,075,452	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	0.00
General Light Industry	13.7	0.00
General Office Building	0.99	0.00
Research & Development	15.5	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Research & Development	Household refrigerators and/or freezers	R-134a	1,430	0.45	0.60	0.00	1.00
Research & Development	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	10.7	annual days of extreme heat
Extreme Precipitation	4.55	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack	N/A	N/A	N/A	N/A
Air Quality	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	47.4
AQ-PM	75.9
AQ-DPM	78.6
Drinking Water	66.5
Lead Risk Housing	—
Pesticides	0.00
Toxic Releases	90.7
Traffic	73.8
Effect Indicators	—
CleanUp Sites	94.4
Groundwater	91.0
Haz Waste Facilities/Generators	97.2
Impaired Water Bodies	23.9
Solid Waste	96.4
Sensitive Population	—
Asthma	27.9
Cardio-vascular	45.3
Low Birth Weights	—
Socioeconomic Factor Indicators	—
Education	—
Housing	—

Linguistic	—
Poverty	—
Unemployment	—

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	—
Employed	—
Education	—
Bachelor's or higher	—
High school enrollment	—
Preschool enrollment	—
Transportation	—
Auto Access	—
Active commuting	—
Social	—
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—
Supermarket access	—
Tree canopy	—
Housing	—

Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—
Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	0.0
Asthma ER Admissions	68.8
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	0.0
Cognitively Disabled	0.0
Physically Disabled	0.0
Heart Attack ER Admissions	61.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	0.0
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0

Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	0.0
Elderly	0.0
English Speaking	0.0
Foreign-born	0.0
Outdoor Workers	0.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	0.9
Traffic Density	0.0
Traffic Access	23.0
Other Indices	—
Hardship	0.0
Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification
Land Use	Developer information
Construction: Construction Phases	Developer information
Construction: Dust From Material Movement	936 CY of topsoil @ 56% swell factor = 1,460 CY and 12,544 CY of dry clay @ 50% = 18,816 CY Note: Topsoil considered the top ten inches of soil (Wikipedia) Note: Soil below topsoil assumed to be dry clay; Source: Lyngso website, https://www.lyngsogarden.com/community-resources/tips-on-modifying-your-california-soil-with-amend me Source: US Department of Transportation Determination of Excavation and Embankment Volumes; https://highways.dot.gov/federal-lands/pddm/dpg/earthwork-design
Construction: Trips and VMT	25 one-mile distance to landfill, 10CY haul truck capacity



DouglasKim+Associates,LLC

MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites

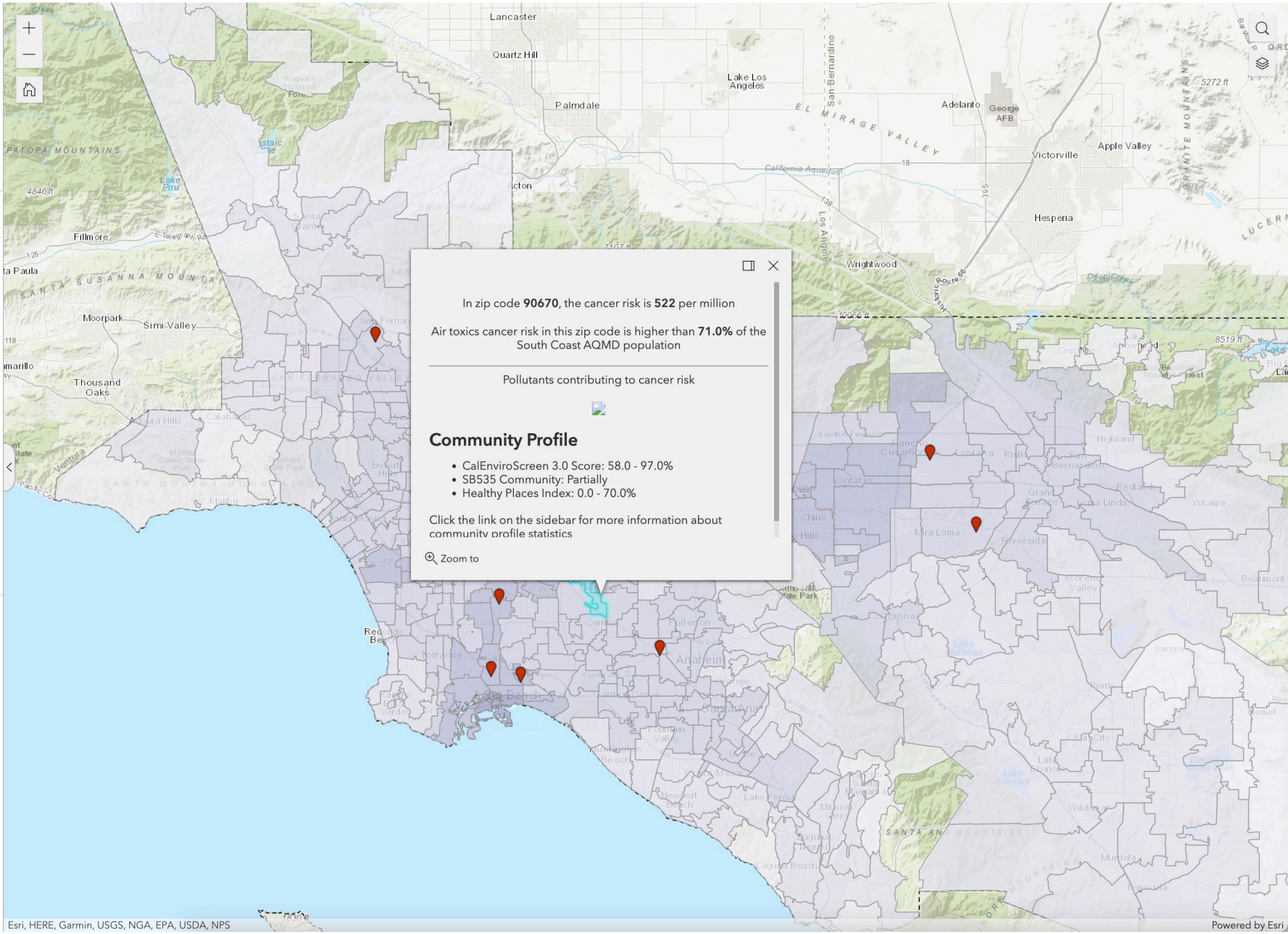
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

South Coast AQMD Boundary

The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.





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CALENVIROSCREEN 4.0 OUTPUT

CalEnviroScreen 4.0

from OEHHA

SB 535 Disadvantaged Communities Map | CalEnviroScreen Website | Indicator Maps | About

The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

How to use this map

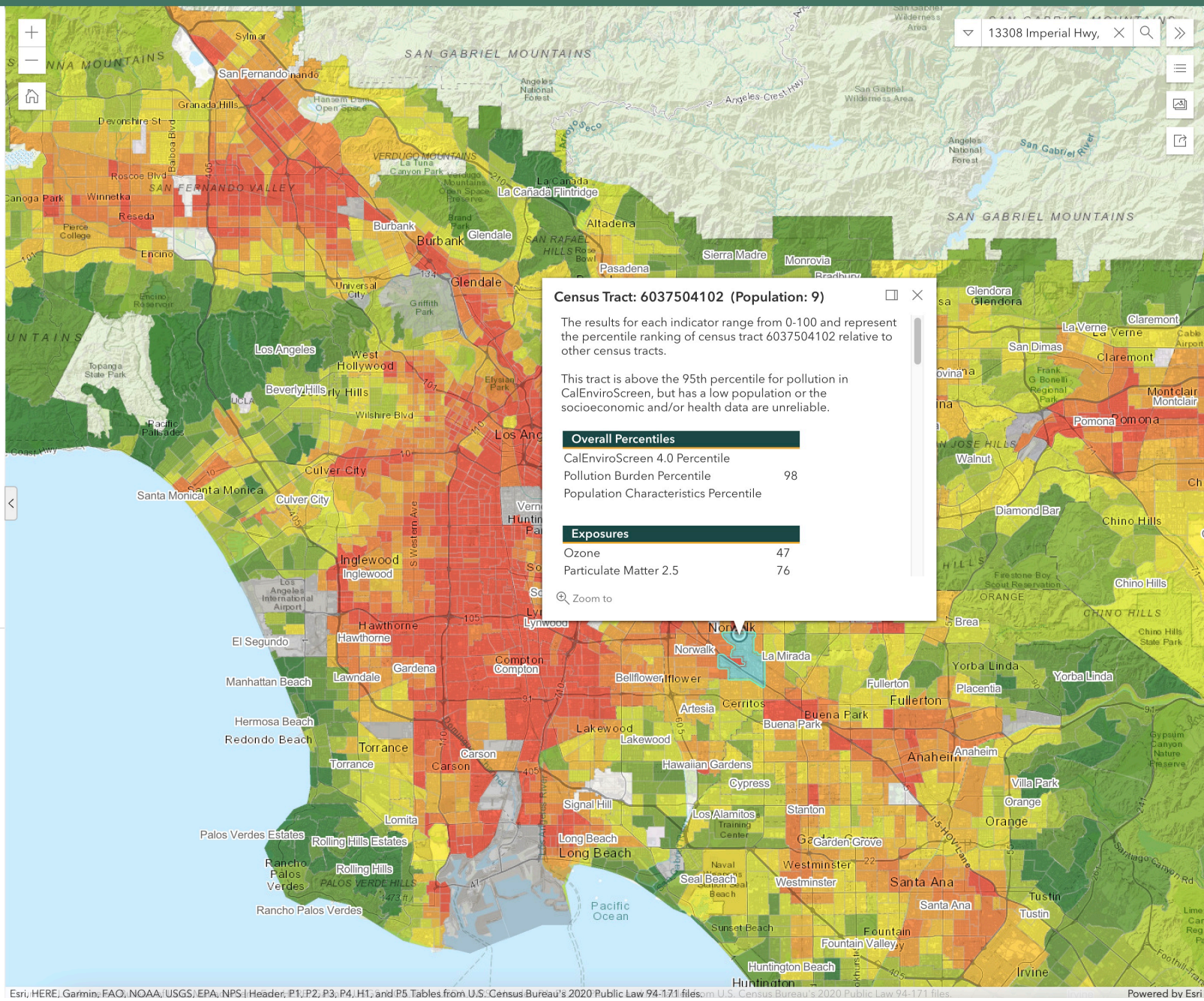
- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the **search icon**.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking the **dock** icon.
- Export a map view that includes the legend and popup using the **screenshot** widget.
- Learn more about CalEnviroScreen 4.0 and how this map was created **here**.

Overall Percentile

CalEnviroScreen 4.0 Results

- >90 - 100 (Highest Scores)
- >80 - 90
- >70 - 80
- >60 - 70
- >50 - 60
- >40 - 50
- >30 - 40
- >20 - 30
- >10 - 20
- 0 - 10 (Lowest Scores)

CalEnviroScreen 4.0 High Pollution, Low Population



Attachment #6: Full Set of Proposed Plans

TENTATIVE PARCEL MAP NO. 83729

IN THE CITY OF SANTA FE SPRINGS,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

TITLE INFORMATION

THE TITLE INFORMATION SHOWN HEREON IS AMENDED PRELIMINARY REPORT FOR TITLE INSURANCE NO. 00844661-021-DN1 DATED SEPTEMBER 28, 2021 AS PREPARED BY TICOR TITLE, NEWPORT BEACH, CALIFORNIA [TITLE OFFICER: DAVID NOBLE, TELEPHONE: (714) 289-3379] NO RESPONSIBILITY OF CONTENT, COMPLETENESS OR ACCURACY OF SAID AMENDED PRELIMINARY REPORT IS ASSUMED BY THIS MAP OR THE SURVEYOR.

LEGAL DESCRIPTION

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

PARCEL 1, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 19614 FILED IN BOOK 216, PAGES 73 AND 74 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TITLE EXCEPTIONS AND EASEMENTS

A–B TAXES.

1 WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

2 EASEMENT(S) FOR THE PURPOSE(S) AND RIGHTS INCIDENTAL THERETO, FOR ELECTRIC LINES AS SET FORTH IN A DOCUMENT RECORDED ON NOVEMBER 18, 1954 AS RECORDING NO. 3295 IN BOOK 46148, PAGE 87 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS – PLOTTED HEREON AS [A])

3 EASEMENT(S) FOR THE PURPOSE(S) AND RIGHTS INCIDENTAL THERETO, FOR ELECTRIC LINES AS SET FORTH IN A DOCUMENT RECORDED ON APRIL 29, 1957 AS RECORDING NO. 3637 IN BOOK 54345, PAGE 348 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS – PLOTTED HEREON AS [B])

4 EASEMENT(S) FOR THE PURPOSE(S) AND RIGHTS INCIDENTAL THERETO, FOR SLOPE AND DRAINAGE AS SET FORTH IN A DOCUMENT RECORDED ON JULY 13, 1959 AS RECORDING NO. 2979 IN BOOK D534, PAGE 237 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS – PLOTTED HEREON AS [C])

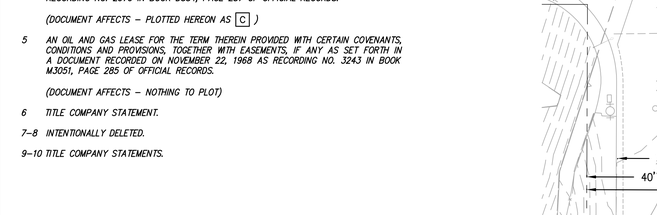
5 AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY AS SET FORTH IN A DOCUMENT RECORDED ON NOVEMBER 22, 1968 AS RECORDING NO. 3243 IN BOOK M3051, PAGE 285 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS – NOTHING TO PLOT)

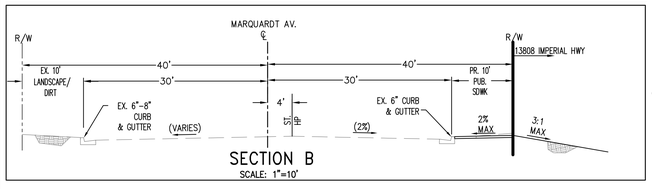
6 TITLE COMPANY STATEMENT.

7–8 INTENTIONALLY DELETED.

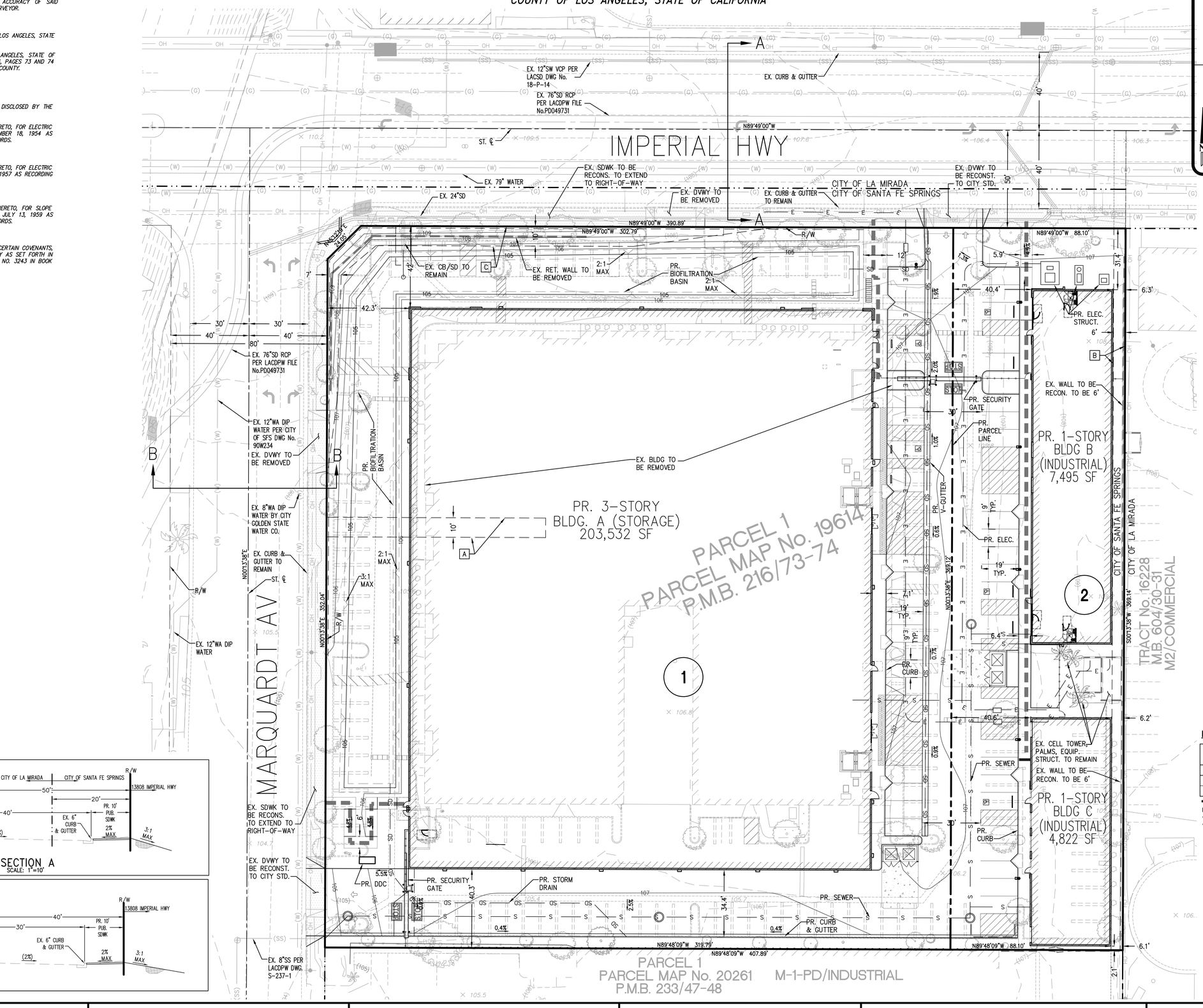
9–10 TITLE COMPANY STATEMENTS.

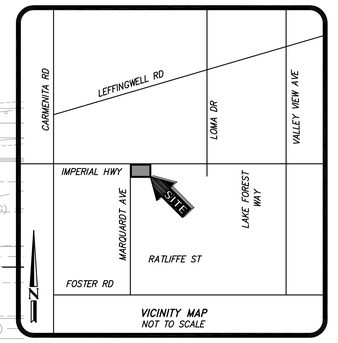


SECTION A
SCALE: 1"=10'



SECTION B
SCALE: 1"=10'





LINE LEGEND

- BOUNDARY LINE/ RIGHT-OF-WAY
- CENTER LINE
- CITY BOUNDARY LINE
- EASEMENT LINE
- PROPOSED LOT LINE
- FENCE
- BUILDING OVERHANG
- BUILDING FOOTPRINT
- ADA PATH

SYMBOL LEGEND

- LIGHT POLE
- PALM TREE
- POWER POLE
- SIGN
- STREET LIGHT
- ELECTRIC MANHOLE
- SEWER MANHOLE
- STORM DRAIN MANHOLE
- TRAFFIC SIGNAL WITH ARM
- TREE
- # PROPOSED PARCEL NUMBER

ASSESSOR'S PARCEL NO.
8044-030-009

ZONING INFORMATION
M-1-PD
LIGHT MANUFACTURING/PLANNED DEVELOPMENT OVERLAY

GENERAL PLAN LAND USE DESIGNATION
INDUSTRIAL

NOTE
ALL EXISTING ON-SITE UTILITES SHALL BE REMOVED

NOTE
ALL EXISTING ON-SITE IMPROVEMENTS SHALL BE REMOVED UNLESS NOTED

PROPOSED PARCEL SUMMARY

PCL No.	AREA (AC)	*PARKING (EA)	REQUIRED PARKING (EA)
1	2.71	21	[1] 21
2	0.75	25	[2] 25
TOTAL	3.46	46	46

*PARKING INCLUDES ADA STALLS
PER CITY OF SANTA FE SPRINGS PARKING REQUIREMENT BY LAND USE:
- [1]STORAGE 1 EA/10,000 SF
- [2]INDUSTRIAL 1 EA/ 500 SF

GRAPHIC SCALE: 1 INCH = 20 FT

BASIS OF BEARINGS
THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF IMPERIAL HIGHWAY AS SHOWN ON PARCEL MAP NO. 19614, FILED IN PARCEL MAP BOOK 216, PAGES 73-74, BEING NORTH 89°49'00" WEST.

OWNER
PS SOUTHERN CALIFORNIA ONE, INC.,
A DELAWARE CORPORATION
701 WESTERN AVENUE
GLENDALE, CA 91201
CONTACT: AARON ANDERSON (DIR. OF DEVELOPMENT)
TEL: (949) 570-8915
EMAIL: AANDERSON4@PUBLICSTORAGE.COM

ENGINEER
CHRISTOPHER MCKEE, PE 74414
DRC ENGINEERING, INC.
160 SOUTH OLD SPRINGS ROAD SUITE 210
ANAHEIM HILLS, CA 92808
TEL: (714) 685-6860 FAX: (714) 685-6801
EMAIL: CMCKEE@DRC-ENG.COM

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER MCKEE No. 74414 Exp. 9-30-23 CIVIL STATE OF CALIFORNIA

13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA 90605

DRAWN BY: HM
CHECKED BY: CM

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

CITY OF SANTA FE SPRINGS

TENTATIVE PARCEL MAP 83729

APPROVED

PREPARED: 01-31-2022
REVISED:

SHEET 1 OF 1

G:\JOBS\JP JOBS Santa Fe Springs\TPM\TPM1 Plot Date: Jan 31, 2022 - 2:14pm

DATE OF FIELD SURVEY

SEPTEMBER, 2021

TAX PARCEL NO.

8044-030-009

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RECORD OWNER

SAN ANTONIO, LLC

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(DOCUMENT AFFECTS - PLOTTED HEREON AS [C])

5 AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY AS SET FORTH IN A DOCUMENT RECORDED ON NOVEMBER 22, 1968 AS RECORDING NO. 3243 IN BOOK M3051, PAGE 285 OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - NOTHING TO PLOT)

6 TITLE COMPANY STATEMENT.

7-8 INTENTIONALLY DELETED.

9-10 TITLE COMPANY STATEMENTS.

ALTA/NSPS TABLE "A" ITEM NOTES

ITEM 2 THE SITE ADDRESS OBSERVED WHILE CONDUCTING THE SURVEY IS:
13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CALIFORNIA 90670

ITEM 3 THE LAND SHOWN ON THIS SURVEY LIES ENTIRELY WITHIN FLOOD ZONE "X" (UNSHADED), BEING DESCRIBED AS AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 06037C1841F, DATED SEPTEMBER 26, 2008.

ITEM 4 THE GROSS LAND AREA IS: 150,398.12 SF / 3.453 ACRES

ITEM 5 THE CONTOURS AND ELEVATIONS SHOWN HEREON ARE BASED ON THE FOLLOWING BENCHMARK:

BM No.: EY8706 ELEV.: 114.947' (COUNTY OF LOS ANGELES BENCHMARK)
DATUM: NAVD 88
DESCRIPTION: RDBM TAG IN N CB 6FT E/O BCR @ NE COR LELAND AVE & LEFFINGWELL RD.

CONTOUR INTERVAL=1'

ITEM 6(a) THE CURRENT ZONING CLASSIFICATION IS M-1 LIGHT MANUFACTURING PER THE CITY OF SANTA FE PLANNING DEPARTMENT.

(INSERT ZONING INFORMATION HERE - INDICATE SOURCE AND DATE OF INFO)

ITEM 6(b) SEE THE SURVEY PLAT FOR THE LOCATION OF SETBACK LINES.

ITEM 7(a) SEE THE SURVEY PLAT FOR EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL.

ITEM 7(b)(1) SEE THE SURVEY PLAT FOR THE SQUARE FOOTAGE OF THE EXTERIOR FOOTPRINT OF ALL BUILDINGS AT GROUND LEVEL.

ITEM 7(c) SEE THE SURVEY PLAT FOR THE MEASURED HEIGHT ABOVE GRADE OF ALL BUILDINGS.

ITEM 8 SEE THE SURVEY PLAT FOR ANY SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY.

ITEM 9 SEE THE SURVEY PLAT FOR ANY PARKING STRIPING AND TYPE OF PARKING SPACE. THE PARKING COUNT IS AS FOLLOWS:

REGULAR SPACES	131
HANDICAP SPACES	11
TOTAL SPACES	142

ITEM 10 THERE ARE NO PARTY WALLS ON THE SUBJECT PROPERTY.

ITEM 11(a) SEE THE SURVEY PLAT FOR THE LOCATION OF UTILITIES AS DETERMINED BY PLANS/AND OR REPORTS.

ITEM 13 SEE THE SURVEY PLAT FOR THE NAMES OF ADJOINING OWNERS.

ITEM 14 SEE THE SURVEY PLAT FOR THE DISTANCE TO THE NEAREST INTERSECTING STREET.

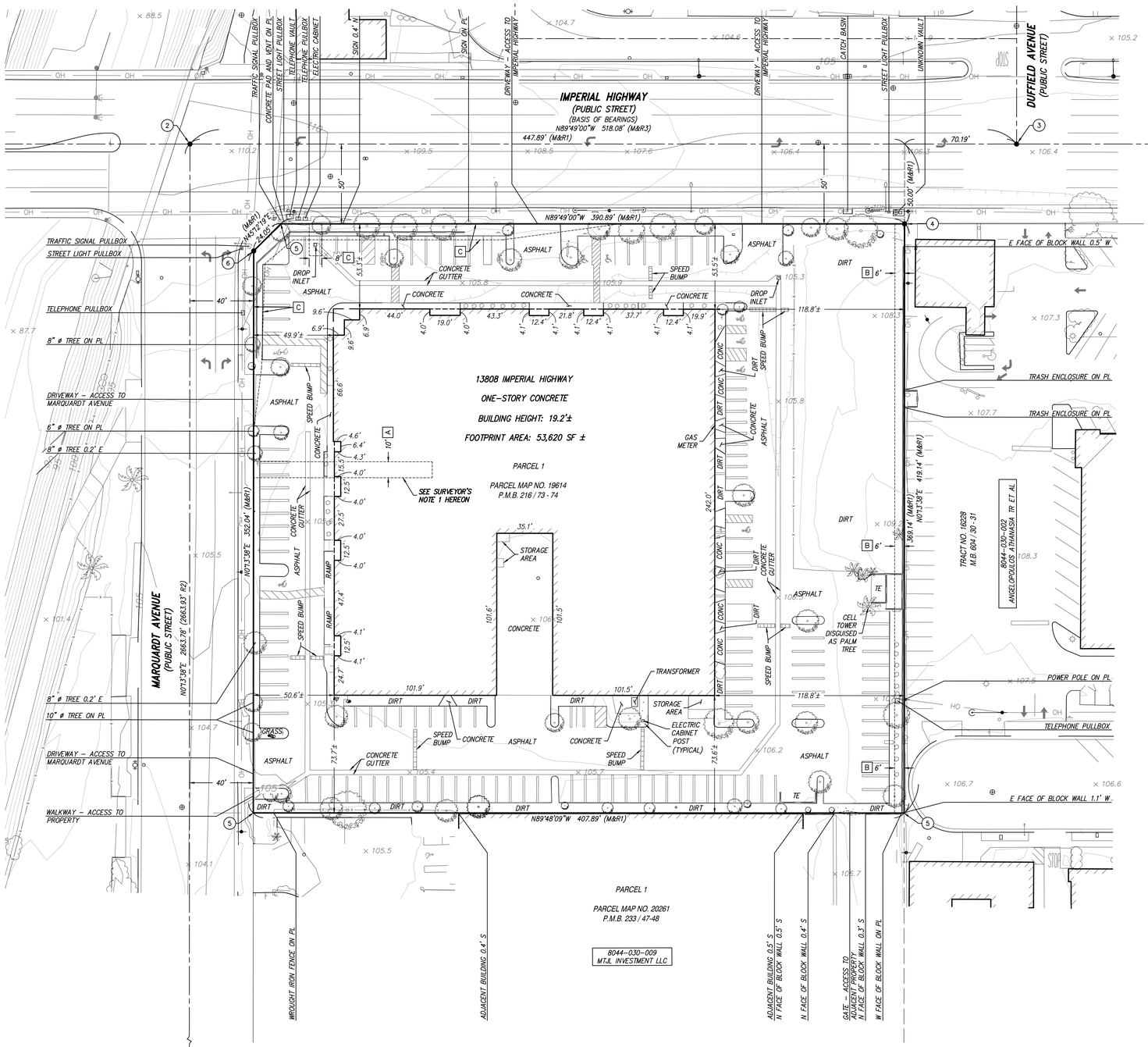
ITEM 15 THE TOPOGRAPHIC INFORMATION SHOWN HEREON WAS COMPILED PHOTOGRAMMETRICALLY FROM AERIAL PHOTOGRAPHY DATED AUGUST 25, 2021 BY INLAND AERIAL SURVEYS INC AND SUPPLEMENTED BY A FIELD SURVEY COMPLETED IN SEPTEMBER, 2021.

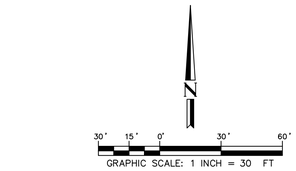
THE PHOTOGRAMMETRIC MAPPING SHOWN HEREON HAS BEEN CHECKED FOR ACCURACY AND MEETS OR EXCEEDS THE UNITED STATES NATIONAL MAP ACCURACY STANDARDS FOR HORIZONTAL [AND VERTICAL IF ITEM 5 IS SELECTED] ACCURACY AS ISSUED BY THE NATIONAL GEOSPATIAL PROGRAM EXCEPT IN AREAS OBSCURED BY SHADOWS, DENSE TREES OR BRUSH, CANOPIES, ROOF OVERHANGS, AND OTHER OVERHEAD OBSTRUCTIONS.

ITEM 16 THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK WITHIN RECENT MONTHS.

ITEM 17 THERE ARE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, OR OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

ITEM 18 THE COMMITMENT DID NOT LIST ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITING THE SURVEYED PROPERTY.





SYMBOL LEGEND

- GATE
- GUY ANCHOR
- HOSE BIB
- PALM TREE
- POWER POLE
- SIGN
- STREET LIGHT
- TREE
- TRAFFIC SIGNAL WITH ARM
- TRAFFIC SIGNAL ON POLE

MANHOLES

- UNKNOWN UTILITY

VALVES

- BACKFLOW PREVENTER
- BLOW-OFF/AIR VAC VENT
- FIRE DEPARTMENT CONNECTOR
- POST INDICATOR VALVE
- UNKNOWN VALVE

ABBREVIATIONS

CONC	CONCRETE
PL	PROPERTY LINE
SF	SQUARE FEET
TE	TRASH ENCLOSURE

LINE LEGEND

- PROPERTY LINE
- CENTER LINE
- RIGHT-OF-WAY LINE
- UNDERLYING LOT LINE
- TIE LINE
- EASEMENT
- FENCE
- OVERHEAD LINES
- BLOCK WALL
- BUILDING FOOTPRINT

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF IMPERIAL HIGHWAY AS SHOWN ON PARCEL MAP NO. 19614, FILED IN PARCEL MAP BOOK 216, PAGES 73-74, BEING NORTH 89°49'00" WEST.

MONUMENT AND ESTABLISHMENT NOTES

- ● INDICATES FOUND MONUMENT AS NOTED BELOW.
- (1) INDICATES SEARCHED, NOTHING FOUND. ESTABLISHED THE CENTERLINE INTERSECTION OF MARQUARDT AVENUE AND FOSTER ROAD BY TIES (4 FOUND) PER P.W.F.B. 0727/1004.
- (2) INDICATES FOUND SPIKE AND DPW WASHER, PER P.W.F.B. 0827/2988, FLUSH. SAID POINT ALSO FITS TIES (4 FOUND) PER SAID DOCUMENT.
- (3) INDICATES FOUND SPIKE AND DPW WASHER, PER P.W.F.B. 0827/2989, FLUSH. SAID POINT ALSO FITS TIES (4 FOUND) PER SAID DOCUMENT.
- (4) INDICATES FOUND LEAD, TACK AND TAG STAMPED "RCE 9548", PER R1, FLUSH. SAID POINT HAS BEEN DISTURBED (CONCRETE BROKEN) AND IS LOCATED NORTH 31°52'20" EAST, 0.18 FEET FROM THE NORTHWEST CORNER OF PARCEL 1. SAID CORNER WAS ESTABLISHED BY HOLDING RECORD DATA PER R1.
- (5) INDICATES SEARCHED, NOTHING FOUND. ESTABLISHED BY HOLDING RECORD DATA PER R1.
- (6) INDICATES FOUND 1"X2" HUB WITH TACK, NO TAG, NO REFERENCE, FLUSH. SAID POINT FITS PROPERTY CORNER ESTABLISHED BY HOLDING RECORD DATA PER R1.

REFERENCES

R1 PARCEL MAP NO. 19614 - P.M.B. 216/73-74.

R2 PARCEL MAP NO. 20261 - P.M.B. 233/47-48.

R3 TRACT NO. 18608 - M.B. 561/8-10.

(...) INDICATES RECORD OR CALCULATED FROM RECORD DATA AS NOTED.

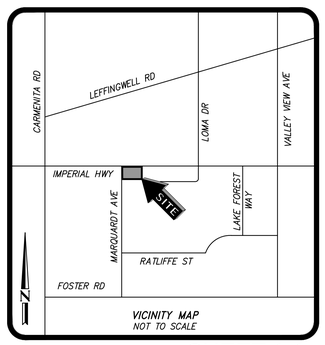
M&R INDICATES MEASURE DATA AND RECORD DATA ARE THE SAME.

SURVEYOR'S NOTES

1 THE EASEMENT SHOWN HEREON AS [A] LIES WITHIN THE BUILDING.

2 THE SURVEYOR DID NOT OBSERVE EVIDENCE OF THE PROPERTY BEING USED AS A DUMP, SUMP OR LANDFILL.

3 THE SURVEYOR DID NOT OBSERVE EVIDENCE OF THE PROPERTY BEING USED AS A CEMETERY OR BURIAL SITE.



VICINITY MAP
NOT TO SCALE

SHEET 1.1

ALTA/NSPS LAND TITLE SURVEY
13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CALIFORNIA
TITLE, BOUNDARY, & TOPOGRAPHIC INFORMATION

SURVEYOR'S CERTIFICATE

TO: PUBLIC STORAGE, A MARYLAND REAL ESTATE INVESTMENT TRUST AND A WHOLLY OWNED SUBSIDIARY OF THE CORPORATION, SUCCESSOR IN INTEREST BY MERGER WITH PUBLIC STORAGE, INC., A CALIFORNIA CORPORATION;
PS SOUTHERN CALIFORNIA ONE, INC., A DELAWARE CORPORATION;
TICOR TITLE INSURANCE COMPANY; AND
SAN ANTONIO, LLC:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 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(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 13, 14, 15, 16, 17, 18 AND 19 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 3, 2021.

JAKE W. LAPPERT
PLS 9303
EMAIL: jlappert@drc-eng.com

LICENSED LAND SURVEYOR JAKE W. LAPPERT LS 9303 STATE OF CALIFORNIA

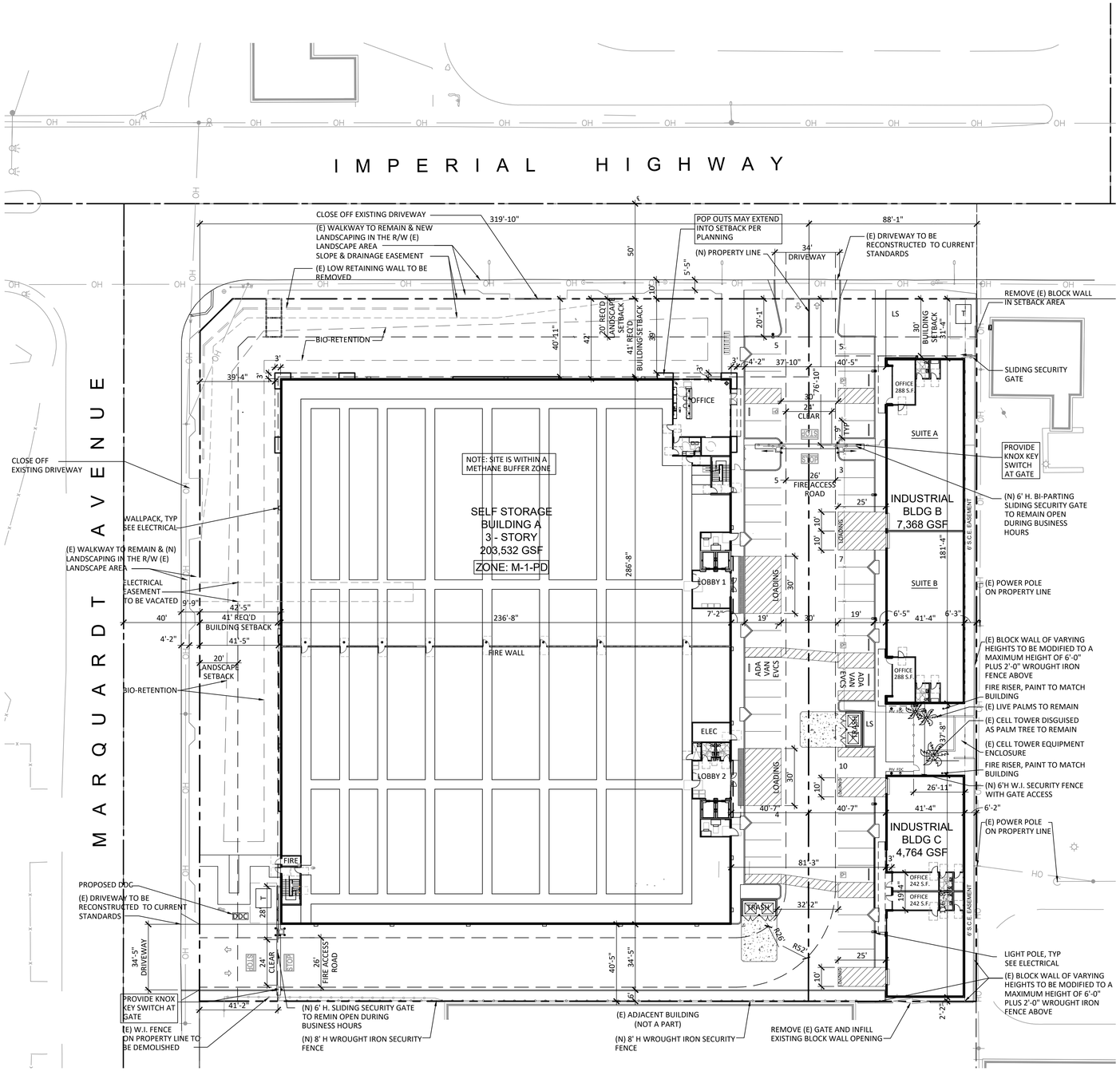
DATE: 01/31/2022

NO.:	REVISION:	DATE:
1	UPDATE TO NEW TITLE REPORT	11/12/2021
2	REVISED SURVEYOR'S NOTES	12/10/2021
3	CONTOURS, ELEVATIONS & BENCHMARK	01/31/2022

ISSUE: PRELIMINARY
DATE: 09/16/2021
DRAWN: JWL CHECKED: JWL
DRAWING FILE: 21-067alta10ft
PROJECT NO.: 21-067
SHEET NUMBER: 1 OF 1 SHEET
SCALE: 1" = 30'

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

L:\2021\21-067 Public Storage Santa Fe Springs\ALTA\21-067alta10ft.dwg, Jan 31, 2022 - 3:41pm



PROJECT DESCRIPTION

PROPOSED 3-STORY SELF-STORAGE BUILDING WITH RENTAL OFFICE WITHIN 2.7 ACRES, AND PROPOSED MULTI-TENANT INDUSTRIAL WITHIN 0.75 ACRES. EXISTING BUILDING & SITE IMPROVEMENTS TO BE DEMOLISHED. EXISTING CELL TOWER & EQUIPMENT TO REMAIN. EXISTING 3.45 AC PROPERTY TO BE SUBDIVIDED INTO TWO LOTS

PROJECT INFORMATION

PROJECT ADDRESS:	13808 IMPERIAL HIGHWAY, SANTA FE SPRINGS, CA		
SITE APN:	8044-030-009		
SITE AREA GROSS:	150,403 S.F.	OR 3.45 ACRES	
PROPOSED SELF-STORAGE:	117,883 S.F.	OR 2.71 ACRES	
PROPOSED MULTI-TENANT INDUSTRIAL:	32,520 S.F.	OR 0.75 ACRES	
ZONE:	M-1-PD LIGHT MANUFACTURING/ PLANNED DEVELOPMENT OVERLAY		
GENERAL PLAN LAND USE DESIGNATION:	INDUSTRIAL		
USE (EXISTING):	LIGHT INDUSTRIAL		
USE (PROPOSED):	SELF-STORAGE AND LIGHT INDUSTRIAL		
LOT COVERAGE ALLOWED:	NO REQUIREMENTS		
LOT COVERAGE PROPOSED BOTH LOTS:	53%	(80,161 S.F./ 150,403 S.F.)	
SELF-STORAGE:	58%	(67,844 S.F. / 117,883 S.F.)	
INDUSTRIAL BLDGS B & C:	38%	(12,317 S.F. / 32,520 S.F.)	
MAX FAR ALLOWED:	NO REQUIREMENTS		
FAR PROPOSED BOTH LOTS:	1.43	(215,849 S.F./ 150,403 S.F.)	
SELF-STORAGE:	1.73	(203,532 S.F. / 117,883 S.F.)	
INDUSTRIAL BLDGS B & C:	0.37	(12,317 S.F. / 32,520 S.F.)	
* **SETBACKS ALLOWED:** FRONT:	30' FRONTING A MAJOR OR SECONDARY HIGHWAY, PLUS 1' FOR EVERY FOOT THAT THE BUILDING HEIGHT IS GREATER THAN 30'		
SIDE:	30' FRONTING A MAJOR OR SECONDARY HIGHWAY, PLUS FRONT YARD SETBACK MUST BE AN ADDITIONAL 1' FOR EVERY FOOT THAT THE BUILDING HEIGHT IS GREATER THAN 30'		
REAR:	NONE REQUIRED. WHEN THE BUILDING HEIGHT IS GREATER THAN THE REAR YARD SETBACK, THE FRONT YARD SETBACK MUST BE 1' FOR EVERY FOOT OF BUILDING HEIGHT		
SETBACKS PROVIDED:			
SELF-STORAGE FRONT:	41'-4" AT SELF-STORAGE BUILDING		
SELF-STORAGE SIDE:	40'-2" (EAST); 41'-8" (WEST)		
SELF-STORAGE REAR:	40'-5"		
INDUSTRIAL BLDGS B & C FRONT:	30'-0"		
INDUSTRIAL BLDGS B & C SIDE:	40'-5" (WEST); 6'-2" (EAST PL)		
INDUSTRIAL BLDGS B & C REAR:	2'-2"		
BUILDING HEIGHT MAX:	50' ELEVATORS, STAIR TOWERS, PARAPET AND MECHANICAL EQUIPMENT MAY EXCEED; THAT A VALID BUILDING PERMIT IS OBTAINED THAT SAID STRUCTURE SHALL NOT EXTEND ABOVE THE HEIGHT LIMIT MORE THAN 10% OF SAID LIMIT		
BUILDING HEIGHT PROPOSED:	41' (SELF-STORAGE) 22' (BUILDINGS B & C INDUSTRIAL)		
LANDSCAPE REQUIREMENTS: (SEE LANDSCAPE PLANS)	20' MIN ALONG MAJOR OR SECONDARY HIGHWAYS (IMPERIAL AND MARQUARDT) 25 SF FOR EVERY LINEAL FOOT OF STREET FRONTAGE 6% OF TOTAL PARKING AREA MUST BE LANDSCAPED (50% OF THIS LANDSCAPE MUST BE LOCATED AROUND THE PERIMETER OF PARKING; 50% WITHIN THE PARKING AREA)		

* **NOTE:** FENCES AND WALLS UNDER 3-1/2' CAN EXTEND INTO SETBACK. IF OVER 3-1/2' IT MUST BE APPROVED BY DIRECTOR

BUILDING AREA

EXISTING BLDG(S) TO BE DEMO'D:	53,620 S.F.
PROPOSED SELF-STORAGE (GROSS SQUARE FOOTAGE):	
BUILDING A-1	
1ST FLOOR STORAGE:	32,335 S.F.
OFFICE:	956 S.F.
2ND FLOOR STORAGE:	33,291 S.F.
3RD FLOOR STORAGE:	33,291 S.F.
TOTAL:	99,873 S.F.
BUILDING A-2	
1ST FLOOR STORAGE:	34,553 S.F.
2ND FLOOR STORAGE:	34,553 S.F.
3RD FLOOR STORAGE:	34,553 S.F.
TOTAL:	103,659 S.F.
SELF-STORAGE GROSS SQUARE FOOTAGE:	**203,532 S.F.**
PROPOSED MULTI-TENANT INDUSTRIAL:	
BUILDING B:	6,792 S.F.
OFFICE:	576 S.F.
BUILDING C:	4,280 S.F.
OFFICE:	484 S.F.
TOTAL:	**12,132 S.F.**
TOTAL MULTI-TENANT OFFICE SQ FT:	**1,060 S.F.**
TOTAL GROSS SQUARE FOOTAGE:	**215,664 S.F.**
NET INCREASE IN BUILDING AREA:	**162,044 S.F.**

CAR & BIKE PARKING ANALYSIS

** **PARKING REQUIRED:**	21 SP	STORAGE 1/10,000 (203,532 S.F. / 10,000 = 21)
	0 SP	OFFICE 1/300 IF EXCEEDS 10% OF GSF (A-1 OFFICE < 10% OF GSF)
	25 SP	INDUSTRIAL 1/500 (12,132 S.F. / 500 = 24.2)
	0 SP	OFFICE 1/300 IF EXCEEDS 10% OF GSF (B&C OFFICE < 10% OF GSF)
SELF-STORAGE PARKING PROVIDED:	19 SP	STANDARD 9'x19'
	0 SP	COMPACT
	1 SP	ADA 9'x19'
	1 SP	EV/ CAV (10-25 SPACES)
	21 SP	TOTAL
INDUSTRIAL PARKING PROVIDED:	21 SP	STANDARD 9'x19'
	0 SP	COMPACT
	3 SP	ADA 9'x19'
	1 SP	EV/ CAV (10-25 SPACES)
	25 SP	TOTAL
BIKE PARKING REQUIREMENTS:	5% OF PROVIDED PARKING PER CALGREEN (45 SPACES X 5% = 2.3 BIKE SPACES)	
BIKE PARKING REQUIRED:	6 SP	SHORT TERM
	0 SP	LONG TERM
	6 SP	TOTAL MINIMUM

** NOTE: FRACTION OF 1/3 OR MORE MUST ROUND UP.

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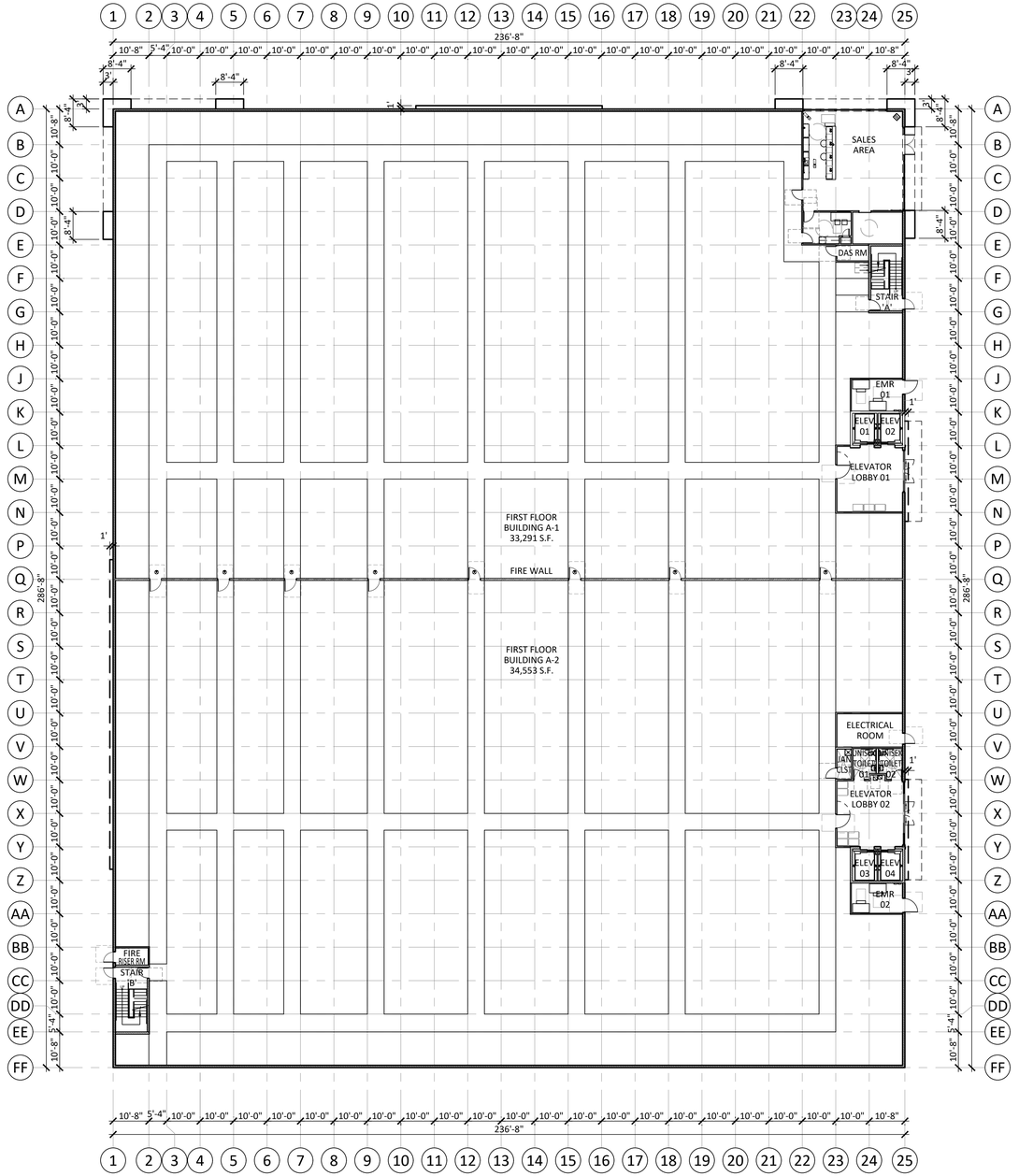
13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

CONCEPTUAL SITE PLAN
09.19.22

0 15' 30' 60'
scale: 1" = 30'-0"

SHEET 2

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CONCEPTUAL FIRST FLOOR PLAN - BUILDING A

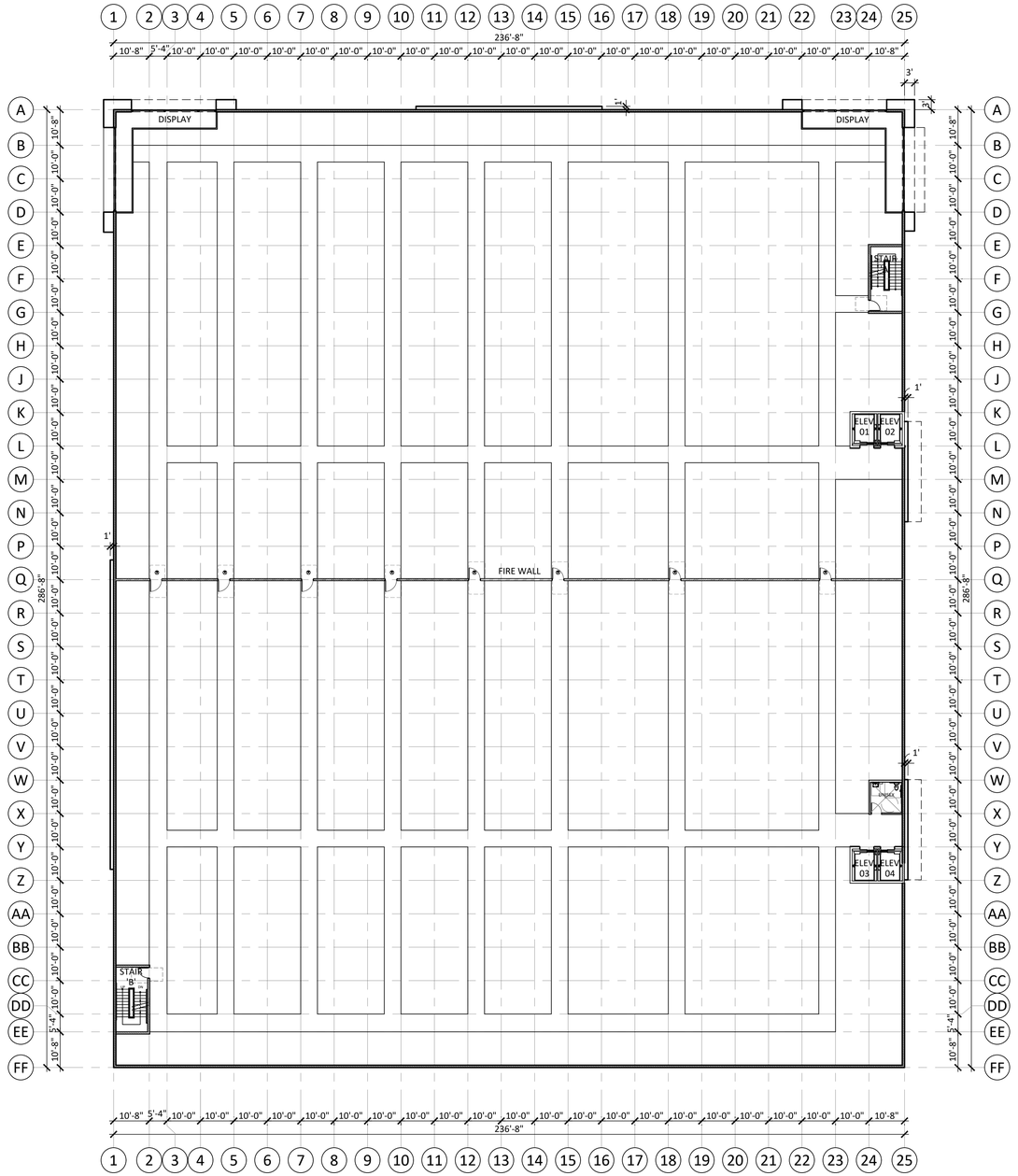
09.19.22

NORTH

0 5' 10' 20' 40'
scale: 1" = 20'-0"

SHEET 3

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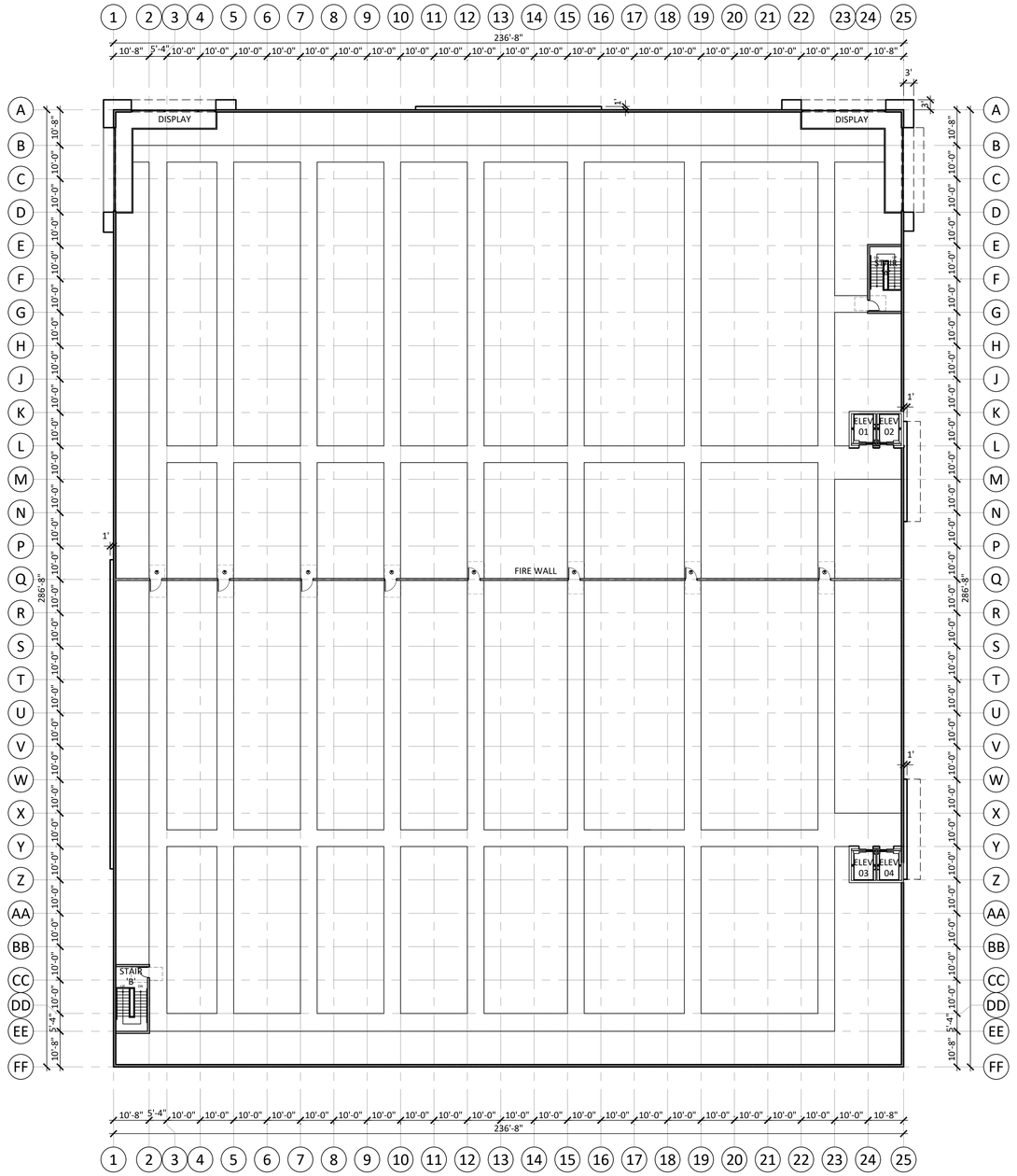
CONCEPTUAL SECOND FLOOR PLAN - BUILDING A
09.19.22

NORTH

0 5' 10' 20' 40'
scale: 1" = 20'-0"

SHEET 4

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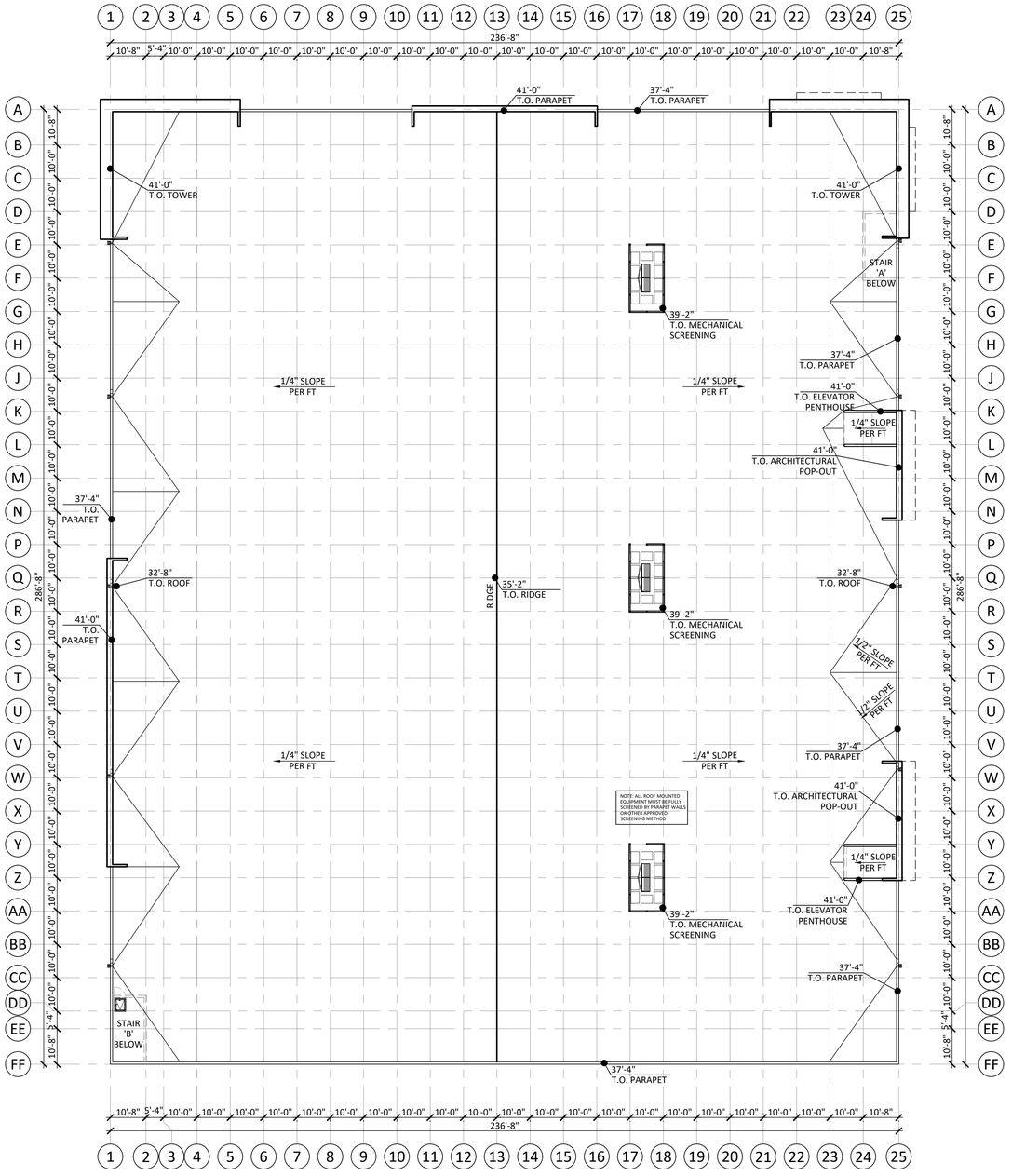
CONCEPTUAL THIRD FLOOR PLAN - BUILDING A
09.19.22

NORTH

0 5' 10' 20' 40'
scale: 1" = 20'-0"

SHEET 5

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CONCEPTUAL ROOF PLAN - BUILDING A

09.19.22

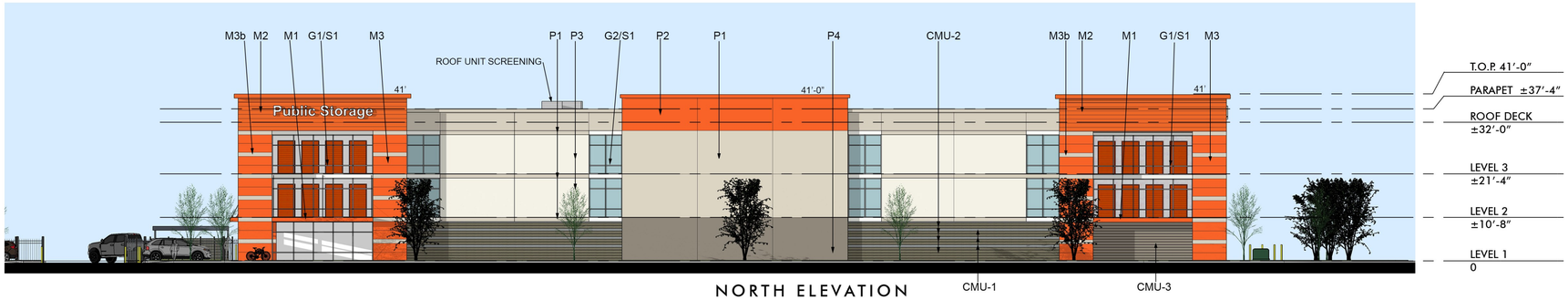
NORTH

0 5' 10' 20' 40'
scale: 1" = 20'-0"

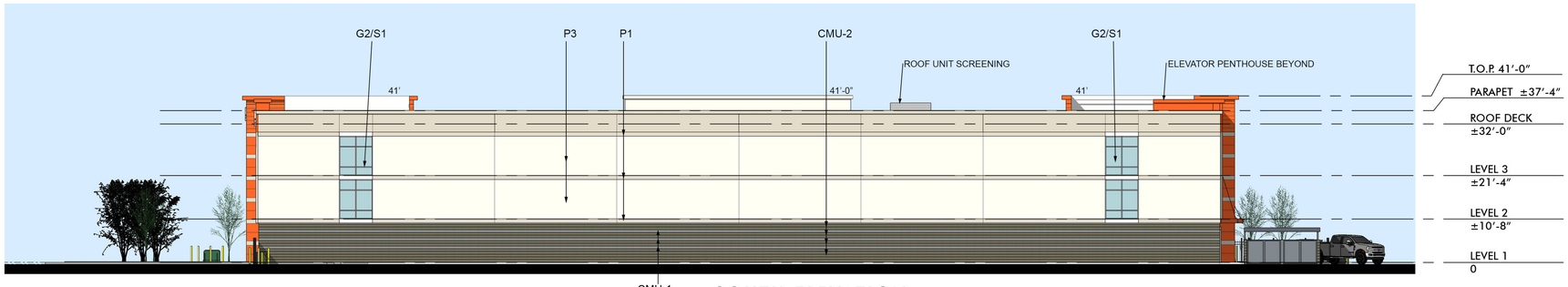
SHEET 6

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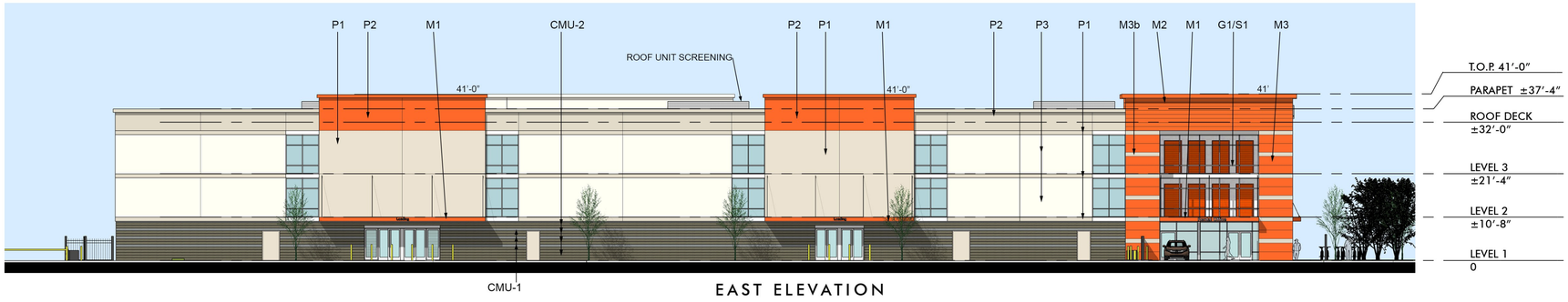
	MATERIALS & FINISHES
P1	EIFS, PAINTED MOTH GRAY PPG14-29
P2	EIFS, PAINTED PS ORANGE
P3	EIFS, PAINTED WINTER MOOD PPG14-16
P4	EIFS, PAINTED ROLLER COASTER PPG1008-5
CMU-1	CMU BLOCK-PRECISION, PLACER CREEK BY ANGELUS BLOCK
CMU-2	CMU BLOCK-SPLIT FACE, PLACER CREEK BY ANGELUS BLOCK
CMU-3	CMU BLOCK-SPLIT FACE, BY ANGELUS BLOCK. PAINTED P4
G1	CLEAR GLAZING
G2	SPANDREL GLAZING
L	LIGHTING
M1	METAL CANOPY, PS ORANGE
M1b	METAL CANOPY, PS MATT BLACK
M2	MORIN METAL PANEL, PS ORANGE
M3	METAL PANEL, PS ORANGE
M3b	METAL PANEL, MATCH MOTH GRAY PPG14-29
M4	METAL RIBBED PANEL, CHARCOAL GREY
M5	BLACK SECTIONAL GARAGE DOOR W/ SPANDREL GLAZING PANES
S1	CLEAR ANODIZED ALUMINUM FRAMING SYSTEM
S2	BLACK ANODIZED ALUMNUM FRAMING SYSTEM



NORTH ELEVATION
ALONG IMPERIAL HIGHWAY



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION
ALONG MARQUARDT AVENUE

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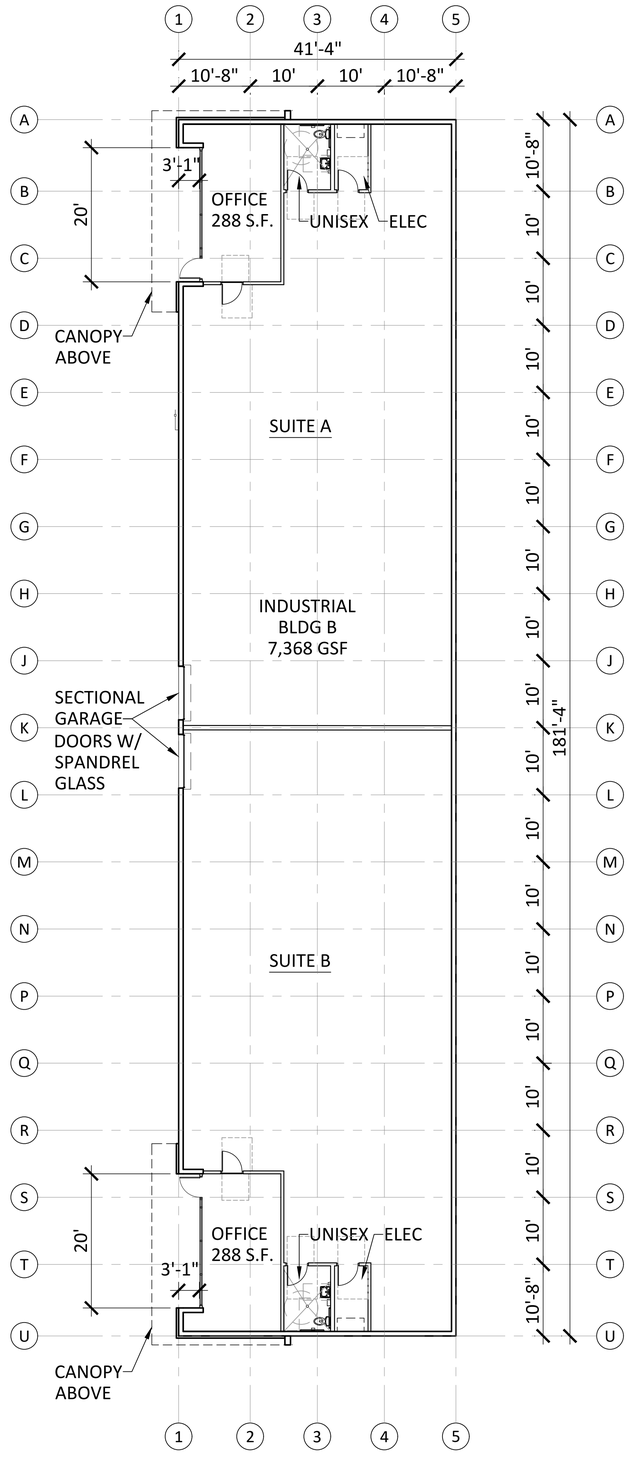
CONCEPT ELEVATION - BUILDING A

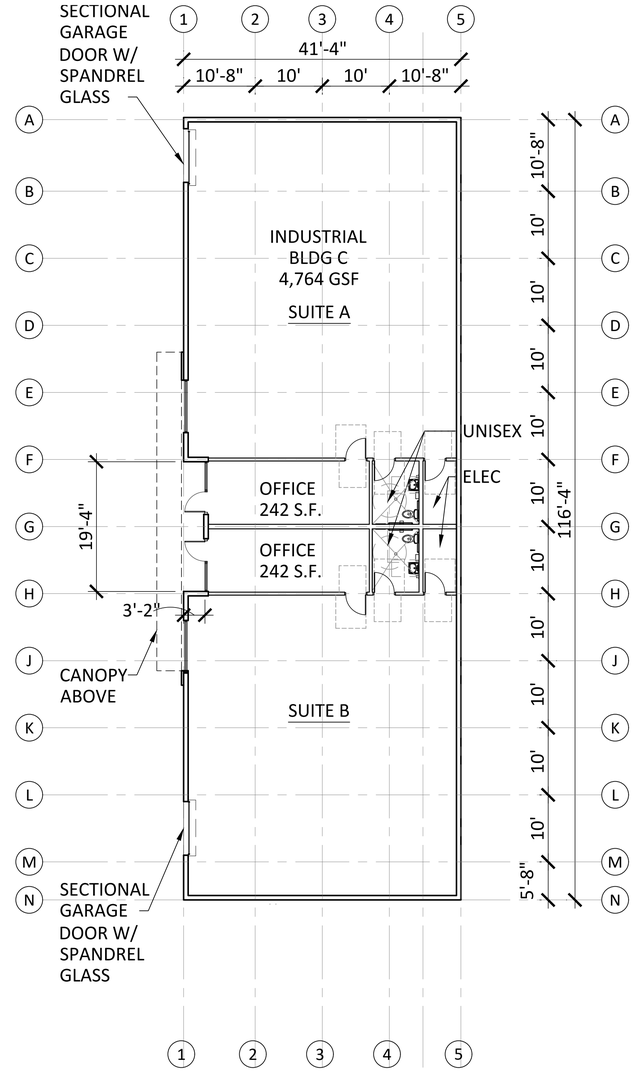
08.17.22

0 8' 16' 32'
Scale: 1/16" = 1'-0"

SHEET 7

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CONCEPTUAL FLOOR PLANS - BUILDINGS B & C
04.22.22

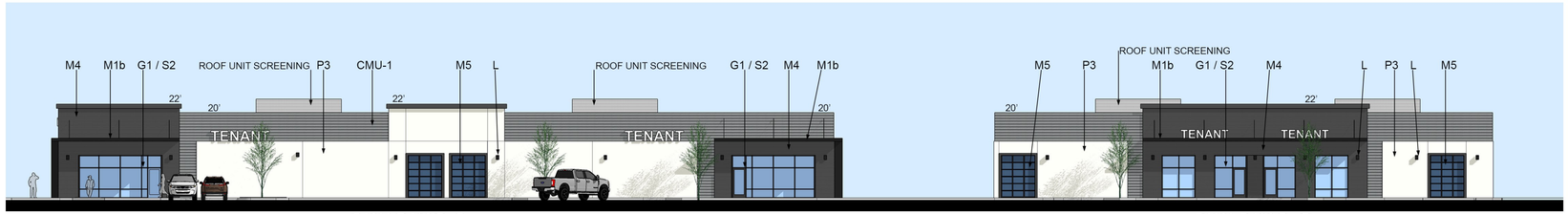
NORTH

0 3' 6' 12' 24'
scale: 3/32" = 1'-0"

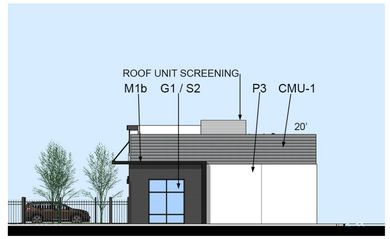
SHEET 8

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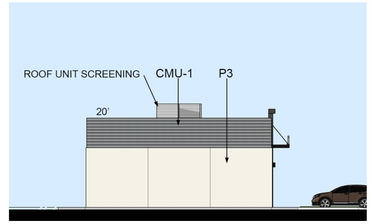
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M5	BLACK SECTIONAL GARAGE DOOR W/ SPANDREL GLAZING PANES
S1	CLEAR ANODIZED ALUMINUM FRAMING SYSTEM
S2	BLACK ANODIZED ALUMNUM FRAMING SYSTEM



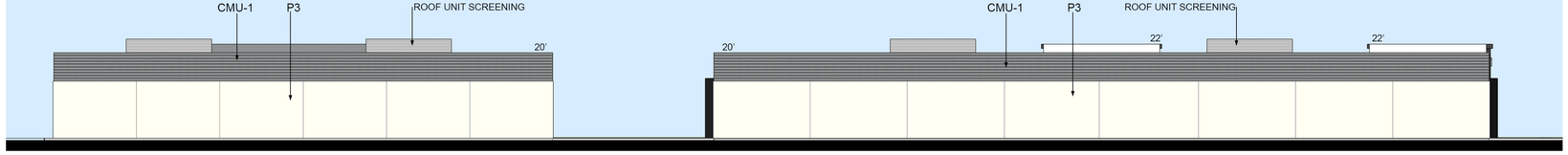
BUILDING B — WEST ELEVATION — BUILDING C



BUILDING B-SOUTH ELEVATION



BUILDING C NORTH ELEVATION



BUILDING C — EAST ELEVATION — BUILDING B



BUILDING B — NORTH ELEVATION ALONG IMPERIAL HIGHWAY — BUILDING A FOR REFERENCE



BUILDING A FOR REFERENCE — SOUTH ELEVATION — BUILDING C

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13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

CONCEPT ELEVATION - INDUSTRIAL BUILDINGS B & C

08.10.22

0 8' 16' 32'
Scale: 1/16" = 1'-0"

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ENTRY VIEW FROM NORTHEAST CORNER



ENTRY VIEW FROM NORTHEAST CORNER

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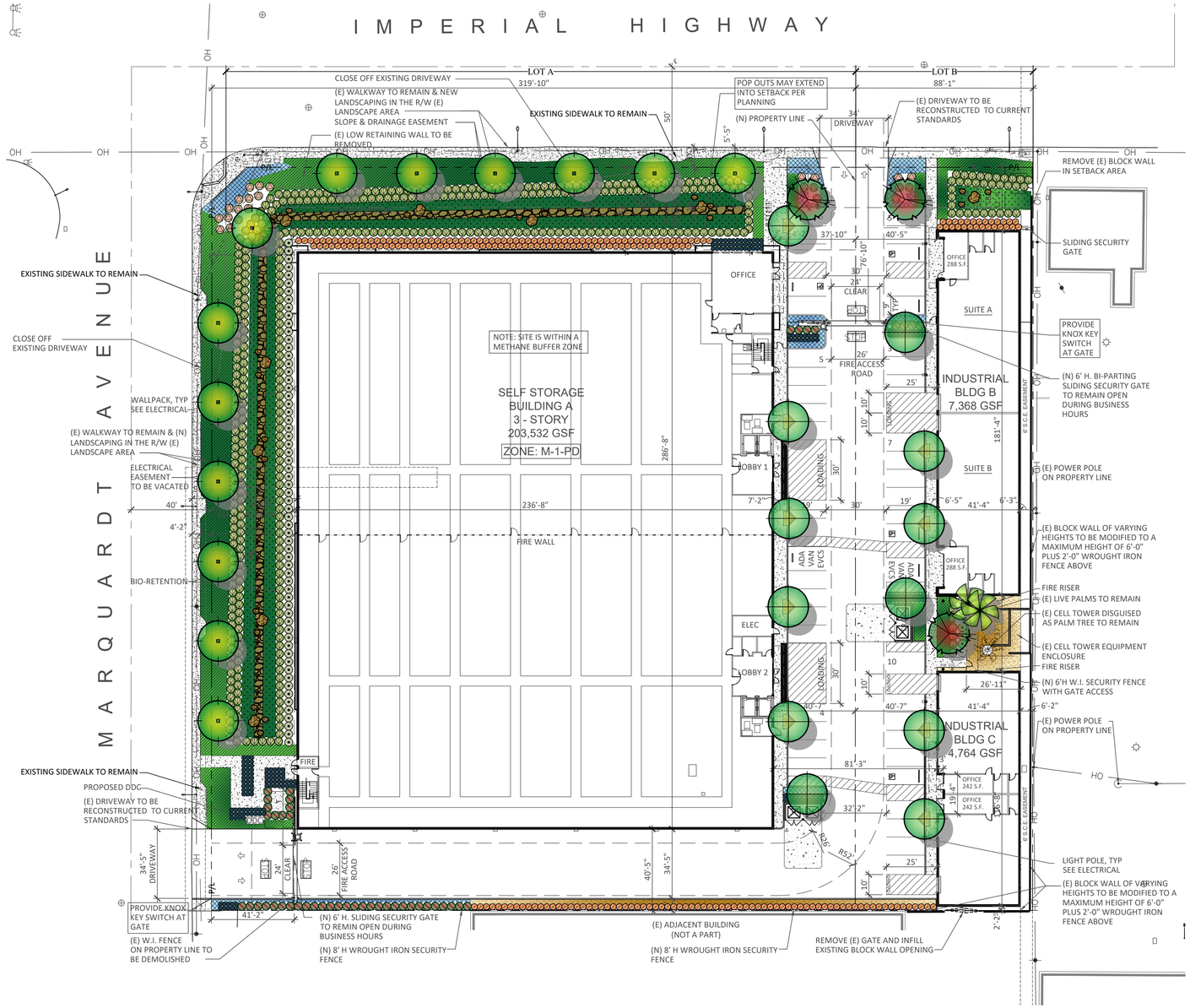
13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

CONCEPT VIEWS

08.10.22

SHEET 9.1

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PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	24" BOX	13	LOW
	LAGERSTROEMIA INDICA 'CHEROKEE'	CHEROKEE CRAPE MYRTLE	36" BOX	3	MODERATE
	LAURUS NOBILIS	SWEET BAY	24" BOX	12	LOW
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	EXISTING TO REMAIN	2	LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	24	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	426	LOW
	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	236	LOW
	NERIUM OLEANDER 'PETITE PINK'	DWARF OLEANDER	5 GAL	47	LOW
	RUELLIA PENINSULARIS	DWARF RUELLIA	5 GAL	204	LOW
	WESTRINGIA FRUTICOSA 'SMOKEY'	COAST ROSEMARY	5 GAL	70	LOW
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	@ 24" OC	LOW
	ROSMARINUS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	@ 48" OC	LOW
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	@ 24" OC	LOW
	ANGULAR 4-6" COBBLE				
	ANGULAR 4-6" COBBLE				
	ANGULAR GRANITE BOULDER				

LANDSCAPE NOTES

- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- LANDSCAPING IS TO CONFORM TO ALL APPLICABLE CODES & ORDINANCES.
- PROPERTY OWNER SHALL BE RESPONSIBLE FOR ALL ON-SITE LANDSCAPING AS SHOWN.
- ALL TREES WITHIN 5' OF HARDSCAPE TO HAVE A 12" DEEP LINEAR ROOT BARRIER.
- ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED ORGANIC MULCH.
- SOIL COMPACTION TO BE NO GREATER THAN 85% ON LANDSCAPE AREAS.
- ALL FINISH GRADES TO BE 1-1/2" BELOW FINISH SURFACE PAVING.
- AGRONOMICAL SOIL TESTING REPORT TO BE PROVIDED BY CONTRACTOR.
- USE ONLY APPROVED PLANTING MEDIA AT DESIGNATED UNDERGROUND PLANTER LOCATIONS.

LANDSCAPE CALCULATIONS

LOT A:
25 SQ. FT. OF LANDSCAPE AREA PER EACH LF OF STREET FRONTAGE
STREET FRONTAGE = 689 LINEAR FEET.
LANDSCAPE REQUIRED = 17,225 SQ. FT.
LANDSCAPE PROVIDED = 25,247 SQ. FT.

6% OF PARKING TO BE LANDSCAPE
(50% PERIMETER PARKING/50% PARKING AREA LANDSCAPE)
PARKING SQUARE FEET = 8,459 SQ. FT.
LANDSCAPE REQUIRED = 508 SQ. FT.
LANDSCAPE PROVIDED = 903 SQ. FT. (11%)

LOT B:
25 SQ. FT. OF LANDSCAPE AREA PER EACH LF OF STREET FRONTAGE
STREET FRONTAGE = 88 LINEAR FEET.
LANDSCAPE REQUIRED = 2,200 SQ. FT.
LANDSCAPE PROVIDED = 4,006 SQ. FT.

6% OF PARKING TO BE LANDSCAPE
(50% PERIMETER PARKING/50% PARKING AREA LANDSCAPE)
PARKING SQUARE FEET = 9,499 SQ. FT.
LANDSCAPE REQUIRED = 570 SQ. FT.
LANDSCAPE PROVIDED = 847 SQ. FT. (9%)

Public Storage

13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

CONCEPTUAL LANDSCAPE PLAN

8.18.22

NORTH

0 10' 20' 30' 60'
scale: 1" = 30'-0"

SHEET 10

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



KOELREUTERIA PANICULATA



LAGERSTROEMIA 'CHEROKEE'



LAURUS NOBILIS



HESPERALOE PARVIFLORA



CAREX DIVULSA



NANDINA DOMESTICA



NERIUM OLEANDER 'PETITE PINK'



ROSMARINUS 'HUNTINGTON CARPET'



RUELLIA BRITTONIANA 'KATIE'



SENECIO SERPENS



WESTRINGIA FRUTICOSA 'SMOKEY'

Public Storage

13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

LANDSCAPE IMAGE BOARD

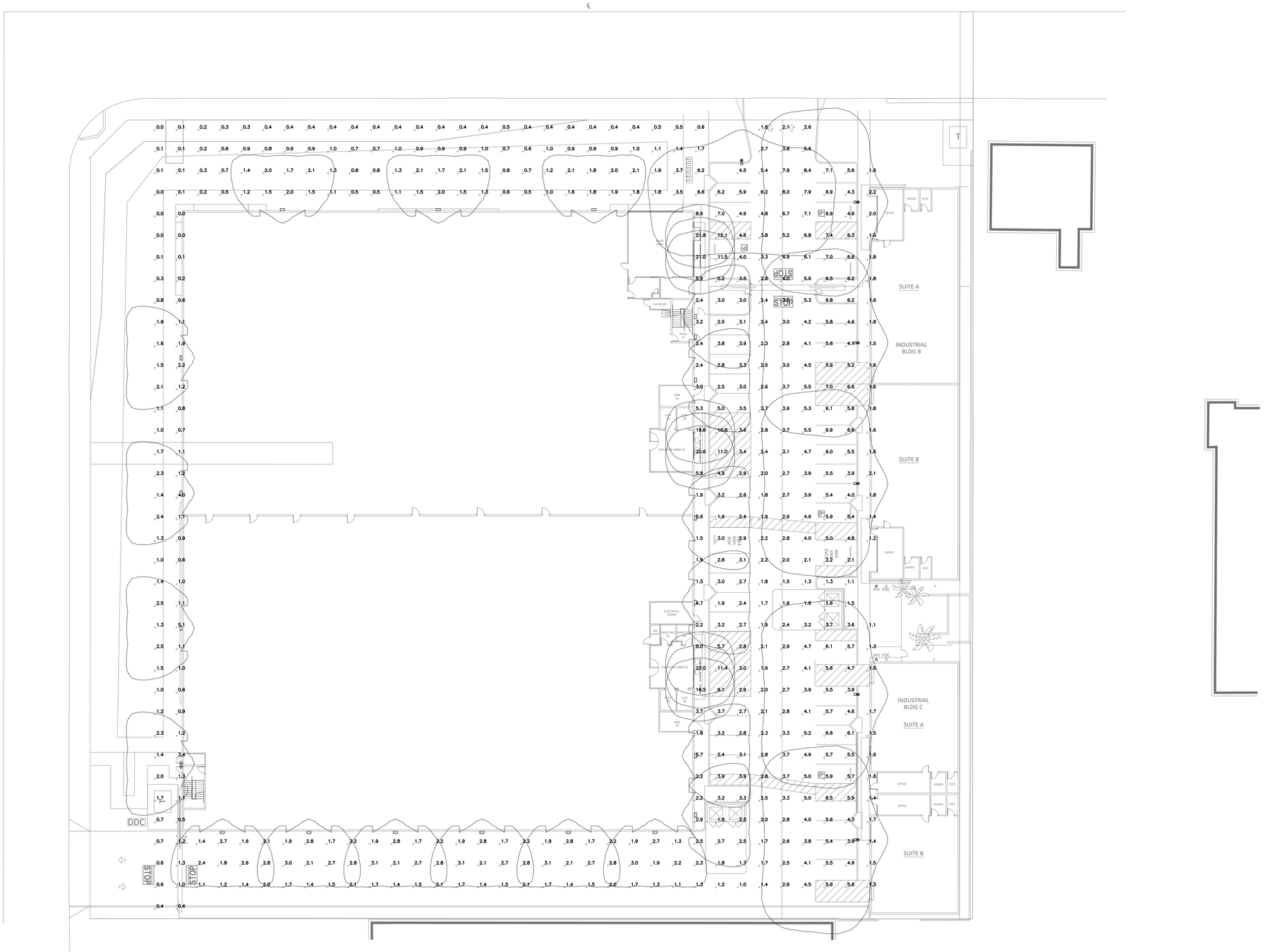
8.18.22

SHEET 11

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IMPERIAL HIGHWAY

MARQUARDT AVENUE



Public Storage

REGISTERED PROFESSIONAL ENGINEER
KEVIN ANGELO URQUIDI
E15481
06.30.23
ELECTRICAL
STATE OF CALIFORNIA
08.15.2022

13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

SITE PLAN
PHOTOMETRIC

NORTH

KSP
STUDIO
architecture + engineering
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T 949.380.3970 F 949.380.3771

TYPE OA

HUBBELL Outdoor Lighting

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

AIRO

AREA/SITE/ROAD LIGHTER



FEATURES

- Compact sleek design with multiple LED configurations and simple installation
- The Airo includes a universal mounting block for easy pole installation or mast arm option for 2-3/8 ft OD roadway brackets
- Capable or replacing up to 400w HID luminaires
- 8, 16 or 24 LED configurations with high performance lenses optimize photometric performance
- Tool-less entry for easy installation and maintenance
- 3G rated for high vibration applications including bridges and overpasses

RELATED PRODUCTS

RAR1 Ratio | RAR2 Ratio | Cimarron LED

CONTROL TECHNOLOGY

SiteSync | NX DISTRIBUTED INTELLIGENCE | wiSCAPE

SPECIFICATIONS

CONSTRUCTION

- Stylish vertically finned die-cast and extruded aluminum for maximum heat dissipation
- Separate optical and electrical compartment for improved thermal management and optimum component operation
- EPA: 8L = .50ft², 16L = .62ft², 24L = .74ft²
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

OPTICS

- Premium engineered individual acrylic lenses deliver IES Type II, III, IV and V distributions
- Lens distributions are field rotatable (in 90° increments) or exchangeable for job site fine-tuning
- 3000K, 4000K, or 5000K (70 CRI) CCT
- Zero uplight

INSTALLATION

- Tool-less entry to wiring/driver compartment
- Universal mounting block works with #2 drill pattern
- Fixture ships with slotted mounting block to accommodate wide range of drill patterns for easy retrofit opportunities
- Mast arm fitter accessory or option available for 2-3/8" OD brackets

ELECTRICAL

- Configured with 8, 16, or 24 high current and high output LEDs to replace 150, 250 and 400wHID respectively

ELECTRICAL CONTINUED

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40° C to 40° C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 10KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is consumed

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V dimming leads available for use with control devices (provided by others, must specify lead length)
- In addition, AIRO can be specified with SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7
- For more information, see ordering information or visit www.hubbelllighting.com/sitesync

CERTIFICATIONS

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: http://www.designlights.org/QPL
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 3G rated for ANSI C136.31 high vibration applications
- IP65 optical assembly
- IDA approved

WARRANTY

- 5 Year warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	5,752-21,331
Wattage Range	56–225
Efficacy Range (LPW)	82–136
Fixture Projected Life (Hours)	L70>125K
Weight lbs. (kg)	15-25 (6.8-10.8)

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HUBBELL Lighting

TYPE G

HUBBELL Outdoor Lighting

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

LNC2

SMALL LED LITEPAK

FEATURES

- 60% more lumens and increased performance than smaller LNC models
- 3000K, 4000K and 5000K as well as Amber
- Type II, III and IV distributions available for a variety of application needs
- Quick-mount adapter allows easy installation/maintance
- 347V and 480V versions for industrial applications and Canada
- Stock versions available for fast service
- Full cut-off, neighbor friendly, IDA approved
- Optional photocontrol for additional energy savings



*Shown with CS acrylic diffuser

RELATED PRODUCTS

LNC | INC3 | LNC4

*3000K and warmer CCTs only

CONTROL TECHNOLOGY

SiteSync

SPECIFICATIONS

CONSTRUCTION

- Rugged die-cast aluminum housing protects components and provides an architectural appearance
- Casting thermally conducts LED heat to optimize performance and long life
- Powder paint finish provides durability in outdoor environments

OPTICS

- Zero uplight distributions using individual acrylic
- LED optics provide IES type II, III and IV distributions. Optional (CS) acrylic diffuser available for reduced glare
- Prismatic refractor lens provides ~10% uplight for increased vertical footcandles and forward light projection ideal for security lighting
- L96 at 60,000hrs (Projected per IESNA TM-21-11), see table on page 3 for all values

INSTALLATION

- Quick-mount adapter provides easy installation to wall or to recessed junction boxes (4" square junction box)
- Designed for direct j-box mount.
- Optional 1/2" conduit hubs available (standard for sensor, SiteSync and battery versions)

ELECTRICAL

- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V and 480V dimmable driver option in 12L-070 configuration
- Minimum operating temperature is -40°C/-40°F (excludes 12L-035 and P15 configurations)
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion
- Driver RoHS and IP66
- 10kA surge protector
- 3000K CCT nominal, 4000K CCT nominal, 5000K CCT nominal (70 CRI)
- 9, 12 and 18 LED configurations available see pages 2 and 3 for electrical and photometric details

CONTROLS

- Universal button photocontrol
- Occupancy sensor options available for complete on/off and dimming control
- SiteSync pre-commissioned wireless controls (with or without sensor)
- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Dual Driver and Dual Power Feed option for 18L-070 versions

CERTIFICATIONS

- DLC® DesignLights Consortium Qualified, with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Listed to UL1598 and CSAC22.2#250.0-24 for wet locations
- Made-to-order versions are IP-65 rated

WARRANTY

- 5 year limited warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	2600–4100
Wattage Range	29–42
Efficacy Range (LPW)	85–112
Fixture Projected Life (Hours)	L96>60K
Weights lbs. (kg)	9.6 (24.5)

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HUBBELL Lighting

TYPE C

Metalux

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

DESCRIPTION

The Vaportite LED Series is an energy efficient industrial Vaportite fixture that features rugged and durable construction. The Vaportite LED incorporates a full metal fixture liner inside a reinforced fiberglass housing with a high impact diffuser. This Vaportite series is suitable for interior and exterior applications and can be surface or chain mounted.

The Vaportite LED Series has been designed for maximum operation in commercial institutional and industrial environments and can operate in a wide range of temperatures (-20°C to 25°C) and is ideal for cold storage environments.

SPECIFICATION FEATURES

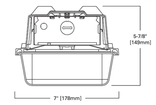
Construction
Fiberglass housing is reinforced polyester and self-extinguishing (ASTM-D635-74) plastic of a permanent pearl gray color. A watertite hub for 1/2" conduit entry is provided at each end of housing (standard) for continuous feed. Polyurethane gasketing is formed in the housing providing a continuous seamless seal for the diffuser. Four sturdy cam latches clamp diffuser tightly for a positive seal between housing, gasketing and diffuser. Electrical components and fixtures are UL/ cUL listed for Wet Locations.

Electrical
Long-Life LED system coupled with electrical driver to deliver optimal performance. LED's available in 3500, 4000 and 5000K with a CRI ≥ 85. Projected life is 60,000 hours at 91% lumen output. cULus listed. Electronic drivers are available for 120-277V applications. A 0-10V dimming control is available (standard). IP65 rated and NSF certified (4' only).

Lens
DR=Internal Prismatic Lens/15% DR High Impact Additive.
DR100=Internal Prismatic Lens/100% DR High Impact Additive.

Warranty
Vaportite LED features a five year limited warranty.

Compliance
UL/cUL listed for Wet location. RoHS compliant, and LED modules comply with IESNA LM-79 and LM-80 standards. DesignLights Consortium™ Qualified and classified for DLC Standard, refer to www.designlights.org for details.



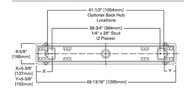


VAPORTITE LED

4' INDUSTRIAL LED LAMP

Vaportite Industrial Refrigerated Case

MOUNTING DATA



INSTALLATION DATA



MOUNTING BRACKETS
Furnished
Two per 2' and 4' Unit
Four per 8' Unit



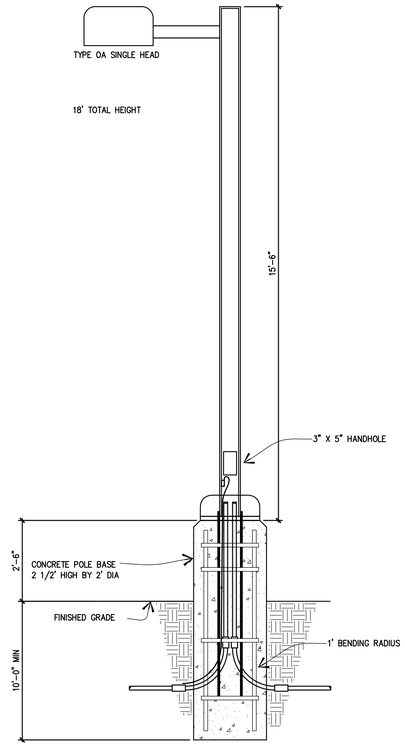
OPTIONAL CHAN HANGING SET
(VTZ-CHAIN/SET-U)
Includes 6 ft. of chain, 4 large S-Hooks and 4 small S-Hooks
Order One (1) Kit for each 2' or 4' Fixture

ENERGY DATA

Input Watts:
4VT2-LD4-4 (4,000 lumens)=28W
4VT2-LD4-6 (6,000 lumens)=37.3W
4VT2-LD4-8 (8,000 lumens)=81.1W

LINEAR DISCONNECT
Safe and convenient means of disconnecting power

ADF142831
2017-05-04 08:42:04



STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CORE PARKING AREA	+	3.8 fc	22.0 fc	1.0 fc	22.0 : 1	3.8 : 1
BUILDING FRONTAGE AREA	+	3.5 fc	22.0 fc	0.5 fc	44.0 : 1	7.0 : 1

LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts	MOUNTING HEIGHT AFG
	G	19	LNC2-18L-3K-070-4	LITEPACK LCN2	C-70-CRI	LNC2-18L-4K-070-4.ies	4270	0.81	43	15
	C	9	4VT2-LD5-6-DR-UNV-L840-CDI-WL-U	VAPORTITE STRIP	(112) 3500K CCT, 80 CRI LEDS	4VT2-LD5-6-DR-UNV-L840-CDI-WL-U.ies	6000	0.81	30	10
	OA	6	ASL1-160L-135-4K7-4W-U	ASL Area/Site Lighter	B-70-CRI 4000K	ASL1-160L-135-4K7-4W.ies	17569	0.81	133	18

Public Storage

PROFESSIONAL ENGINEER
KEIN ANGELO URQUIDEZ
E15481
06.30.23
ELECTRICAL
STATE OF CALIFORNIA

08.15.2022

13808 IMPERIAL HIGHWAY
SANTA FE SPRINGS, CA

SITE PLAN
PHOTOMETRIC STATISTICS

NORTH

KSP STUDIO
architecture + engineering
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Attachment #7: Resolution 216-2022
a. Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 216-2022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING TENTATIVE PARCEL MAP NO. 83729, DEVELOPMENT PLAN APPROVAL CASE NOS. 993-995, AND CONDITIONAL USE PERMIT CASE NO. 828

WHEREAS, a request was filed for Tentative Parcel Map (TPM) No. 83729 to subdivide the existing ±3.46-acre parcel into two parcels, measuring ±2.71 acres (Parcel 1) and ±0.75 acres (Parcel 2); and

WHEREAS, a request was filed for Development Plan Approval (DPA) Case No. 993 to allow the construction of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and

WHEREAS, a request was filed for Development Plan Approval (DPA) Case Nos. 994-995 to allow the construction of two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2; and

WHEREAS, a request was filed for Conditional Use Permit (CUP) Case No. 828 to allow the construction, operation, and maintenance of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and

WHEREAS, the subject property is located on the southeast corner of Imperial Highway and Marquardt Avenue, with Accessor's Parcel Number of 8044-030-009, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner and project applicant is PS Southern California One Inc., 13808 Imperial Highway, Santa Fe Springs, CA 90670; and

WHEREAS, the proposed development 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 the provided staff reports, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15332-Class 32; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on September 29, 2022 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 September 29, 2022 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 October 10, 2022, concerning Tentative Parcel Map No. 83729, Development Plan Approval Case Nos. 993-995, and Conditional Use Permit Case No. 828.

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 project, however, is categorically exempt pursuant to Section 15332 Class 32: In-fill development projects.

Section 15332, Class 32: In-fill development projects. (a) 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. (b) The approval of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (c) The site can be adequately served by all required utilities and public services. (d) The project site does not contain any sensitive environmental resources. (e) The project site is located within an urban area of the City of Santa Fe Springs and less than 5 acres in size

Lastly, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts).

SECTION II. TENTATIVE PARCEL MAP FINDINGS

Pursuant to the State's Subdivision Map Act, the Planning Commission has made the following findings:

(A) *Section 66473.5 and Sections 66474(a) and (b) of the Subdivision Map Act require tentative maps to be consistent with the general plan and specific plans. The proposed Tentative Parcel Map, subject to the attached conditions, is in accordance with the Subdivision Map Act in that:*

Approval of the proposed Parcel Map would promote a number of specific General Plan Goal and Policies as described in "Table 1" on the following page:

Table 1
General Plan Consistency Analysis

General Plan Element	*Policy*	**Project Consistency**
Land Use	**Policy LU-1.5: Land Use Transitions:** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.	The proposed self-storage facility will be setback approximately 42 feet from the front property lines along Imperial Highway and Marquardt Avenue. The street-fronting multi-tenant industrial building will be setback approximately 30 feet from Imperial Highway. In addition, all on-site parking and loading operations will occur within the interior of the development. Furthermore, the intended uses of self-storage and light industrial are complimentary to the adjacent commercial and residential uses.
	Policy LU-11.4: Visual Character: Encourage development that enhances the visual character, quality, and uniqueness of residential neighborhoods and commercial and industrial districts.	The existing multi-tenant industrial building was originally constructed in 1956. The proposed project will create three (3) newly constructed buildings with high quality architectural design to enhance an easterly entrance into the City.
	Policy LU-11.6: Industrial Design: Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.	The project consists of a high quality architectural design of three (3) new industrial buildings with a surplus of landscaping, including an extensive amount of landscaping along both street frontages. As proposed, the project will be providing a total of 13 Golden Rain trees along both frontages to provide necessary shading.

The proposed parcel map, subject to the attached conditions, is compatible with the goals and objectives of the City of Santa Fe Spring's General Plan, and therefore, is in compliance with Government Code Sections 66473.5, and 66474(a) and (b).

(B) *Sections 66474(c) and (d) of the Subdivision Map Act require the site to be physically suitable for the type of development and proposed density of development.*

In addition to the proposed parcel map, the applicant is concurrently seeking approval to allow for the construction of a new ±203,532 gross sq. ft., 3-story, self-storage facility (Parcel 1) and two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft. (Parcel 2), located at the southeast corner of Imperial Highway and Marquardt Avenue. As proposed, aside from a deviation to the front yard setback related to the architectural features to enhance the building's design, the new development will meet or exceed all requirements of the City's Zoning Ordinance and as a result will not require any variances. Therefore, the subject site is physically suitable for the proposed development.

(C) *Sections 66474(e) and (f) of the Subdivision Map Act require that the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat or is likely to cause serious public health concerns.*

The proposed subdivision is located in an urbanized area that does not contain habitats, or would otherwise injure fish and wildlife. Additionally, the proposed project, including the tentative map, also meets the criteria of "in-fill development projects" pursuant to the California Environmental Quality Act (CEQA). Therefore, the proposed tentative map is listed as a categorically exempt project, pursuant to Section 15332-Class 32 of CEQA.

(D) *Section 66474(g) of the Subdivision Map Act requires that the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

Neither the design nor the type of improvements proposed will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. Any improvements proposed will be located outside any onsite easements. New easements for utility or roadways, if necessary, will be provided prior to final map approval. Moreover, no public easements are anticipated within the proposed subdivision.

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

The project is conditioned to meet all federal, state, and local ordinances and requirements including, but not limited to, the California Regional Water Quality

Control Board. Additionally, there are two sanitary sewer lines in close proximity: a 12 inch line on Imperial Highway and an 8 inch line on Marquardt Avenue.

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

Future passive or natural heating and cooling opportunities will be incorporated with the proposed development. To the extent feasible, staff will review the proposed development to ensure that energy-saving devices or materials, including, but not limited to, insulation, double-pane windows, and high efficiency central heating and cooling systems will be incorporated.

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 (Chapter 155: Zoning).

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

Also, pursuant to Section 155.325 of the Zoning Ordinance, the purpose of the Planned Development Zone shall be:

A. To encourage a creative approach in the development of land and improvements and to allow variety and flexibility while at the same time maintaining high standards of design and quality of improvements, even though to achieve this purpose it may be necessary to permit deviation from certain requirements of this chapter.

B. To provide a means for requiring review and Planning Commission action on development plans for those areas where special circumstances necessitate detailed study and the possible imposition of requirements to insure orderly harmonious development through utilization of high standards of design and quality of improvements.

The proposed project is consistent with the purpose of the M-1-PD Zone in the

following manner:

1. The land is appropriate for light industrial uses based on its underlying M-1 (Light Manufacturing) zone and its General Plan Land Use designation of Industrial.

2. The proposed project will result in a new self-storage facility and two new multi-tenant industrial buildings which are allowed within the M-1 zone; therefore, the land is being maintained for light industrial uses and providing a safeguard to protect nearby residential and commercial uses.

3. The project involves the construction of a three (3) new attractive industrial buildings on a site that is currently developed with an approximately 563,600 sq. ft. multi-tenant building, originally constructed in 1956. The assessed value of the property will significantly improve after the project, thus leading to an increase in property values for the subject property and potentially, the neighboring properties.

4. The new industrial buildings offer new construction with modern amenities (i.e. drought tolerant landscaping, electric vehicle charging, 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 three (3) new industrial buildings on the subject site: 1) a new ±203,532 sq. ft. self-storage facility; 2) a new ±7,368 sq. ft. multi-tenant industrial building; and 3) a new ±4,764 sq. ft. multi-tenant industrial building. All three (3) industrial buildings have been designed with variation in the provided setback, height, color, and materials used. The result is an attractive project that is comparable to other high-quality self-storage, office, and industrial projects in Santa Fe Springs.

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

The proposed buildings are well designed and should be highly suitable for the intended users (self-storage, office, manufacturing, etc.). The design of the three (3) new industrial buildings provide 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 all three (3) buildings, and present an attractive, distinctive façade to visitors. At this time, Public Storage™ will operate the self-storage facility, while the proposed multi-tenant industrial buildings do not have a particular tenant and the tenant spaces are considered speculative. As designed, the project 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 Imperial Highway and Marquardt Avenue for maximum aesthetic value. The loading areas have also been strategically placed so that they will not be directly visible from the public right-of-way. Nevertheless, the self-storage facility will provide department store style sliding glass doors for loading purposes, and the multi-tenant industrial buildings will be constructed with black sectional garage doors with spandrel glazing panes. 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 buildings are contemporary in design. The architect used glazing, pop-outs, height variations, materials, and color. The style and architecture of the proposed buildings are consistent with other high-quality buildings that were recently constructed throughout the City.

(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 buildings 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. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission shall consider the following findings in their review and determination of the subject Conditional Use Permit. Based on the available information, the City of Santa Fe Springs Planning Commission hereby make the following findings:

(A) *That the proposed use will not detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.*

The subject site is located within the M-1-PD (Light Manufacturing – Planned Development) Zone and has a General Plan land use designation of Industrial. A self-storage facility, provided that a CUP is granted, would be consistent with the current zoning and land use designation. Therefore, if conducted in strict compliance with the conditions of approval and the City's Municipal Code, staff finds that the proposed self-storage facility will be harmonious with adjoining properties and surrounding uses in the area and, therefore, will not detrimental to persons or property in the immediate vicinity.

(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.*

Staff worked extensively with the developer and architect and the resulting buildings are contemporary in style with clean lines and modern building materials such as split-face CMU, metal panels, showcase windows, spandrel glass, and storefront glass. As part of the plan check process, staff will also continue to work with the applicant on the detailed landscape, irrigation and lighting plan to ensure that said elements are complementary to the project. The proposed buildings and intended use will therefore be compatible and harmonious with other buildings and uses in the surrounding area.

SECTION V. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.330 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission shall consider the following findings in their review and determination of a Conditional Use Permit in the Planned Development (PD) Zone. Based on the available information, the City of Santa Fe Springs Planning Commission hereby make the following findings:

(A) The location, siting and arrangement of uses, buildings, structures and facilities shall be coordinated in such a manner as to provide for efficiency, convenience, safety and a high standard of design in the proposed development as well as to provide for compatibility with adjoining properties and surrounding areas.

The subject property, pre and post subdivision and development, meets or will meet the minimum parcel requirements for size, width and frontage. The property is physically

suitable for the proposed industrial development. There are no known sensitive species habitats on the site and lastly, the project site is conditioned to comply with on-site drainage and best management practices.

(B) The location, size and quality of design of landscaping, architectural walls, signs and other design features shall provide compatibility and to be harmonious with other uses, buildings, structures and facilities within the proposed development as well as with adjoining properties and surrounding areas.

The architectural style of the proposed self-storage building is consistent with both of the proposed multi-tenant industrial buildings. In addition, the proposed architecture style of the project is consistent with other industrial developments recently approved in the City. This may include the common use of exterior finish materials such as clear glazing, spandrel glazing, CMU block-split face, and metal overhang canopies. All future signage will be reviewed for compatibility of design and materials used. Although the self-storage building will be on a separate parcel from the two (2) multi-tenant industrial buildings, the landscaping will be uniformed throughout the entire 3.46-acre project area.

The properties to the north are currently zoned as A-1, Light Agricultural, within the County of Los Angeles jurisdiction, and developed with single-family residential dwelling units. The residential units are separated from the proposed development by Imperial Highway, which expands approximately 120 feet wide, including six (6) lanes of traffic and public right-of-way easements. The properties to the east are currently zoned as IHSP-MUO, Imperial Highway Specific Plan – Mixed Use Overlay, Zone within the City of La Mirada and developed with commercial uses. The self-storage use and potential light industrial uses are considered compatible and harmonious with retail/commercial uses. The properties to the south are similarly zoned as M-1, Light Manufacturing, and properties to the west are zoned with a more intensive classification of M-2, Heavy Manufacturing. As a result, the proposed development will be considered compatible and harmonious with adjoining properties and the surrounding area.

(C) Where different zone districts meet, the interface shall be made as harmonious and compatible as possible through consideration of the criteria set forth in this section.

As previously mentioned, the subject site is surrounded by various zoning designations: A-1 (County of Los Angeles) to the north; IHSP-MUO (City of La Mirada) to the east; M-1 to the south; and M-2 to the west. The proposed development will be located more than 120 feet from the nearest residential unit. In addition to the ±120-foot wide street and right-of-way separation, the self-storage building will be setback a minimum of 39 feet from the front property line along Imperial Highway and the northernmost multi-tenant industrial building will be setback a minimum of 30 feet from the front property line along Imperial Highway. In addition to the 30 – 39-foot front yard setback, the proposed development will provide extensive landscaping within the entire front yard setback area.

The two (2) multi-tenant industrial buildings will be developed on Parcel 2 and be adjacent to various commercial uses on the east side of the property. As proposed, a 6-foot private

easement, dedicated to Southern California Edison, will be provided along the easterly property line of Parcel 2. In addition, the two (2) multi-tenant industrial buildings will have a maximum height of 22 feet. Therefore, the street separation, landscaping, building heights and attractive building façades will ensure that the proposed development creates a harmonious and compatible interface from the different zone districts.

(D) *The proposed development shall be in conformance with the overall purposes and objectives of this chapter and consistent with the goals, policies and programs of the general plan*.

Please see Table I entitled: General Plan Consistency Analysis.

SECTION VI. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 216-2022 to approve Tentative Parcel Map No. 83729 to subdivide the existing ±3.46-acre parcel into two parcels, measuring ±2.71 acres (Parcel 1) and ±0.75 acres (Parcel 2); Development Plan Approval Case No. 993 to allow the construction of a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; Development Plan Approval Case Nos. 994-995 to allow the construction of two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2; and Conditional Use Permit Case No. 828 to allow the construction, operation, and maintenance or a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and determine that the proposed project is categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332 – Class 32 (in-fill development projects) for the subject property located at 13808 Imperial Highway, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 10th day of October, 2022 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Gabriel Jimenez, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

EXHIBIT A – CONDITIONS OF APPROVAL

Tentative Parcel Map No. 83729
Development Plan Approval Case Nos. 993-995
Conditional Use Permit Case No. 828
13808 Imperial Highway
APN: 8044-030-009

ENGINEERING / PUBLIC WORKS DEPARTMENT:

(Contact: Robert Garcia 562-868-0511 x7545)

STREETS

1. That the applicant shall pay a flat fee of $ 44,798 to reconstruct/resurface the existing street frontage to centerline and City Boundary for Marquardt Avenue and Imperial Highway, respectively.

2. That the applicant shall design and construct a 5-foot wide meandering sidewalk per City standard R-12 and dedicate an easement along the Imperial Highway & Marquardt Avenue street frontages. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.

3. The applicant shall remove existing driveway approaches along Imperial Highway and Marquardt Avenue. Applicant to replace them with new sidewalk/ curb & gutter per City standard plan R-7 and R-12 (see condition above). The applicant shall remove and replace the two (2) existing driveway approaches that are to be reused per City standard plan R-6.4C on Imperial Highway and Marquardt Avenue.

4. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.

5. That adequate “on-site” parking shall be provided per City requirements, and all streets abutting the development shall be posted “No Stopping Any Time.” The City will install the offsite signs and the applicant shall pay $1,400 to install (7) new signs.

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

CITY UTILITIES

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

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

9. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer and LA County Sanitation District. A sewer study (including a sewer flow test) shall be submitted along with the sanitary sewer plans.

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

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

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

13. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

PARCEL MAPS

14. Final parcel map checking of $4,970 plus $295 per parcel shall be paid to the City. Developer shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

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

16. A reciprocal access easement Agreement covering each parcel of the subject map shall be prepared, executed and recorded in the Office of the Los Angeles County Recorder. Such Agreement and any CC&R's shall be subject to the approval of the City Attorney.

FEES

17. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant and/or developer cannot meet the mitigation requirements, the applicant and/or developer shall pay a mitigation fee of $26,618.98 determined by the City Engineer for off-site transportation improvements.

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

19. That the applicant shall pay the water trunkline connection fee of $3,700 per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

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

21. That a hydrology study shall be submitted to the City and reviewed by the City Engineer for approval. The study shall be prepared by a Professional Civil Engineer.

22. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2019 or higher) to the office of the City Engineer.

23. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the current MS4 Permit. The applicant will also be required to submit a Certification for the project

and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE: ENVIRONMENTAL PREVENTION:
(Contact: Eric Scott 562.868.0511 x 3812

24. That prior to issuance of building permits, the applicant shall comply with the applicable conditions below and **obtain notification in writing** from the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) that all applicable conditions have been met:
    a. At a minimum, the applicant must conduct an All Appropriate Inquiries (AAI) Investigation (formerly called a Phase I Environmental Site Assessment) in accordance with ASTM Standard E1527-05. The applicant shall provide the EPD with a copy of the AAI investigation report for review and approval. If the AAI investigation identifies a release, or potential release at the site, the applicant must comply with part b.
    b. An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and approved by the EPD in writing. Should the report indicate that contaminate levels exceed recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.
    c. Soil Management Plan & Report. A Soils Management Plan (SMP) which addresses site monitoring and a contingency plan for addressing previously unidentified contamination discovered during site development activities may be required. If required, the SMP shall be submitted to the EPD for review and approval before grading activities begin. Once grading is complete, a SMP report must be submitted to the EPD for final written approval. Building plans will not be approved until the SMP report has been approved by the EPD in writing.

25. 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.

26. That all abandoned pipelines, tanks and related facilities within the property boundaries shall be removed unless approved by the City Engineer and Fire Chief. Appropriate permits for such work shall be secured before abandonment work begins. If pipelines, tanks, and related facilities extend beyond the property boundaries immediate notification to the Fire Department is required.

27. 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: Kevin Yang 562.868.0511 x 3818)

28. 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 or Methane Mitigation System, prior to issuance of building permits.

29. 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.

30. 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.

31. 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. Lastly, on-site fire hydrants shall be painted red.

32. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the 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.

33. 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.

34. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.

35. That signs and markings required by the 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)

36. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric plans shall be submitted to the designated contact person from the Department of Police Services no later than sixty (60) day from the date of approval by the Planning Commission. PDF formatted plans are acceptable and shall be emailed to luiscollazo@santafesprings.org.

37. That the applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Department of Police Services (Attn: Lou Collazo) 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. Information will be submitted to the emergency dispatch operators serving Police and Fire agencies.

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

39. That all tenants occupying the proposed industrial buildings 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 and/or merchandise shall not be left out awaiting loading.

40. That vehicles are not to block traffic at any time. It is the responsibility of the on-site manager to prevent or discourage this activity; drivers are subject to citations.

41. That off-street parking areas shall not be reduced or encroached upon at any time.

42. That the property owner and/or lease agent shall notify any potential tenants that the parking areas and their respective aisles and/or Fire Lanes shall not be reduced or encroached upon with outdoor storage.

43. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Graffiti shall be removed or painted over with a matching paint color within 72-hours of occurrence. Any damage from any cause shall be repaired within 5-days of occurrence, weather permitting, to minimize dangerous conditions and/or visual blight.

44. 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 responders in case of an emergency. The identification numbers may be painted on wood 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. DO NOT PAINT NUMBERS ON THE BUILDING.

45. That it shall be the responsibility of the job-supervisor to maintain the job site in a clean and orderly manner. Dirt, dust, 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.

46. 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.

47. That the property owner and/or lease agent shall notify any potential tenants and/or customers that they are mandated to comply with the ambient noise requirements as required by Santa Fe Springs Zoning Ordinance Section 155.424.

48. That all parking stalls and/or designated parking areas shall be continuously available to all employees and customers during their business hours. Parking stalls shall not be sectioned off for reserved or preferred parking.

49. That the Edison easement on the east side of the property shall be maintained and kept free of trash, debris and overgrown vegetation at all times.

WASTE MANAGEMENT:
(Contact: Maribel Garcia 562.868.0511 x7509)

50. 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.

51. 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.

52. 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)

53. This approval shall allow the applicant to demolish the existing multi-tenant industrial building; subdivide the existing ±3.46-acre parcel into two parcels, measuring ±2.71 acres (Parcel 1) and ±0.75 acres (Parcel 2); construct a new ±203,532 gross sq. ft., 3-story, self-storage facility on Parcel 1; and construct two (2) multi-tenant industrial buildings, measuring ±7,368 sq. ft. and ±4,764 sq. ft., on Parcel 2 of the subject property located at 13808 Imperial Highway (APN: 8044-030-009).

54. The approval of Development Plan Approval Case Nos. 993 – 995 and Conditional Use Permit Case No. 828 is contingent upon the approval of Parcel Map No. 83729.

55. The applicant shall notify, in writing, of any change in ownership within 30 days. The conditions of approval shall be binding to any successors.

56. The property owner shall ensure that the operator of the self-storage facility complies with the City of Santa Fe Springs Municipal Code Section 155.637.

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

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 printed with a minimum front size of 20 point.

59. 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 per the recommendation of the methane study.

60. 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.

61. 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 or complaint (i.e. dust, noise, odor, etc.)

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

63. Secure fencing around the construction site with locking gates and appropriate lighting shall be installed during construction to prevent trespassing and theft.

64. 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.

65. 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.*

66. 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.

67. The applicant understands and agrees that any existing overhead utilities within the development shall be placed underground.

68. The applicant shall provide for appropriate cable television systems and for communication systems, including but not limited to, telephone and internet services to the subject property. 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.

69. 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.

70. Sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee *(Calculations are subject to change)*. All outdoor trash enclosures shall provide a solid roof cover. (Please see L.A. County Department Public Works handout).

71. 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. 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.

72. All street-facing roof drains shall be provided along the interior walls and not along the exterior of the building.

73. 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.

74. 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.

75. 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.

76. 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.)

77. 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).*

78. 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.

79. As part of the landscape irrigation plans, 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.

80. 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.)

81. The applicant or future owner shall be responsible for continually ensuring that future tenants do not allow commercial vehicles, trucks and/or truck tractors to queue on Imperial Highway or Marquardt Avenue, use either street as a staging area, or to back-up onto the street from the subject property.

82. All loading and unloading activities shall occur within the designated loading areas only.

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

84. 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. The self-storage facility shall provide and continually maintain a minimum of 21 parking stalls.
    b. Unless the overall office area exceeds 15% of the building area, the multi-tenant industrial buildings shall provide and continually maintain a minimum of 25 parking stalls on-site at all times. Office area above the 15% threshold must provide additional parking at a ratio of 1 parking stall for every 300 square feet.

85. 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.

86. 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. All signs shall be installed in accordance with the sign standards of the City's Zoning Ordinance and the Sign Guidelines of the City.

87. 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.

88. 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 business license application may be completed online at https://santafesprings.hdlgov.com. A late fee and penalty will be assessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. For answers to questions or inquiries surrounding the business license process, please call (562) 264-5219 to speak to a customer service representative.

89. Prior to occupancy of the property/building, the applicant, and/or their 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 on the City's website (https://santafesprings.hdlgov.com/).

90. The development shall be built substantially in accordance with the plot plan, floor plan, and elevations approved by the Planning Commission and on file with the case. Minor modifications shall be subject to the review and approval of the Director of Planning or his/her designee.

91. 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 related to the proposed development are in accordance with the approved planting and irrigation plan.

92. 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.

93. 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.

94. The applicant understands and agrees that if changes to the original plans (submitted and on file with the subject cases) 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.

95. 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.

96. Conditional Use Permit Case No. 828 shall be subject to a compliance review in two years, on or before October 10, 2024 to ensure that the subject self-storage use is still operating in strict compliance with these conditions of approval. Approximately three (3) months before October 10, 2024, the applicant shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.

97. That Tentative Parcel Map No. 83729 shall expire 24 months after Planning Commission approval, on October 10, 2023, except as provided under the provisions of California Government Code Section 66452.6. During this time period the Final Map shall be presented to the City of Santa Fe Springs for approval. The subdivision proposed by Tentative Parcel Map No. 83729 shall not be effective until such time that a Final Map is recorded.

98. 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.

99. 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.

PUBLIC HEARING

CEQA – Categorical Exemption: Sections 15302, 15303, and 15311
Development Plan Approval (DPA) Case No. 998
Modification Permit (MOD) Case Nos. 1352-1353

DPA Case No. 998: A request to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and to re-locate an existing stormwater treatment system; and

MOD Case No. 1352: A request to reserve and not provide a total of 21 of the required 74 parking spaces on-site; and

MOD Case No. 1353: A request to not fully screen the proposed baghouse and associated accessories from public view.

The subject property is located at 9440 Ann Street (APN: 8168-027-013), within the M-2, Heavy Manufacturing, Zone. (Trojan Battery Company)

RECOMMENDATIONS:

- Open the Public Hearing and receive the staff report and any comments from the public regarding DPA Case No. 998 and MOD Case Nos. 1352-1353, 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

- Find that the applicant's MOD requests meet the criteria set forth in §155.697 of the City's Zoning Ordinance, for the granting of a temporary Modification Permit; and

- Find and determine that pursuant to Section 15302, Class 2 (Replacement or reconstruction); Section 15303, Class 3 (New structure or conversion of small structures); and Section 15311, Class 11 (Accessory structures) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and

RECOMMENDATIONS (cont.):

- Approve DPA Case Nos. 998 and MOD Case Nos. 1352-1353, subject to the conditions of approval as contained within Resolution No. 217-2022; and
- Adopt Resolution No. 217-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A.	Applicant:	Trojan Battery Company 9440 Ann Street Santa Fe Springs, CA 90670
B.	Property Owner:	Horowitz Family Trust 11911 San Vicente Blvd. No. 275 Los Angeles, CA 90049-5086
C.	Existing Zone:	M-2 Heavy Manufacturing
D.	General Plan:	Industrial
E.	CEQA Status:	Section 15302, Class 2 (Replacement or reconstruction); Section 15303, Class 3 (New structure or conversion of small structures); and Section 15311, Class 11 (Accessory structures)
F.	Staff Contact:	Cuong Nguyen, Assistant Director of Planning cuongnguyen@santafesprings.org

LOCATION / BACKGROUND

The subject property, located at 9440 Ann Street, is comprised of a single parcel (APN: 8168-027-013) measuring approximately 87,000 sq. ft. (1.99-acres), and located on the east side of Ann Street, approximately 600 feet north of Sorensen Avenue. The property is zoned M-2 (Heavy Manufacturing) and is currently developed with an approximately 41,150 sq. ft. industrial building that is occupied by the applicant, Trojan Battery Company, and used for a lead acid battery manufacturing plant. Various industrial uses currently surround the subject property.

The production of components for lead acid involves several different manufacturing processes which can generate emission of lead oxide dust. Trojan Battery Company must therefore comply with the requirements of the South Coast Air Quality Management District (SCAQMD) regulations and air permit conditions. The SCAQMD requires that all facility manufacturing process areas (less indirect combustion sources) are ducted to emission control devices consisting of either High Efficiency Particulate Air (HEPA) filters or dust collectors (baghouse), or both. As such, the manufacturing operations area within the building are (and must be, by regulation) maintained under negative pressure which requires that a large volume of air be drawn from the manufacturing areas and filtered prior to discharge into the atmosphere. Trojan currently operates three baghouses and many individual HEPA filters for this purpose. The largest of the three existing baghouses, known as the ICA baghouse, is at the end of its mechanical life expectancy and must be replaced before it stops working. Trojan Battery is therefore proposing to install a new, state-of-the-art, wheelabrator baghouse that will reduce the number of emission points and lead emissions. In fact, the baghouse manufacturer has guaranteed a 99% removal efficiency. It should be noted, however, that the existing ICA baghouse will not be removed until the proposed wheelabrator baghouse is fully installed and operational which will allow Trojan to continue operating while installation of the new unit occurs.

As specified within Section 155.736, Development Plan Approval (DPA 998) is necessary to assure compliance with the provisions of this chapter (Zoning) and to give proper attention to the siting of new 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 baghouse project also requires approval for two Modification Permits related to parking and screening requirements. The first Modification Permit (MOD 1352) is a request to reserve and not provide a total of 21 of the 74 parking spaces that is required for the subject site. The proposed site plan shows that a total of 53 parking stalls will be provided and maintained. It should be noted that Trojan has also provided an alternative parking plan that identifies how the site may provide additional parking if the need arises or how additional parking stalls may be stripped if or when Trojan vacates the site. The second Modification Permit (MOD 1353) is a request to not fully screen the proposed baghouse from public view. As proposed, Trojan is planning to provide a landscape screen with a total of 10 Italian Cypress trees along the west side of the proposed baghouse. Five trees will be placed on either side of the driveway, just west of the existing security fence and gate. In an effort to create a landscape theme throughout the westerly portions of the site, the applicant will be providing an additional 10 trees of the Italian Cypress variety.

The required entitlements are as follows:

1. Development Plan Approval Case No. 998 – A request to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and the re-location of an existing stormwater treatment system;

2. Modification Permit Case No. 1352 – A request to reserve and not provide a total of 21 of the required 74 parking spaces on-site; and

3. Modification Permit Case No. 1353 – A request to not fully screen the proposed ICA baghouse and related accessories from public view.

DEVELOPMENT PLAN APPROVAL CASE NO. 998.
The applicant is proposing to locate the new wheelabrator baghouse south of the existing building and approximately 40 feet east of the existing security gate and fence. Locating the baghouse on the subject site has been a monumental challenge given the limited space at the facility, various regulations involved, and the applicant's desire to continue operating while installation of the new equipment occurs. The proposed project was therefore designed with careful considerations of the following:

1. Emission sources located within 1,000 feet of a school are within a buffer zone for air quality such that they must pass SCAQMD air toxics modeling and risk assessment provisions. The new ICA baghouse stack will be located further away from St. Paul High School than the current ICA baghouse.

2. Emissions from combining the ICA baghouse sources and many of the HEPA sources into the new baghouse will result in a reduction of overall plant emissions.

3. All areas of the facility were reviewed for potential location of the new baghouse.
    a. There is no available space along the north side of the plant.
    b. There is an Edison easement along the southerly property that would prohibit locating the ICA baghouse in that area.
    c. The west side of the plant is used for parking and is also highly visible from the street.
    d. The east side of plant would place the new baghouse closer to St. Paul High School.

4. The feasibility of placing the baghouse on the existing roof was also explored but unfortunately the roof does not have the capacity to support an additional load at the magnitude (weight) of the proposed baghouse.

As part of the project, many items of the plant are being moved to accommodate installation of the new baghouse. These items are noted below:

1. The shipping containers will be removed to provide additional parking.

2. The stormwater treatment system will be located from near the front of the building to the south property line.

3. The existing air handler unit will be demolished along with associated duct work to make room for the baghouse.

4. Equipment cooling and hydraulic units will be relocated behind the loading dock to make room for the baghouse.

Elevations

Trojan worked with two baghouse vendors to design a baghouse that would meet or exceed air quality regulations and to fit into the designated space on-site. To provide proper air-to-cloth ratio and sufficient bag cloth area, the vendors had to specify longer bags and cages. Ultimately, Trojan decided to select a wheelabrator baghouse measuring approximately 60 feet tall, or approximately 70 feet if considering the overall height of the stack. The overall footprint of the baghouse will measure approximately 20’ wide x 70’ long (1,400 sq. ft.). To allow for ongoing maintenance, there are various platforms and ladders on the equipment.

Given the overall size and height of the proposed wheelabrator baghouse, it is very difficult to find a solution that would fully screen the proposed baghouse from public view. The applicant has extensively work with staff to find a way to screen the proposed baghouse, including but not limited to landscape screening options, strategic placement of the baghouse, vinyl wrapping and paint options. Unfortunately, because of the overall scale of the equipment, none of the solutions that was explored could or would effectively screen the equipment in its entirety. The most feasible approach was found to be a combination of powder-coating the equipment in a color to match the existing building and to also use landscaping to partially screen the proposed equipment from public view. Specifically, the applicant is proposing to use a total of 20 Italian Cypress trees to create a partial screen and to create a landscape theme throughout the westerly portions of the site.

Unfortunately, because the proposed use of Italian Cypress trees will not fully screen the proposed baghouse from public view, the applicant is also seeking approval of a Modification Permit (MOD 1353) to not fully screen the proposed baghouse and associated accessories from public view.

Parking Requirements

The existing industrial building is required to provide a total of 74 parking stalls. Trojan has stated that the maximum number of employees that are required to operate the facility per shift is 35 total employees. Trojan is proposing to provide a total of 53 parking stalls, leaving 18 stalls available for potential visitors. Of the 53 provided parking stalls, there are 41 standard stalls, 2 compact stalls, 7 parallel stalls, 2 accessible stalls and 1 van accessible stall.

The project's parking calculation consist of the following:

Use	Calculation	Required	Provided
Industrial/Manufacturing	20,000 sq. ft. ÷ 500 (up to 20K); plus 25,150 sq. ft. ÷ 750 (20K to 100K)	74 spaces	53 spaces

As noted in the above chart, the project does not meet the minimum parking requirements set forth by the City's Zoning Ordinance. The applicant is therefore seeking concurrent approval of a Modification Permit (MOD 1352) to reserve and not provide a total of 21 of the required 74 parking spaces on-site.

STREETS AND HIGHWAYS

The subject site is located on the east side of Ann Street, approximately 600 feet north of Sorensen Avenue. Ann Street is a local industrial street while Sorensen Avenue is designated as a Secondary Arterial, 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	Metal Manufacturer (9331 Santa Fe Springs Rd/Energy Metals Inc)
South	M-2, Heavy Manufacturing, Zone	Industrial	Specialized Transporter (9510 Ann Street/SoCal Machinery Movers)
East	M-2, Heavy Manufacturing, Zone	Industrial	Auto Repair (9421 Santa Fe Springs Rd/Garber's Independent BMW) Tool Manufacturer (9427 Santa Fe Springs Rd/Victor Industrial Tools)
West	M-2, Heavy Manufacturing, Zone	Industrial	Aircraft Supply warehouse (9445 Ann Street/Mercury Ground Support Equipment)

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 September 29, 2022. 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 September 29, 2022, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

ZONING REQUIREMENTS

The procedures set forth in Section 155.736 of the Zoning Ordinance, states that a DPA is required to give proper attention to the siting of new structures or additions or alterations to existing structures. In addition, the project requires two Modification Permits. The first MOD is to reserve and not provide a total of 21 of the required 74 parking spaces on-site as set forth in Section 155.481 (D)(1) of the City's Zoning Ordinance. The second MOD is to not fully screen the proposed baghouse and associated accessories from public view as set forth in Section 155.261 (C) of the City's Zoning Ordinance.

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.

Code Section:	Parking Requirements
155.481 (D)(1)	Section 155.481 – Required Parking (D) Industrial Uses (1) Industrial Uses, including incidental office uses.

Code Section:	Screening Requirements
155.261 (C)	Section 155.261 The following additional conditions shall apply in the M-2 Zone: (C) Outdoor storage of materials, products, and equipment and any other outdoor use shall be conducted in a neat and orderly manner and shall be screened on all sides by a minimum six foot high solid fence, wall, compact landscaping or structures, adequate to completely conceal such storage or outdoor storage use from view from adjacent properties and public streets.

ENVIRONMENTAL DOCUMENTS

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 the project is found to be exempt as provided for within Section 15302, Class 2 (Replacement or reconstruction); Section 15303, Class 3 (New structure or conversion of small structures); and Section 15311, Class 11 (Accessory structures) of the California Environmental Quality Act (CEQA). As mentioned previously, the proposed baghouse project involves the replacement of an existing ICA baghouse and air handler with new, state-of-the-art, units. The baghouse and air handler is required for Trojan to meet SCAQMD regulations and air permit conditions. 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

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.

Modification Permit

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a modification from requirements of the property development standards set forth in the City's Zoning Ordinance when it is found that the strict and literal interpretation of such provisions would cause undue

difficulties and unnecessary hardships inconsistent with the intent and general purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant or deny a modification based on the evidence submitted and upon its own study and knowledge of the circumstances.

CRITERIA FOR GRANTING A DEVELOPMENT PLAN APPROVAL

The Commission should note that in accordance with Section 155.739 of the City's Zoning Ordinance, before granting a Development Plan Approval, the Commission shall give consideration to the following:

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

(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.

(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.

(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.

(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.

(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.

(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.

CRITERIA FOR GRANTING A TEMPORARY MODIFICATION PERMIT

The Commission should note that in accordance with Section 155.716 of the Zoning Ordinance, in studying any application for a Modification 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.

(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.

STAFF REMARKS

Based on the findings set forth in the attached Resolution (217-2022), staff finds that the applicant's requests meet the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval. Additionally, 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 temporary Modification Permits.

CONDITIONS OF APPROVAL

Conditions of approval for DPA Case No. 998 and MOD Case Nos. 1352-1352 are attached to Resolution 217-2022 as Exhibit A.

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Full Set of Proposed Plans
3. Public Hearing Notice
4. Radius Map for Public Hearing Notice
5. Resolution 217-2022
    a. Exhibit A – Conditions of Approval

Attachment #1: Aerial Photograph

CITY OF SANTA FE SPRINGS
AERIAL PHOTOGRAPH

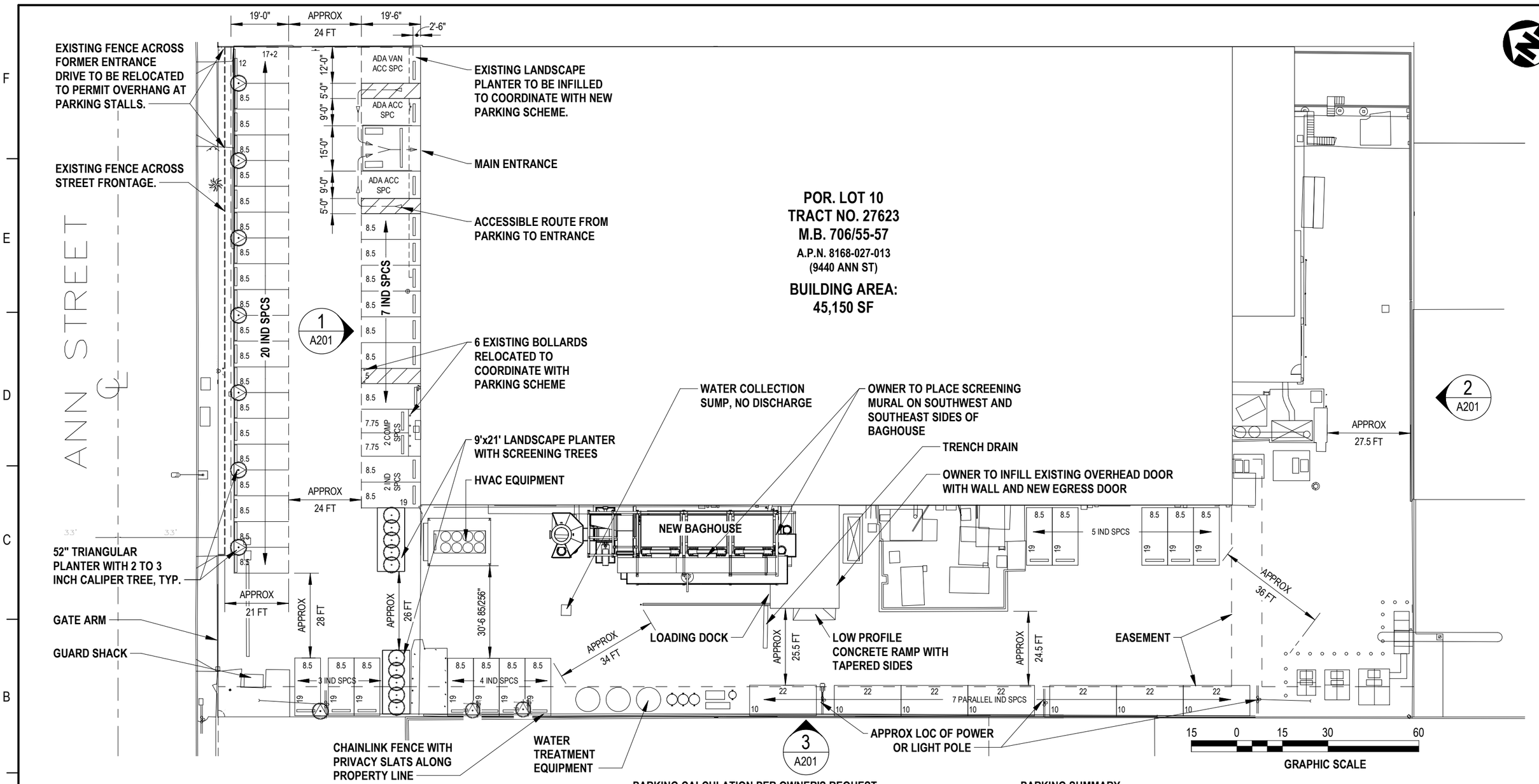


9440 Ann Street (APN: 8168-027-013)

PROJECT
Development Plan Approval (DPA) Case No. 998;
Modification Permit (MOD) Case No. 1352; and
Modification Permit (MOD) Case No. 1353

APPLICANT
Trojan Battery Company

Attachment #2: Full Set of Proposed Plans



1 FIG 1 **PROPOSED PARKING PLAN**

SCALE = 1" = 30'-0"

PARKING CALCULATION PER OWNER'S REQUEST

1 SPACE PER EMPLOYEE = 40; PLUS 13 ADDITIONAL SPACES = 53 TOTAL

25% OF 53 = 13 COMPACT SPACES ALLOWABLE; 2 PROVIDED

24 FT WIDE MIINIMUM TRAFFIC AISLES AT ALL LOCATIONS

PARKING SUMMARY

- 41 TYPICAL INDUSTRIAL PARKING SPACES (8.5' X 19' PER SFSZO 155.487.B)
- 2 COMPACT SPACES (7.5X15 PER SFSZO 155.487.E)
- 7 PARALLEL SPACES (10' X 22' PER SFSZO 155.487.C)
- 2 ACCESSIBLE SPACES FOR CARS (9' X 19' W/ 5' AISLE PER LABC Sec.11B-208 & 502)
- 1 ACCESSIBLE SPACE FOR VAN (12' X 19' W/ 5' AISLE PER LABC Sec.11B-208 & 502)

53 TOTAL PARKING SPACES

WORK SAFELY

REV	DDMMMYY	REVISION / ISSUE DESCRIPTION	DRN	CHK	APP	APP	APP	APP
N	27SEP22	ISSUED FOR INFORMATION - PARKING SPACE TREES2	MPK	---	---	---	---	---
M	27SEP22	ISSUED FOR INFORMATION - PARKING SPACE TREES	MPK	---	---	---	---	---
L	30MAR22	ISSUED FOR INFORMATION - SITE NOTES	MPK	---	---	---	---	---
K	11FEB22	ISSUED FOR INFORMATION - TREES & FENCE	MPK	---	---	---	---	---
J	20JAN22	ISSUED FOR INFORMATION - REV FIG 1 - PARKING SUMMARY	MPK	---	---	---	---	---
H	09DEC21	ISSUED FOR INFORMATION - SITE ELECTRICAL	MPK	---	---	---	---	---
G	22NOV21	ISSUED FOR INFORMATION - CITY REVIEW COMMENTS	MPK	---	---	---	---	---
F	16NOV21	ISSUED FOR INFORMATION - SCE SITE EQUIPMENT	MPK	---	---	---	---	---
E	12NOV21	ISSUED FOR INFORMATION - SFS FIRE DEPT COMMENTS	MPK	---	---	---	---	---
D	08NOV21	ISSUED FOR INFORMATION - TREE SCREEN	MPK	---	---	---	---	---
C	29OCT21	ISSUED FOR INFORMATION - TREE SCREEN	MPK	---	---	---	---	---
B	30SEP21	ISSUED FOR INFORMATION	MPK	---	---	---	---	---
A	16SEP21	ISSUED FOR INFORMATION	MPK	---	---	---	---	---

REF	NUMBER	TITLE

REFERENCES

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NOT FOR CONSTRUCTION

FOR REVIEW

ISSUED FOR INFORMATION - PARKING SPACE TREES2

CLIENT PROJECT MGR. | DEPARTMENT MGR. | PROJECT MGR.

PROJECT PHASE: PRELIMINARY DESIGN

PROJECT NO.	ACTIVITY NO.		BY	MMDDYY
248091		DSN	---	---
SCALE	PACKAGE CODE	DRN	---	---
1" = 30'-0"		CHK	---	---
		APP	---	---

TROJAN BATTERY COMPANY
9440 ANN ST, SANTA FE SPRINGS, CA

SUBJECT: FIGURE 1 ARCHITECTURAL SITE PROPOSED PARKING PLAN

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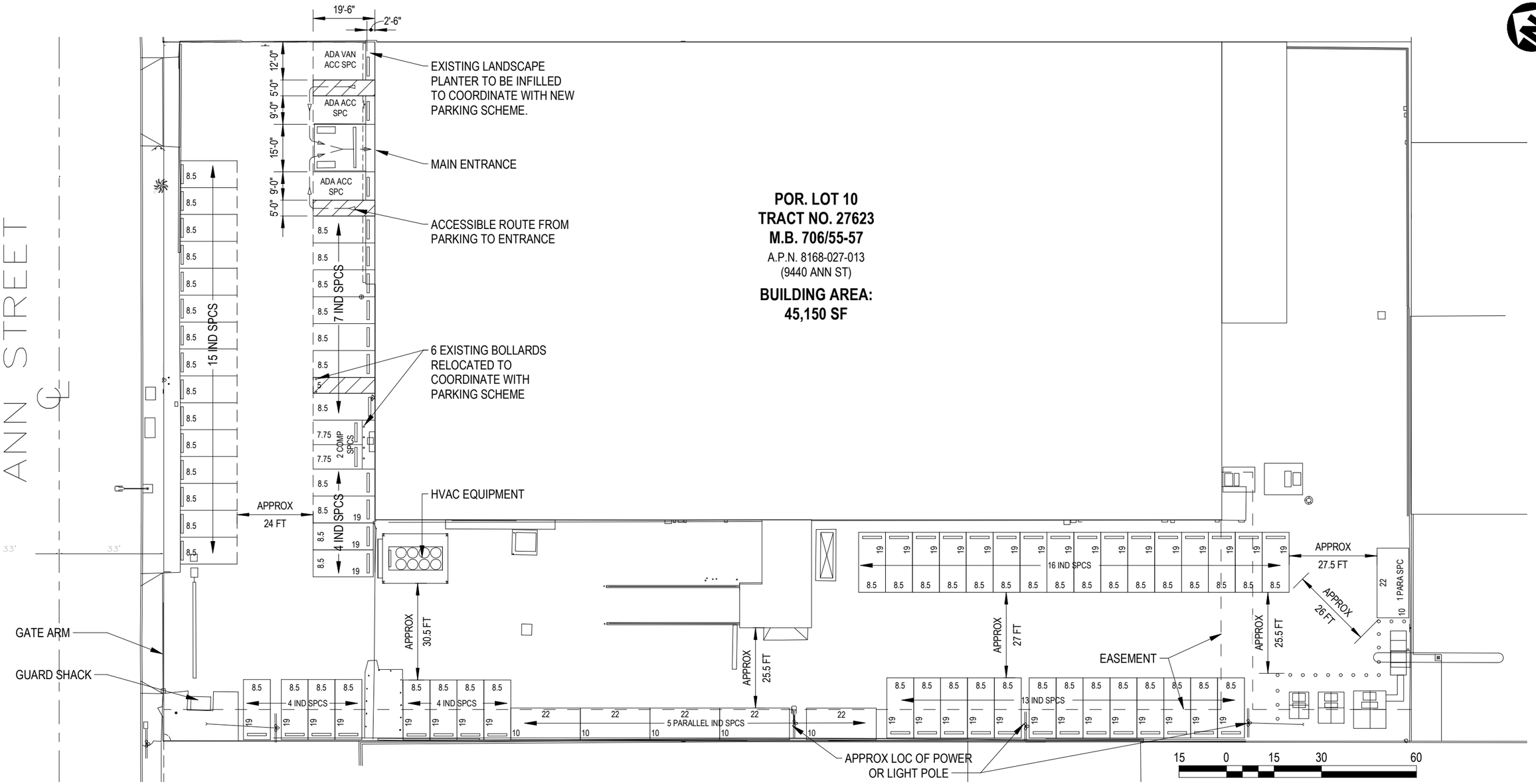
wood.
WOOD, DOING BUSINESS AS AMEC FOSTER WHEELER E&C SERVICES
3650 HYLAND AVENUE, SUITE 100 - COSTA MESA, CA 92626 (949) 642-0245

AREA

CLIENT DWG. NO.

DRAWING NO. ARC-FIG 1

N



ALTERNATIVE PARKING PLAN

1 / FIG 2

POST-TROJAN PARKING PLAN

SCALE = 1" = 30'-0"

PARKING CALCULATION

45,150 SF = 40@1/500SF + 34@1/750SF = 74 TOTAL
25% OF 74 = 19 COMPACT SPACES ALLOWABLE

26 FT WIDE TRAFFIC AISLES WHERE CONDITIONS PERMIT.

PARKING SUMMARY

- 63 TYPICAL INDUSTRIAL PARKING SPACES (8.5' X 19' PER SFSZO 155.487.B)
- 2 COMPACT SPACES (7.5X15 PER SFSZO 155.487.E)
- 6 PARALLEL SPACES (10' X 22' PER SFSZO 155.487.C)
- 2 ACCESSIBLE SPACES FOR CARS (9' X 19' W/ 5' AISLE PER LABC Sec.11B-208 & 502)
- 1 ACCESSIBLE SPACE FOR VAN (12' X 19' W/ 5' AISLE PER LABC Sec.11B-208 & 502)

74 TOTAL PARKING SPACES

WORK SAFELY

REV	DDMMMYY	REVISION / ISSUE DESCRIPTION	DRN	CHK	APP	APP	APP	APP
C	15DEC21	ISSUED FOR INFORMATION - REV'D FIG 2	MPK	---	---	---	---	---
B	30SEP21	ISSUED FOR INFORMATION	MPK	---	---	---	---	---
A	16SEP21	ISSUED FOR INFORMATION	MPK	---	---	---	---	---

REF	NUMBER	TITLE
		REFERENCES

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NOT FOR CONSTRUCTION

FOR REVIEW

ISSUED FOR INFORMATION - REV'D FIG 2

CLIENT PROJECT MGR. | DEPARTMENT MGR. | PROJECT MGR.

PROJECT PHASE: PRELIMINARY DESIGN

PROJECT NO.	ACTIVITY NO.
248091	
SCALE: 1" = 30'-0"	PACKAGE CODE

		BY	MMDDYY
DSN	Designer	01JAN00	
DRN	Author	01JAN00	
CHK	Checker	01JAN00	
APP	Approver	01JAN00	

TROJAN BATTERY COMPANY
9440 ANN ST, SANTA FE SPRINGS, CA

SUBJECT: FIGURE 2 ARCHITECTURAL SITE POST-TROJAN PARKING PLAN

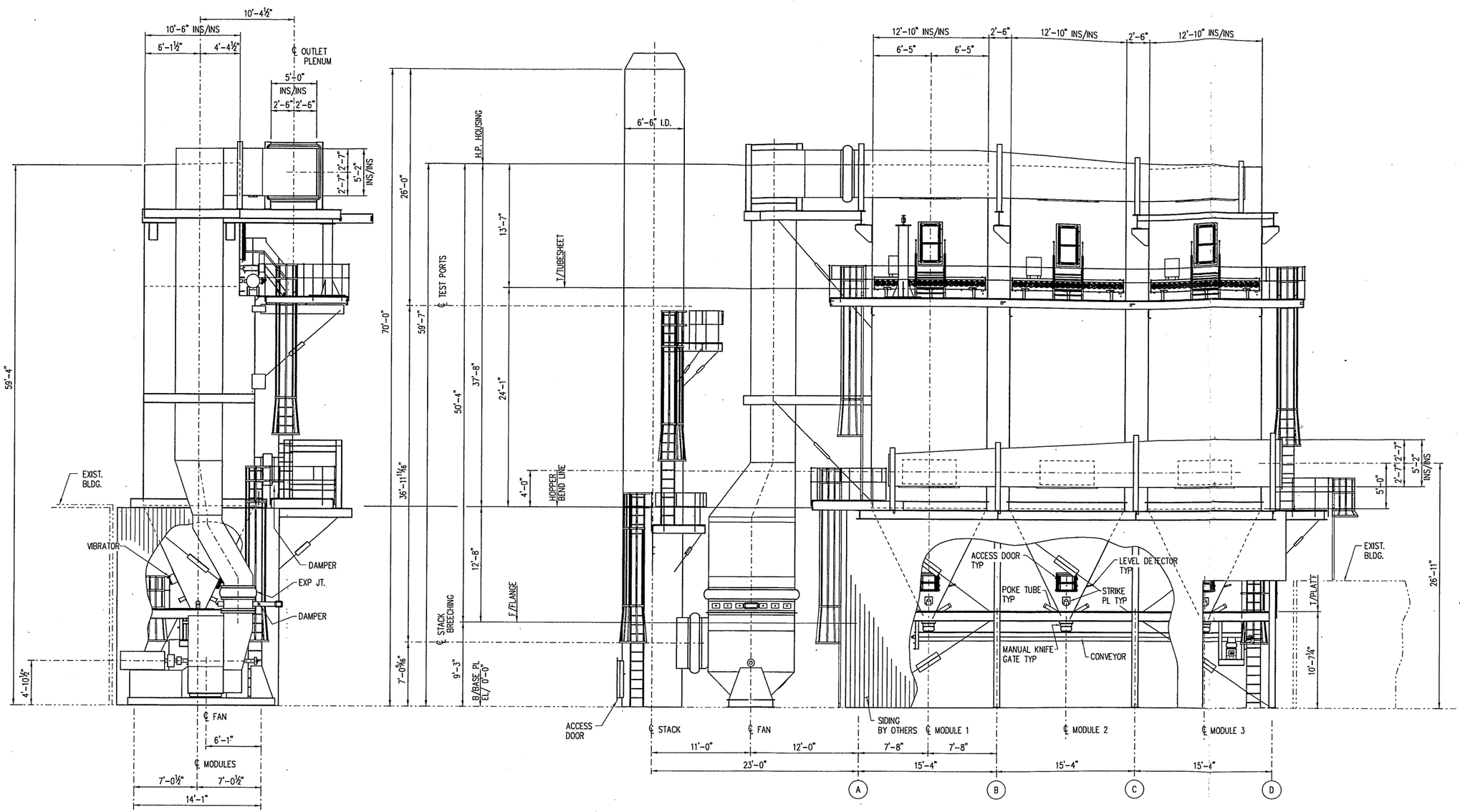
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wood.
WOOD, DOING BUSINESS AS AMEC FOSTER WHEELER E&C SERVICES
3650 HYLAND AVENUE, SUITE 100 - COSTA MESA, CA 92626 (949) 642-0245

AREA

CLIENT DWG. NO.

DRAWING NO. ARC-FIG 2 | C



REV	DDMMMYY	REVISION / ISSUE DESCRIPTION	DRN	CHK	APP
B	080CT21	FOR REVIEW & APPROVAL	RHK	-	-

STAMP/SEAL

TROJAN BATTERY
ANN ST BAGHOUSE REPLACEMENT
SANTA FE SPRINGS, CA

SUBJECT
(3) SIZE 2117 TA-P MODEL 276 VIP
GENERAL ARRANGEMENT
ELEVATION A-A & B-B

PROJECT NO. 431-144040-00
AREA
SCALE 3/16"=1'-0"
CLIENT DWG. NO.

	BY	DDMMMYY
DSN		
DRN	RHK	070CT21
CHK	XXX	XXXXXXX
APP	XXX	XXXXXXX

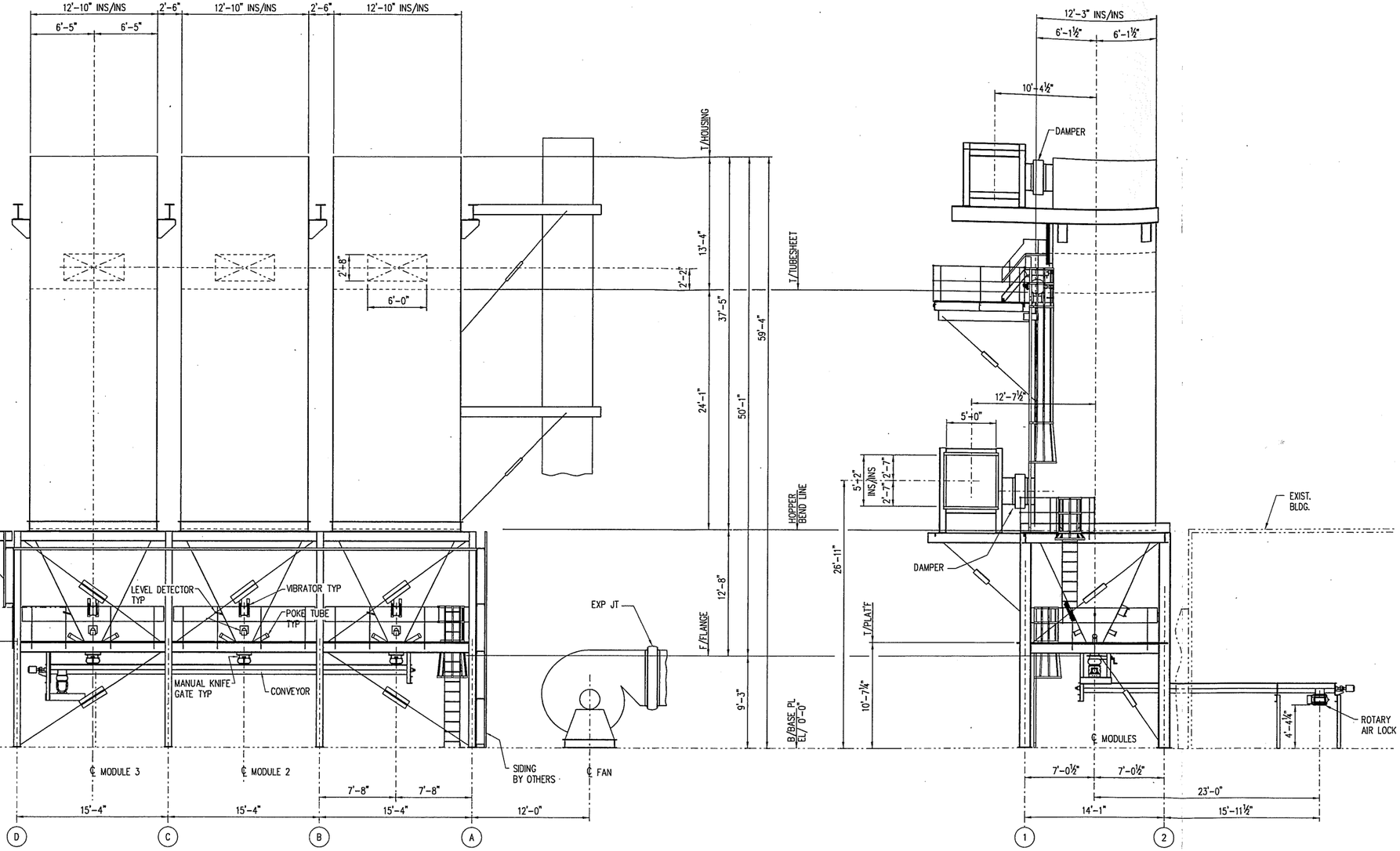
DRAWING NO. 144040-IPC-DE0-GAD-0101 REV. B

wood.
Industrial Power
Amec Foster Wheeler Environmental Equipment Company, Inc
437 GRANT STREET - SUITE 918
PITTSBURGH, PENNSYLVANIA 15219

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LAST SAVED BY:#USERNAME#
CAD FILE: #FILE#
SAVED DATE/TIME: #TIME#

ARCH D-24x36



SECTION D–D
LOOKING NORTH
DWG GAD–0100

ELEVATION C–C
LOOKING WEST
DWG GAD–0100

REV	DDMMMYY	REVISION / ISSUE DESCRIPTION	DRN	CHK	APP
B	08OCT21	FOR REVIEW & APPROVAL	RHK	–	–

REV	DDMMMYY	REVISION / ISSUE DESCRIPTION	DRN	CHK	APP

STAMP/SEAL

TROJAN BATTERY
ANN ST BAGHOUSE REPLACEMENT
SANTA FE SPRINGS, CA

SUBJECT
(3) SIZE 2117 TA–P MODEL 276 VIP
GENERAL ARRANGEMENT
ELEVATION C–C &
SECTION D–D

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		BY	DDMMMYY
PROJECT NO.	431–144040–00		
AREA		DSN	
		DRN	RHK	07OCT21
SCALE	3/16"=1'–0"	CHK	XXX	XXXXXXX
		APP	XXX	XXXXXXX
CLIENT DWG. NO.			

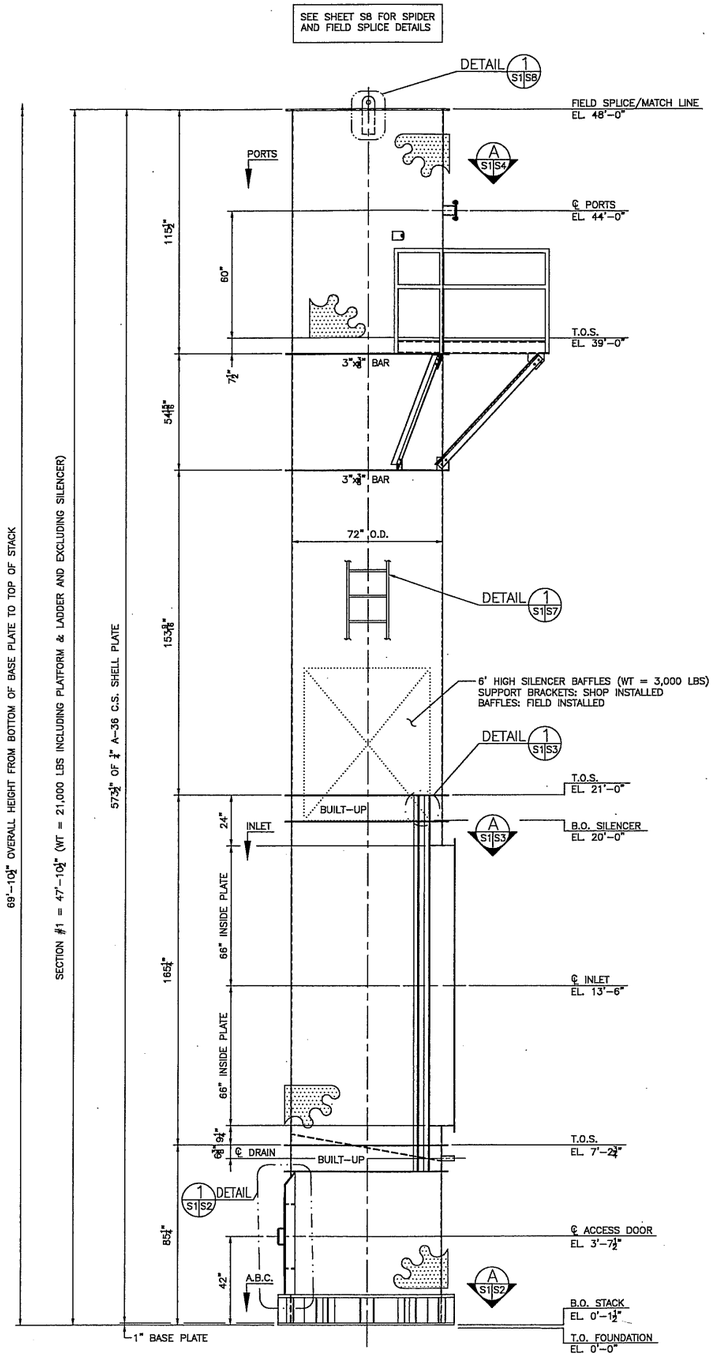
wood.
Industrial Power
Amec Foster Wheeler Environmental Equipment Company, Inc
437 GRANT STREET - SUITE 918
PITTSBURGH, PENNSYLVANIA 15219

DRAWING NO. 144040–IPC–DE0–GAD–0102 REV. B

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CAD FILE: $FILE$
SAVED DATE=$DATE$ $TIME$

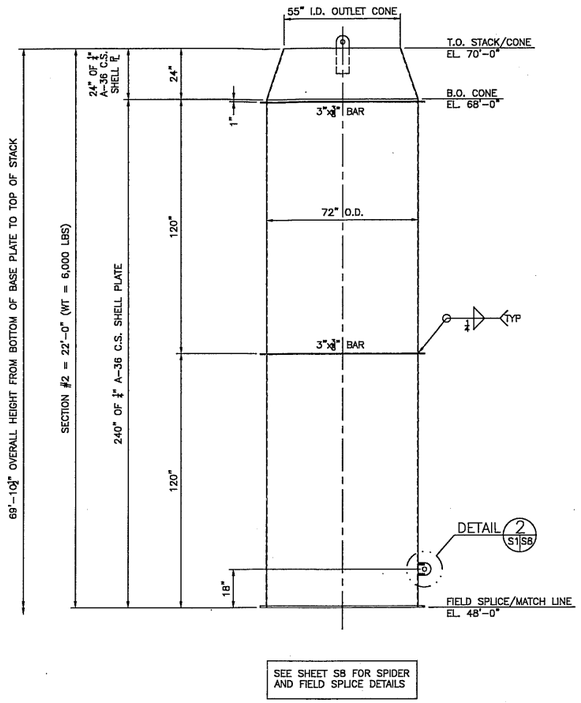
ARCH D–24x36



(LOOKING NORTHEAST)

STACK ELEVATION

SCALE: 3/8" = 1'-0"



SEE SHEET S8 FOR SPIDER AND FIELD SPLICE DETAILS

GENERAL NOTES

1. MATERIAL
A. STACK SHELL PLATES AND ALL EXTERNAL AND INTERNAL COMPONENT PARTS SUCH AS ANCHOR BOLT CHAIR, STIFFENERS, TUNED MASS DAMPER AND LIFTING LUGS SHALL CONFORM TO ASTM A-36 CARBON STEEL UNLESS NOTED OTHERWISE.
B. ALL PLATFORMS AND LADDERS SHALL CONFORM TO ASTM A-36.
C. ALL FASTENERS FOR PLATFORMS, LADDERS, ACCESS DOORS, TEST PORTS, FIELD SPLICES AND ANY OTHER BOLTING REQUIREMENTS SHALL BE GALVANIZED ASTM A-325 FASTENERS WITH (1) HEAVY HEX NUT AND (2) FLAT WASHERS PER BOLT UNLESS NOTED OTHERWISE.

2. FABRICATION
ALL WORK SHALL BE FABRICATED IN ACCORDANCE WITH AISC "SPECIFICATIONS FOR STRUCTURAL STEEL BUILDINGS", LATEST EDITION. ALL WELDS SHALL BE MADE ONLY BY WELDING OPERATORS WHO HAVE BEEN PREVIOUSLY QUALIFIED BY TESTS AS PRESCRIBED IN THE AWS "STRUCTURAL WELDING CODE". OR BY THE ASME WELDING CODE, TO PERFORM THE TYPE OF WORK REQUIRED. ALL BUTT WELDS SHALL BE PRE-QUALIFIED, FULL PENETRATION WELDS AND SHALL DEVELOP THE FULL STRENGTH OF THE SECTION. SHELL GIRTH AND VERTICAL SEAMS SHALL BE COMPLETE PENETRATION BUTT GROOVE WELDS AND TOTALLY WELDED EITHER AUTOMATICALLY OR SEMI-AUTOMATICALLY BY THE SUBMERGED ARC WELDING PROCESS. OTHER WELDING PROCESSES MUST BE APPROVED BY WARREN. ALL WELDING ELECTRODES AND FLUX SHALL CONFORM TO THE AWS CODE AND BE EQUIVALENT TO THE BASE METAL IN STRENGTH, CORROSION RESISTANCE, AND WEATHERED APPEARANCE.

3. TOLERANCES
A. BASE RING AND SPLICES MUST BE PERPENDICULAR TO THE STACK CENTERLINE SUCH THAT THE ERECTION OF THE STACK CAN BE PLUMBED TO WITHIN A MAXIMUM DEVIATION OF 1" PER 100' OF HEIGHT.
B. MAXIMUM OUT-OF-ROUNDNESS OF ANY SECTION - DIFFERENCE BETWEEN MINIMUM AND MAXIMUM DIAMETER - LESS THAN 1% OF THE NORMAL DIAMETER.
C. MAXIMUM MISALIGNMENT OF PLATES AT ANY JOINT SHALL NOT TO EXCEED 25% OF THE NORMAL THICKNESS OR 1/8", WHICHEVER IS LESS.
D. ADJOINING PLATE SECTIONS SHALL BE PAIRED FOR FULL 100% DEVELOPMENT.
E. PEAKING OF VERTICAL JOINTS SHALL NOT EXCEED 1/4" AS MEASURED FROM THE TRUE RADIUS OF THE STACK AS MEASURED FROM AN 18" LONG TEMPLATE CENTERED AT THE WELD.
F. LOCAL DENTS IN PLATES SHALL BE NO DEEPER THAN HALF THE PLATE THICKNESS.
G. TEST PORT FLANGES SHALL BE PERPENDICULAR TO THE CENTERLINE WITHIN 1/2 DEGREE. FIELD SPLICE FLANGES MUST BE PERPENDICULAR TO THE STACK SHELL SO THAT FIRM CONTACT ACROSS THE FLANGE CAN BE ACHIEVED DURING ASSEMBLY.
H. COMPANION FLANGES SHALL BE MATCH DRILLED TO ASSURE FIELD ALIGNMENT.
I. STRUCTURAL PLATES ARE TO BE PURCHASED OF SUFFICIENT LENGTH TO ALLOW FOR ONLY ONE VERTICAL SEAM PER GIRTH. VERTICAL SEAMS ON ADJACENT SECTIONS SHALL BE OFFSET BY MINIMUM 20 DEGREES (90 DEGREES PREFERRED). ADDITIONAL VERTICAL SEAMS MUST BE APPROVED BY WARREN BUT MUST MAINTAIN A MINIMUM OFFSET OF 90 DEGREES.
J. ALL APPURTENANCES, INCLUDING PLATFORMS AND LADDERS, SHALL BE SHOP ATTACHED TO ENSURE A GOOD FIT. ALL FIELD CONNECTIONS ARE TO BE CLEARLY MATCH MARKED ON THE INTERIOR AND EXTERIOR OF THE STACK SHELL(S). CENTER PUNCH MARKS SHALL BE IDENTIFIED WITH ADDITIONAL PAINT MARKINGS.

4. INSPECTION AND TESTING
MATERIAL TEST REPORTS FOR ALL MATERIAL UTILIZED FOR MAJOR COMPONENTS AND FASTENERS SHALL BE SUBMITTED TO WARREN. THE MATERIAL TEST REPORTS ARE TO BE REQUESTED WHEN THE MATERIAL IS ORDERED AND FORWARDED TO WARREN IMMEDIATELY UPON RECEIPT. THE MSDS SHEETS ON THE TOUCH-UP PAINTS, THINNERS AND ANY OTHER HAZARDOUS MATERIAL IS TO BE INCLUDED WITH THE SHIPMENT OF THE ITEMS. ALL WELDS SHALL BE 100% VISUALLY INSPECTED BY A CERTIFIED WELDING INSPECTOR.

THE STACK SHELL IS TO BE SPOT RADIOGRAPHED A MINIMUM OF ONE RADIOGRAPH PER EACH THREE SHOP CIRCUMFERENTIAL SEAMS PREFERABLY AT THE VERTICAL WELD INTERSECTIONS. ANY DEFECTS DETECTED IN THE RADIOGRAPHS SHALL BE REPAIRED AND RE-RADIOGRAPHED, AND TWO ADDITIONAL RADIOGRAPHS SHALL BE TAKEN FOR EACH RADIOGRAPH THAT DISCLOSES A DEFECT. THIS PROGRAM SHALL CONTINUE UNTIL ALL RADIOGRAPHS ARE CLEAR. ALL LIFTING LUG WELDS SHALL BE 100% INSPECTED VIA MAGNETIC PARTICLE INSPECTION. ACCEPTANCE CRITERIA FOR THE RADIOGRAPHS, MAGNETIC PARTICLE AND VISUAL INSPECTION SHALL BE IN ACCORDANCE WITH AWS D1.1 ACCEPTANCE CRITERIA. FINAL INSPECTION REPORTS, WELDING INSPECTION REPORT, AND RADIOGRAPH MAPS SHALL BE SUBMITTED.

5. SURFACE PREPARATION
A. ALL SHARP PROJECTIONS SHALL BE GROUND SMOOTH
B. ALL WELD FLUX AND SPATTER SHALL BE REMOVED BY POWER TOOL CLEANING.
C. ALL SURFACES TO BE PAINTED ARE TO BE CLEANED PER AN SSPC-SP3 CLEANING.

6. PAINTING SPECIFICATION
A. STACK EXTERIOR: APPLY TWO COATS CARBOLINE CARBOCOAT 8215 AT 2 TO 3 MILS DFT PER COAT. (COLOR: CUSTOMER TO ADVISE).
B. PLATFORM FRAME, GRATING & KNEE BRACE: HOT DIPPED GALVANIZED PER ASTM A123.
C. HANDRAILS & LADDERS: APPLY TWO COATS CARBOLINE CARBOCOAT 8215 AT 2 TO 3 MILS DFT PER COAT. (COLOR: SAFETY YELLOW)
D. ALL PAINT SYSTEMS TO BE APPLIED PER MANUFACTURES SPECIFICATIONS.
E. INCLUDE 2 GALLONS OF TOUCH-UP PAINT FOR ALL PAINTS AND PRIMERS USED ON STACK WITH SHIPMENT.
F. ALL TEMPORARY ITEMS THAT MUST BE REMOVED IN THE FIELD SHALL BE PAINTED YELLOW.
G. BE ADVISED THAT THERE IS AN INHERENT RISK OF DAMAGE TO THE PAINT DURING LOADING, SHIPMENT, UNLOADING AND ERECTION OF THE STACK SYSTEM. FIELD REPAIR OF THE PAINT IS TO BE EXPECTED. WARREN WILL NOT ACCEPT RESPONSIBILITY FOR BLEMISHES, SHADES OF COLOR DIFFERENCES, OR OTHER IMPERFECTIONS ASSOCIATED WITH THE REPAIRS TO A SHOP APPLIED PAINT SYSTEM.

7. INSULATION AND LAGGING
3" EXPANDED METAL TO BE USED AS THERMAL PROTECTION AT STACK BASE, LADDER, AND PLATFORM LOCATIONS.

8. LOADING AND SHIPPING
THE STACK WILL BE LOADED AND SECURED ON TRUCKS SUCH THAT PLATES ARE NOT DEFORMED. STACK LOADS ARE TO BE DISTRIBUTED OVER LARGE AREAS. POINT LOADS ON PLATES ARE TO BE AVOIDED. IF NEEDED, TIMBERS USED TO SECURE LOADS ARE TO BE PLACED LONGITUDINALLY, SPANNING AT LEAST TWO STIFFENERS. THE ERECTOR IS TO REMOVE ALL TEMPORARY SPACERS AND BRACES BEFORE COMPLETING THE ERECTION.

9. FIT-UP
NORMAL ERECTION PROCEDURES INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF STRAIGHTENING, SHIMMING, REAMING, CUTTING AND/OR GRINDING FOR PROPER FIT-UP. MISFITS WHICH CANNOT BE CORRECTED BY THESE MEANS OR WHICH REQUIRE MAJOR CHANGES IN THE EQUIPMENT ARE TO BE REPORTED TO WARREN ENVIRONMENT IMMEDIATELY. THE ERECTOR WILL PROVIDE INFORMATION AS REQUIRED TO EITHER CORRECT THE MISFIT OR PRESCRIBE THE MOST EFFICIENT AND ECONOMIC METHOD TO CORRECT THE MISFIT.

10. ERECTION
A. THE INDIVIDUAL STACK SECTION SHALL BE LIFTED FROM THE HORIZONTAL POSITION TO THE VERTICAL POSITION USING TWO CRANES. THE TAILING CRANE SHALL BE ATTACHED TO THE STACK TAILING LUGS OR THE ANCHOR BOLT CHAIR FOR SECTION #1. THE TOP OF EACH SECTION SHALL BE LIFTED USING A SPREADER BEAM THAT IS ATTACHED TO THE LIFTING LUGS. USE CARE DURING OFF LOADING, HANDLING, AND INSTALLATION TO NOT DAMAGE THE PAINT SYSTEM. THE LOWER SHIPPING SPIDER CAN BE REMOVED ONCE THE STACK SECTION IS VERTICAL. THE UPPER SHIPPING SPIDER (ON SECTION 1) SHOULD BE LEFT IN PLACE UNTIL THE SECTION IS SET. THE UPPER SHIPPING SPIDER MUST THEN BE REMOVED. THE SILENCER BAFFLES MUST LIFTED INDEPENDENTLY OF STACK SECTION #1 AND MUST BE INSTALLED PRIOR TO SETTING STACK SECTION #2. LIFTING LUGS ARE DESIGNED FOR LIFTING ONE SECTION AT A TIME.
B. FIELD SPLICE INSPECTION: THE BOLTS IN THE BOLTED FIELD SPLICE FLANGES SHALL BE INSTALLED AND TIGHTENED IN ACCORDANCE WITH THE AISC "TURN-OF-THE-NUT" METHOD. THE STACK FLANGES MUST BE IN FIRM CONTACT AROUND THE STACK ONCE THE BOLTS HAVE BEEN PROPERLY TIGHTENED. A FIELD REPORT SHALL BE GENERATED CONFIRMING THE PROPER INSTALLATION OF THE FIELD SPLICE BOLTS AND CLOSURE OF THE FLANGES. THIS REPORT SHALL BE SUBMITTED TO WARREN FOR EACH COMPLETED FIELD SPLICE.

11. DESIGN CONDITIONS
A. STACK DESIGN IN ACCORDANCE WITH ASME STS-1-2016
B. DESIGN TEMPERATURE(F): 275(MAX)
C. DESIGN CORROSION ALLOWANCE: 1/16 IN.

12. LIGHTNING PROTECTION
A MINIMUM OF 2 GROUNDING POINTS ARE PROVIDED AT THE STACK BASE IN ACCORDANCE WITH NFPA 780 CHAPTER 6.

13. INSPECTION & MAINTENANCE
THE STACK SHOULD BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE RECOMMENDATIONS OF ASME STS-1-2016.

NOT FOR CONSTRUCTION
FOR APPROVAL
AND COMMENT

NO.	DATE	REVISION	MADE	CHK'D.

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TROJAN BATTERY
ANN STREET BAGHOUSE REPLACEMENT
AMEC FOSTER WHEELER
P.O. # 116593 CN 000
SANTA FE SPRINGS CALIFORNIA

STACK ELEVATION & NOTES

WARREN ENVIRONMENT, INC.
5075 ROSWELL ROAD ATLANTA, GA 30342

	MADE	CHK'D.		MADE	CHK'D.
DRAWN:	JIBS	IBP	DESIGN:	IBP	

DATE: 11-30-21
SCALE: AS SHOWN

CUSTOMER DWG. NO.

WARREN DWG. NO.
D21-62-S1-0

Attachment #3: 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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US POSTAGE

NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL (DPA) CASE NOS. 998; AND
MODIFICATION PERMIT (MOD) CASE NO. 1352-1353

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. 998: A request to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and the re-location of an existing stormwater treatment system;

MODIFICATION PERMIT CASE NO. 1352: A request to reserve and not provide a total of 21 of the required 74 parking spaces on-site; and

MODIFICATION PERMIT CASE NO. 1353: A request to not fully screen the proposed ICA baghouse from public view.

PROJECT LOCATION: 9440 Ann Street APN: 8168-027-013)

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, October 10, 2022 at 6:00 p.m.**

You may also 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

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

Attachment #3: Public Hearing Notice (Cont.)

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 2, Section 15302 (Replacement or reconstruction), Class 3 (New structure or conversion of small structures), and Class 11 (Accessory structures) of the California Environmental Quality Act (CEQA). The proposed project involves the replacement of an approximately 30 year old baghouse with a new state-of-the-art baghouse to meet SCAQMD Rule 1420.2. Furthermore, 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 Public Hearing before the Planning Commission and express their opinion on the subject item listed above. Please note that if you challenge the afore-mentioned item 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.

PUBLIC COMMENTS may be submitted in writing to the Planning Program Assistant at teresacavallo@santafesprings.org. Please submit your written comments by 12:00 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 from Cuong Nguyen, Assistant Director of Planning, via e-mail at: CuongNguyen@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7359.

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

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

Attachment #4: Radius Map for Public Hearing Notice



Attachment #5: Resolution 217-2022

Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 217-2022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING DEVELOPMENT PLAN APPROVAL CASE NO. 998 AND MODIFICATION PERMIT CASE NOS. 1352-1353

WHEREAS, a request was filed for Development Plan Approval (DPA) Case No. 998 to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and the re-location of an existing stormwater treatment system; and

WHEREAS, a request was filed for Modification Permit (MOD) Case No. 1352 to reserve and not provide a total of 21 of the required 74 parking spaces on-site; and

WHEREAS, a request was filed for Modification Permit (MOD) Case No. 1353 to not fully screen the proposed baghouse and associated accessories from public view; and

WHEREAS, the subject property is located at 9440 Ann Street, with Accessor's Parcel Number of 8168-027-013, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the applicant is Trojan Battery Company, 9440 Ann Street, Santa Fe Springs, CA 90670; and

WHEREAS, the property owner is Horowitz Family Trust, 11911 San Vicente Blvd. No. 275, Los Angeles, CA 90049-5086; and

WHEREAS, the proposed development 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 the provided staff reports, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15302, Class 2 (Replacement or reconstruction); Section 15303, Class 3 (New structure or conversion of small structures); and Section 15311, Class 11 (Accessory structures); and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on September 29, 2022 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 September 29, 2022 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 October 10, 2022 concerning Development Plan Approval Case No. 998 and Modification Permit Case Nos. 1352-1353.

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 project 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 project, however, is categorically exempt pursuant to Section 15302, Class 2: Replacement or reconstruction; Section 15303, Class 3: New structure or conversion of small structures; and Section 15311, Class 11: Accessory structures. The proposed baghouse project involves the replacement of an existing ICA baghouse and air handler with new, state-of-the-art, units. The baghouse and air handler are required for Trojan Battery to meet SCAQMD regulations and air permit conditions.

Lastly, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts).

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. Trojan Battery currently operates a lead acid battery manufacturing plant on the subject property and, therefore, the land will be maintained as an industrial use.

3. The proposed project involves an upgrade to the existing emissions control devices to new state-of-the-art equipment. Since the old equipment is near the end of its useful life, Trojan is proactively replacing the old units before they stop working.

4. The manufacturer of the new baghouse has guaranteed that their unit will provide a 99% removal efficiency. The proposed wheelabrator baghouse will not only replace the existing ICA baghouse but will also replace many of the individual HEPA systems. The project will therefore result in significantly less emission discharge points at the plant.

5. The new state-of-the-art baghouse will allow operators to have greater control and thus ensure plant emissions are properly managed at all times to ensure that local air quality is not compromised.

(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.

Trojan worked with two baghouse vendors to design a baghouse that would meet or exceed air quality regulations and also fit into the designated space on-site. To provide proper air-to-cloth ratio and sufficient bag cloth area, the vendors had to specify longer bags and cages.

Ultimately, Trojan decided to select a wheelabrator baghouse measuring approximately 60 feet tall, or approximately 70 feet if one considers the overall height of the stack. The overall footprint of the baghouse will measure approximately 20' wide x 70' long (1,400 sq. ft.). To allow for ongoing maintenance, there are various platforms and ladders throughout the equipment.

Given the overall size and height of the proposed wheelabrator baghouse, it is very difficult to find a solution that would fully screen the proposed baghouse from public view. The applicant had extensively worked with staff to find a way to screen the proposed baghouse. Unfortunately, because of the overall scale of the equipment, none of the solutions that was explored were effective in screening the equipment in its entirety. The most feasible approach was found to be a combination of powder-coating the equipment in a color to match the existing building and also use landscaping to partially screen the proposed equipment from public view.

As proposed, Trojan is planning to provide a landscape screen with a total of 10 Italian Cypress trees along the west side of the proposed baghouse. Five trees will be placed on either side of the driveway, west of the existing security fence and gate. For these 10 trees, Trojan has committed to installing the largest trees that is available for purchase from local nurseries. In an effort to create a landscape theme

throughout the westerly portions of the site, the applicant will be providing an additional 10 trees of the Italian Cypress variety.

While the overall size of the baghouse could potentially draw more attention to the site, it should be noted that the new baghouse project will effectively reduce the 32 existing stacks at the facility to 9, thus significantly reducing emissions from the facility while also reducing the number of stacks on the facility.

(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 baghouse project has been designed with careful considerations to its proximity to local sensitive receptors (St. Paul High School), operational efficiencies, City and SCAQMD regulations, site constraints, etc.

Trojan Battery worked with two baghouse vendors to find a baghouse design that would meet or exceed air quality regulations and fit into the designated space on-site. Trojan also worked with city staff to come up with the most feasible approach to screen the new equipment.

The proposed baghouse project, and the considerations for its location, size and screening is representative of everyone's commitment to ensure the project is not only suitable for its purpose but is also in harmony with its surroundings.

(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.

Trojan Battery selected the location of the proposed baghouse after a comprehensive review of all other potential locations on the subject property with consideration to the location of the existing building, existing equipment, current easements, and the impact to required parking, on-site circulation and fire access. The new baghouse location, as proposed, is strategically-placed behind the existing security fence/gate. It is setback from Ann Street, but its distance from nearby sensitive receptors (St. Paul High School) was also considered.

Additionally, Trojan considered the overall impact that a new landscape screen might have on the subject property and is therefore proposing to add an additional 10 trees to affectively create a landscape theme along the westerly portion of the site. The additionally trees will help ensure harmony within the overall landscaping.

(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.*

The proposed project does not involve any additions or otherwise changes to the architectural style of the building. The proposed baghouse was intentionally painted to match the color of the existing building.

While the overall size of the baghouse could potentially draw more attention to the site, it should be noted that the new baghouse project will effectively reduce the 32 existing stacks at the facility to 9, thus significantly reducing emissions from the facility while also reducing the number of stacks on the facility.

(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 (Chapter 155: Zoning) 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 previously stated, given the overall size and height of the proposed wheelabrator baghouse, it is very difficult to find a solution that would fully screen the proposed baghouse from public view. The applicant extensively worked with staff to find a way to screen the proposed baghouse. Unfortunately, because of the overall scale of the equipment, none of the solutions that was explored could or would effectively screen the equipment in its entirety. The most feasible approach was found to be a combination of powder-coating the equipment in a color to match the existing building and to also use landscaping to partially screen the proposed equipment from public view.

The Planning Commission therefore finds that proper attention has been given to the location, size, and overall design of the baghouse and related improvements to ensure the project is not only suitable for its purpose but is also in harmony with its surroundings.

(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 III. TEMPORARY MODIFICATION PERMIT FINDINGS

Pursuant to Section 155.697 of the City of Santa Fe Springs Zoning Regulations, the Planning Commission shall consider the following findings in their review and determination of the subject Temporary Modification Permit. Based on the available information, the City of Santa Fe Springs Planning Commission hereby make the following findings:

A) *That there are hardships involved with immediate compliance with certain property development standards.*

Parking

The hardship involved is the fact that the City's Zoning Ordinance does not provide parking calculations based on the actual demand of the subject use, but rather it is based on the building square footage and use/activity. Pursuant to Section 155.481 (D)(1) of the City's Zoning Ordinance, the subject property is required to provide a minimum of 74 parking stalls, while the applicant is proposing to provide 53 parking stalls. According to the applicant, the maximum number of employees that are required to operate their facility per shift is 35 total employees. Trojan Battery is proposing to provide 53 parking stalls. Assuming that everyone on the largest shift drove, there would still be 18 stalls available for potential visitors and any overlap between shifts. The number of stalls that Trojan is proposing to provide would not therefore have a negative impact on surrounding properties.

It should also be noted that Trojan has also provided an alternative parking plan that identifies how the site may provide additional parking if the need arises, or how additional parking stalls may be stripped if Trojan vacates the site. In the past, the alternative plan has been referred to as a Parking Plan B, which typically identified parking stalls that are "reserved but not immediately provided".

Screening

There are several hardships or challenges involved with the proposed baghouse project. In addition to the monumental challenges related to finding an effective screen for the wheelabrator baghouse because of its overall size and height, Trojan also had to contend with the site related constraints and the need to consider the location of the existing building, existing equipment, current easements, and the potential impact to required parking, on-site circulation and fire access. Nevertheless, the proposed baghouse project has been designed with careful considerations to all the above including a baghouse design that would meet or exceed air quality regulations from SCAQMD.

The hardships involved are specific to Trojan Battery Company's manufacturing operations. Not all businesses are subject to the same SCAQMD requirements. Moreover, the proposed wheelabrator baghouse is replacing an existing ICA baghouse that is nearing the end of its useful life. Trojan is proactively replacing the old baghouse before it stops working.

B) *That the modification, if granted, would not be detrimental to the public welfare or to the property of others in the area.*

Parking

As mentioned previously, according to the applicant, the maximum number of employees that are required to operate their facility per shift is 35 total employees. If every employee on the largest shift drove, there would be 18 stall available (or 33% of the overall parking stall provided) for potential visitors and any overlap between shifts. The 53 provided parking stalls should therefore be sufficient to accommodate the applicant's needs and not have a negative impact on surrounding properties.

As mentioned previously, Trojan has also provided an alternative parking plan that identifies how the site may provide additional parking if the need arises, or how additional parking stalls may be stripped if Trojan vacates the site. In the past, the alternative plan has been referred to as a Parking Plan B, which typically identified parking stalls that are "reserved but not immediately provided". As a result, the Planning Commission finds that granting of the subject Modification Permit would not be detrimental to the public welfare or to the properties of others in the area

Screening

Given the overall size and height of the proposed wheelabrator baghouse, it is very difficult to find a solution that would fully screen the proposed baghouse from public view. The applicant has explored several different options to screen the proposed baghouse, including but not limited to landscape screening options, strategic placement of the baghouse, vinyl wrapping and paint options. Unfortunately, because of the overall scale of the new baghouse equipment, none of the solutions that was explored would or could effectively screen the equipment in its entirety. The most feasible approach was found to be a combination of power-coating the equipment a color to match the existing building and also use landscaping to partially screen the proposed equipment from public view. Specifically, the applicant is proposing to use a total of 20 Italian Cypress trees to create a partial screen and to create a landscape theme throughout the westerly portions of the site.

It should be noted that the subject property and battery manufacturing use is located in the M-2 zone and is also surrounding by other M-2 zoned properties. There is no designated scenic vistas in the area. The nearest sensitive receptors are located approximately 1,250 feet north and approximately 900 feet east of the subject site. As mentioned previously, Trojan is proactively replacing the old ICA baghouse with a new state-of-the-art wheelabrator baghouse. The new baghouse will not only be a significant upgrade to the emission controls it will provide a 99% removal efficiency which demonstrates Trojan's commitment to maintain the air quality for the surrounding community.

As a result, the Planning Commission finds that the granting of the subject Modification Permit would not be detrimental to the public welfare or to the properties of others in the area.

SECTION IV. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 217-2022 to approve Development Plan Approval Case No. 998 to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and to re-locate an existing stormwater treatment system; Modification Permit Case No. 1352 to reserve and not provide a total of 21 of the required 74 parking spaces on-site; and Modification Permit Case No. 1353 to not fully screen the proposed baghouse and associated accessories from public view; and determine that the proposed project is categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15302, Class 2 (Replacement or reconstruction); Section 15303, Class 3 (New structure or conversion of small structures); and Section 15311, Class 11 (Accessory structures) for the subject property located at 9440 Ann Street, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 10th day of October, 2022 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

_____
Gabriel Jimenez, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

Attachment A

CONDITIONS OF APPROVAL

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

1. That the remaining off-street parking areas shall not be reduced or encroached upon at any time.

2. 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. Graffiti shall be removed or painted over with a matching paint color within 72-hours of occurrence. Any damage from any cause shall be repaired within 5-days of occurrence, weather permitting, to minimize dangerous conditions and/or visual blight.

3. That all parking stalls and/or designated parking areas shall be continuously available to all employees during business hours. Parking Stalls shall not be sectioned off for reserved or preferred parking.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Kevin Yang 562.868-0511 x3818)

4. 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.

5. That interior gates or fences shall remain open across required Department of Fire-Rescue access roadways during business office hours. Interior gates or fences can only be closed when a security guard is on-site.

6. 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.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Eric Scott 562.868-0511 x3812)

7. 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.

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

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

9. 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.

10. 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.

11. 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)

12. This approval shall allow the applicant, Trojan Battery Comapny, to replace an existing ICA baghouse and air handler with new, state-of-the-art, units and the re-location of an existing stormwater treatment system at 9440 Ann Street.

13. Approval of Development Plan Approval (DPA Case No, 998 is contingent upon approval of Modification Permit Case No. 1352, a request to reserve and not provide a total of 21 of the required 74 parking spaces on-site, and Modification Permit Case No. 1353, a request to not fully screen the proposed wheelabrator baghouse from public view.

14. The existing development along with the subject proposed improvements shall be substantially in accordance with the site plan submitted by the applicant and on file with the case. Any modification shall be subject to prior review and approval by the Director of Planning or his/her designee.

15. 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.

16. All new fences, walls, gates and similar improvements related to the subject property shall be subject to the prior approval of the Department of Fire-Rescue and the Department of Planning and Development.

17. Final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.

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

19. Applicant agrees to patch/repaint the Wheelabrator baghouse and air handler if or when either one becomes significantly discolored. Applicant shall also agree to professionally color match the equipment to help ensure that the patch/repaint will be a seamless match to the color of the Wheelabrator baghouse and air handler equipment.

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

21. Applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

22. The applicant, Trojan Battery Company, 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 https://santafesprings.hdlgov.com.

23. The applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Ann Street, use said street as a staging area, or to back up onto the street from the subject property.

24. 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.

25. 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 use, 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.

26. Unless otherwise specified in the action granting the subject Development Plan Approval and/or Modification Permit, 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/or Modification Permit for a period of 12 consecutive months shall terminate said Development Plan Approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.

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

NEW BUSINESS

Parkway Tree Removal Appeal Decision - Resident Request for Removal of Parkway Tree at 9837 Bartley Avenue

RECOMMENDATIONS

That the Planning Commission take the following actions:

- Reaffirm the decision of the Director of Public Works to deny the request by the property owner to have the City remove the parkway tree in front of 9837 Bartley Avenue; and
- Deny the property owner at 9837 Bartley Avenue a permit to remove the parkway tree at his or her own expense.

BACKGROUND

On January 13, 2000, the City Council approved a procedure and policy for residents to request the removal of parkway trees in front of their homes. The City will remove parkway trees that meet one or more of the following criteria under the current policy:

The tree must be dead, dying, diseased, damaged beyond restoration, damaging certain structures, or non-conforming with the current City approved Parkway Tree Planting Master Plan.

Trees that are determined not meeting the aforementioned criteria may be removed at the resident's expense, only if the resident is granted a Parkway Tree Removal Permit. Per the adopted Parkway Tree Removal Policy, the Director of Public Works (Director) has been designated with the authority to determine whether or not particular parkway trees meet the City's tree removal criteria. If the Director determines that a tree does not meet the removal criteria, the property owner has fifteen (15) days to file an appeal of the Director's decision to the Planning Commission.

In this case, Nansi Quintanilla, residing at 9837 Bartley Avenue is appealing the Director's decision to deny the removal of the parkway tree in front of the home.

Staff Considerations

The existing parkway tree in front of 9837 Bartley Avenue is a Holly Oak designated for planting on Barley Avenue, per the approved Parkway Tree Planting Master Plan. The tree was inspected and found to be healthy as well as in good condition. Therefore, the tree does not meet any of the criteria specified in the Parkway Tree Removal Policy.

Report Submitted By: Noe Negrete
Director of Public Works

Date of Report: September 28, 2022

In the resident's tree removal appeal, the resident states that the tree caused damage to her waterline, the front yard fence, and damaged the sidewalk. Unfortunately, these concerns do not meet the approved criteria for tree removal.

In the event that the Planning Commission affirms the Director's decision to not remove the tree, the Planning Commission may choose to issue the resident a Parkway Tree Resident Removal Permit to remove the tree at his or her own expense. The decision by the Planning Commission shall be final.

Noe Negrete
Director of Public Works

Attachments:
1. Parkway Tree Removal Request Form
2. Tree Removal Denial Letter
3. Tree Removal Appeal Form
4. Parkway Tree Removal Policy Adopted January 13, 2000

Report Submitted By: Noe Negrete, Director of Public Works
Date of Report: September 28, 2022

CITY OF
SANTA FE SPRINGS

11710 E. TELEGRAPH ROAD ♦ CA ♦ 90670-3679 ♦ (562) 868-0511 ♦ (562) 868-7112 ♦ WWW.SANTAFESPRINGS.ORG

DEPARTMENT OF PUBLIC WORKS

PARKWAY TREE REMOVAL REQUEST FORM
SOLICITUDE PAR REMOVER ARBOLES LOCALIZADOS EN LA AVENIDA RESEDENCIAL

DATE OF REQUEST / FECHA DE SOLICITUD: August 3, 2022

☒ RES. ☐ BUS. ☑ CELL

NAME / NOMBRE: Nansi Quintanilla

PHONE / TELEFONO: (562) 310-6672

ADDRESS / DOMICILIO: 9837 Bartley Ave, Santa Fe Springs, CA 90670

NUMBER AND TYPE OF TREE(S) / NUMERO Y TIPO DE ARBOL(ES): 1 (front yard) sidewalk

REASON FOR REMOVAL OF TREE(S) / RAZON PARA REMOVER ARBOL(ES): causing damage to front yard fence and main water line

We kindly ask that the city pay for the removal of the tree as it is also inflicting damage to the concrete on the sidewalk.

SIGNATURE/FIRMA

8.3.2022
DATE/FECHA

For office use only.
Para uso de oficina unicamente.

Reviewed by Director of Public Works:
Revisado por el Director de Obras Publicas:

☐ Approved/Aprobado

☒ Denied/Rechazado

Comments/Comentarios:
I inspected the parkway tree at 9837 Bartley Ave. which is a Holly Oak (Quercus Ilex). I found the tree to be healthy and in good condition. The sidewalk is raised but not lifted and uneven posing a trip hazard. This tree removal request is denied due to not fitting the criteria for removal. Eric Borunda

CITY OF
SANTA FE SPRINGS
11710 E. TELEGRAPH ROAD ♦ CA ♦ 90670-3679 ♦ (562) 868-0511 ♦ (562) 868-7112 ♦ WWW.SANTAFESPRINGS.ORG

DEPARTMENT OF PUBLIC WORKS

September 12, 2022

Nansi Quintanilla
9837 Bartley Avenue
Santa Fe Springs, CA 90670

Subject: Tree Removal Request - Denial

Dear Ms. Quintanilla:

We have received your request to remove a parkway tree in front of 9837 Bartley Avenue. The City's Tree Specialist has inspected the tree and surrounding area. After careful consideration, it has been determined that the tree in question does not meet the criteria for removal, and as such your request to remove the parkway tree cannot be approved at this time.

In accordance with the City of Santa Fe Springs' Parkway Tree Removal Policy, you may appeal this decision to the City Planning Commission, whose decision will be final. The Planning Commission has the authority to have the City remove the tree if funds are available, or to issue you a permit for a contractor to remove the tree at your expense.

If you choose to appeal, the enclosed appeal form must be completed and returned no later than fifteen (15) days from the date of this letter. The tree removal appeal form is enclosed for your convenience.

Sincerely,

Noe Negrete
Director of Public Works/City Engineer

NN/jb

Enclosure: Appeal Form

ANNETTE RODRIGUEZ, MAYOR ♦ JOE ANGEL ZAMORA, MAYOR PRO TEM
CITY COUNCIL
JUANITA MARTIN ♦ JOHN M. MORA ♦ JAY SARNO
CITY MANAGER
RAYMOND R. CRUZ

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TREE REMOVAL APPEAL FORM

Completed form must be submitted to the Public Works Department no later than fifteen (15) days following the decision of the Public Works Director.

Date of Appeal: 9.22.22

(✓) Res. ( ) Bus. ( ) Cell

NAME: Nansi Quintanilla **PHONE:** (562) 310-6672

ADDRESS: 9837 Bartley Ave, Santa Fe Springs, CA 90670

I appeal the decision of the Director of Public Works to deny removal of the parkway tree located at 9837 Bartley Ave, Santa Fe Springs, CA 90670 **for the following reason:** The tree roots are causing the sidewalk concrete to lift and buckle. This posses a risk to walking pedestrians as well as causes damage to my fence/property. If the tree cannot be removed, I kindly request that the city remove the roots that are damaging the sidewalk and entering my property line. The roots have already knocked off some wood panels from my fence see attached

I understand that the decision of the Planning Commission is final.

Nansi Quintanilla 9.22.22

SIGNATURE DATE

For office use only.

Reviewed by Director of Public Works:

☐ Original Decision Reversed

☐ Referred to Planning Commission Date: _____

Comment:

TRAF-2014

January 6, 2000

MEMORANDUM TO THE HONORABLE CITY COUNCIL

COUNCIL MEETING: January 13, 2000 approved.

NEW BUSINESS - Revision to the City's Tree Removal Policy

A few months ago, the City Council appointed Councilmember Louie Gonzalez and Mayor Pro Tempore Betty Putnam to an ad-hoc committee to address concerns relating to parkway trees that residents wanted removed for various reasons, but which did not meet the existing criteria for removal. There has been an increase in such incidents in recent years, due to the aging of the City's tree stock. Most of the residential trees in Santa Fe Springs were planted in the 1950s, when the city incorporated, and are only now reaching full maturity, which is creating problems as these trees interact with the infrastructure and hardscape. It is clear that the tree removal criteria need to be updated to reflect this evolving condition.

Having said that, it is important that the Council not lose sight of the objective and purpose of the existing policy. The City has recognized the benefits of maintaining a large and robust tree population. Some of those benefits include, the fact that trees improve our air by reducing carbon dioxide; trees provide shade and can help cool homes by up to 20 degrees in the summer; trees provide privacy and help reduce noise and glare; trees provide a pleasant ambiance to neighborhoods, thus increasing property valuation; and, crime levels in communities are reduced when there are extensive street tree systems and well-landscaped parks. The City's existing policy reflects the desire to realize these benefits to the fullest. Over the years, the City has gone to great lengths to preserve and maintain its tree stock and has been rewarded for its effort through its designation as a "Tree City USA." Any revision to the tree removal policy should balance the preservation of the City's tree stock with the practical concerns of its residents.

At the request of the Committee, staff analyzed the tree removal policies of several surrounding cities, including, Brea, Cerritos, Downey, Irvine, La Mirada, Long Beach, Norwalk, Pasadena and Whittier. Most provided for some variation of "Dead, Dying and Diseased" as its criteria, and all seemed to struggle with the balance between preservation and practicality mentioned above. After careful consideration, two main deficiencies in our policy emerged. Firstly, the removal criteria are too narrowly defined.(i.e.,staff feels hamstrung by the criteria); secondly, the lack of an appeals process does not allow for mutually satisfactory resolution of disputes.

The proposed revisions that follow strive to mitigate the problems that stem from the two

deficiencies described above. They don't, however, remedy all of the concerns raised by residents in the recent past, a matter that shall be addressed in more detail below. This is primarily due to the fact that the revisions are, in essence, a compromise between preservation and practicality. However, it is a compromise that gives staff more leeway and discretion in making administrative decisions by broadening the removal criteria to include dangerous, damaged beyond restoration, damaging certain structures and non-conforming to the existing Master Street Tree Plan, and by allowing staff to make decisions in the field. Likewise, the revisions allow for a more mutually satisfactory appeals process by giving the Planning Commission the ability to adjudicate appeals of administrative decisions to deny removal of trees. This will provide a mechanism whereby residents can voice their concerns outside of the bureaucratic realm, in front of a panel of their peers. While this will not satisfy each and every resident who has a complaint about a tree, it will confer upon those residents the respect and satisfaction of an official hearing in front of an official body of the City, and hopefully convey to those persons the complexity and broader aspects of the City's Tree Removal Policy in a way that is mutually satisfactory.

The following is a list of proposed revisions to the City's Tree Removal Policy:

1. BROADENING OF REMOVAL CRITERIA

Criteria for Removal of Parkway Trees:

Dead, dying, diseased, dangerous, damaged beyond restoration, damaging certain structures or non-conforming to the existing Master Street Tree Plan.
NOTE:

1) "Dangerous" shall mean conditions such as but not restricted to:

- A tree whose limbs are growing into power lines which cannot reasonably be trimmed and are an immediate hazard.
- A tree that is leaning to the point of being unstable in heavy winds.
- A tree that has experienced extensive root pruning, making it a hazard.
- A tree that is blocking any traffic control device and simple trimming cannot remedy the visibility problem.
- A tree that presents a hazard to the general public or causes a liability to the City.

2) "Damaging certain structures" refers to trees that cause damage to structures as follows:

- Sidewalks, curbs, drives, buildings and other structures, such that the cost to repair the damage exceeds the appraised value of the tree (using the appraisal method established by the International Society of Arboriculture).
- Damage to sewer and underground utilities is not a grounds for removal but may be considered under "Resident Removal" criteria. Proof of damage to sewer lines shall be evidenced by the submission of three plumber's invoices denoting root blockage for at least twelve months. In cases of damage to sewer lines, the City

may provide a one (1) time root destroyer. Future root destroyer will be the resident's responsibility.

2. INCORPORATION OF THE PLANNING COMMISSION INTO THE APPEALS PROCESS

City Removal of Trees:

The City may remove a City tree and bear all the costs entailed if the Director of Public Works determines that the suspect tree meets the removal criteria.

Appeals:

Appeals of the Director's decision will be heard by the Planning Commission. In adjudicating appeals of the Director of Public Works tree removal decision, the Planning Commission is authorized to either reverse the Director's decision, whereby the City would pay for the removal of the tree if funds are available, or, if it is determined that non-removal places a burden on the property owner substantially greater than the benefit to the public, the Planning Commission is authorized to grant a "Resident Removal Permit", which allows a resident to remove the tree in question at the resident's expense.

Resident Removal:

A "Resident Removal Permit" allows a resident to remove a "parkway tree" at his/her own expense. Removal shall include extraction of the tree's stump. A City inspector shall inspect the tree and surrounding infrastructure before and after the removal of the tree. The resident will be liable for any damage to the infrastructure incurred during removal. The planting of a City approved replacement tree is required unless the resident petitions the City to not replace the removed tree. The Planning Commission may grant such a permit in the manner described above, or the City's Director of Public Works may issue such a permit upon reasonable proof of damage to the resident's property. Twenty such permits will be allowed each year.

3. WHAT THE REVISED POLICY DOES NOT ADDRESS

There are two scenarios that the proposed revisions to the City's Tree Removal Policy will not assuage: (1) The adamant resident who cannot comprehend the broader benefit of tree preservation and whose tree does not meet either City removal or resident removal criteria; and, (2) the resident whose tree meets the resident removal criteria, but is unwilling to bear the cost of removing the tree.

The resident in the first scenario will never be completely satisfied, unless we change the tree

policy such that preservation is no longer a concern at all. This resident's parkway tree may indeed be a nuisance. But, the question is, is that nuisance greater than the benefit that the community as a whole reaps from the city-wide tree stock. If the policy is revised to appease this type of situation, the bar will be lowered such that it obligates the City to remove all of the resident's neighbors' trees who have similar nuisance level problems. If the City wants to maintain and promote the abundance of the Citywide tree stock, then it must indiscriminately enforce the removal criteria. That said, the proposed revisions to the tree policy do allow for a greater level of citizen participation in the process and provides a forum where the disgruntled resident can air her concerns to her peers in a non-bureaucratic setting; the Planning Commission.

The second scenario is similarly unaffected by the proposed revisions. The City's current policy allows for resident removal at resident cost. The problem has been, and will continue to be, that removing the tree is either cost prohibitive for the resident or the resident is adverse to paying for removal as a matter of principle.

The latter is somewhat related to the first scenario where the resident is unappreciative of the broader benefits that trees yield. The cost-prohibitive problem, although not addressed in these revisions, might be ameliorated through a program either analogous to or subsumed by the City's Home Repair Program. The use of housing-set-aside money to remove trees that are doing damage to property is consistent with the current use of those funds.

FISCAL IMPACT STATEMENT

The Director of Public Works and the Director of Finance and Administrative Services do not anticipate that the recommended policy will exceed this year's tree removal budget authorization, due to the timing of implementation. However, a budget adjustment may be necessary for FY 2000/2001 if, as we expect, more trees are removed as a result of the new policy. Any such revision will be brought to the City Council along with other revisions in June.

assign tree removal project number.

INFRASTRUCTURE STATEMENT

Staff expects that the implementation of the proposed revisions will have the long term effect of reducing infrastructure damage and repair costs, due to the ongoing and periodic removal of overgrown trees.

RECOMMENDATION

1) Adopt the proposed revisions to the tree removal criteria
2) Place the responsibility for tree removal appeals and related issues under the purview of the Planning Commission.
3) Authorize staff to investigate the feasibility of broadening the scope of the Home Repair Program to include tree removal.

Frederick W. Latham
City Manager

NEW BUSINESS

Parkway Tree Removal Appeal Decision - Resident Request for Removal of Parkway Tree at 11323 Fredson Street

RECOMMENDATION

That the Planning Commission take the following actions:

- Reaffirm the decision of the Director of Public Works to deny the request by the property owner to have the City remove the parkway tree in front of 11323 Fredson Street; and
- Deny the property owner at 11323 Fredson Street a permit to remove the parkway tree at his or her own expense.

BACKGROUND

On January 13, 2000, the City Council approved a procedure and policy for residents to request the removal of parkway trees in front of their homes. The City will remove parkway trees that meet one or more of the following criteria under the current policy:

The tree must be dead, dying, diseased, damaged beyond restoration, damaging certain structures, or non-conforming with the current City approved Parkway Tree Planting Master Plan.

Trees that are determined not meeting the aforementioned criteria may be removed at the resident's expense, only if the resident is granted a Parkway Tree Removal Permit. Per the adopted Parkway Tree Removal Policy, the Director of Public Works (Director) has been designated with the authority to determine whether or not particular parkway trees meet the City's tree removal criteria. If the Director determines that a tree does not meet the removal criteria, the property owner has fifteen (15) days to file an appeal of the Director's decision to the Planning Commission.

In this case, David Ballesteros, residing at 11323 Fredson Street is appealing the Director's decision to deny the removal of the parkway tree in front of the home.

Staff Considerations

The existing parkway tree in front of 11323 Fredson Street is a Chinese Elm designated for planting on Fredson Street, per the approved Parkway Tree Planting Master Plan. The tree was inspected and found to be healthy as well as in good condition. Therefore, the tree does not meet any of the criteria specified in the Parkway Tree Removal Policy.

Report Submitted By: Noe Negrete
Director of Public Works

Date of Report: September 28, 2022

In the resident's tree removal appeal, the resident states that the tree caused damage to the sidewalk and drips sap. Unfortunately, these concerns do not meet the approved criteria for tree removal.

In the event that the Planning Commission affirms the Director's decision to not remove the tree, the Planning Commission may choose to issue the resident a Parkway Tree Resident Removal Permit to remove the tree at his or her own expense. The decision by the Planning Commission shall be final.

for Noe Negrete
Director of Public Works

Attachments:
1. Parkway Tree Removal Request Form
2. Tree Removal Denial Letter
3. Tree Removal Appeal Form
4. Parkway Tree Removal Policy Adopted January 13, 2000

Report Submitted By: Noe Negrete, Director of Public Works
Date of Report: September 28, 2022

RECEIVED
By Technology Services at 8:50 am, Aug 09, 2022

CITY OF
SANTA FE SPRINGS
11710 E. TELEGRAPH ROAD ♦ CA ♦ 90670-3679 ♦ (562) 868-0511 ♦ (562) 868-7112 ♦ WWW.SANTAFESPRINGS.ORG
DEPARTMENT OF PUBLIC WORKS

PARKWAY TREE REMOVAL REQUEST FORM
SOLICITUDE PAR REMOVER ARBOLES LOCALIZADOS EN LA AVENIDA RESEDENCIAL

DATE OF REQUEST / FECHA DE SOLICITUD: 08/09/2022

☐ RES. ☐ BUS. ☒ CELL

NAME / NOMBRE: David Ballesteros

PHONE / TELEFONO: (562)447-0559

ADDRESS / DOMICILIO: 11323 Fredson Street Santa Fe Springs CA, 90670

NUMBER AND TYPE OF TREE(S) / NUMERO Y TIPO DE ARBOL(ES): (1) Large Tree

REASON FOR REMOVAL OF TREE(S) / RAZON PARA REMOVER ARBOL(ES): The tree is a hazard. Currently the side walk is being repaired, per the city worker they had to cut down the roots "a lot". Also the tree has over the years started to lean more and more to the point it may tip over, especially since the roots where cut down to repair the sidewalk, and the roots where the oposite direction the tree is leaning. Lastly, the tree drips a lot of sap to the point where it makes seeing out my vehicles windows very difficult, which causes a danger of to the general public.

SIGNATURE/FIRMA

August 9, 2022
DATE/FECHA

For office use only.
Para uso de oficina unicamente.

Reviewed by Director of Public Works:
Revisado por el Director de Obras Publicas:

☐ Approved/Aprobado

☐ Denied/Rechazado

Comments/Comentarios:

CITY OF
SANTA FE SPRINGS
11710 E. TELEGRAPH ROAD ♦ CA ♦ 90670-3679 ♦ (562) 868-0511 ♦ (562) 868-7112 ♦ WWW.SANTAFESPRINGS.ORG

DEPARTMENT OF PUBLIC WORKS

August 31, 2022

David Ballesteros
11323 Fredson Street
Santa Fe Springs, CA 90670

Subject: Tree Removal Request - Denial

Dear Mr. Ballesteros:

We have received your request to remove a parkway tree in front of 11323 Fredson Street. The City's Tree Specialist has inspected the tree and surrounding area. After careful consideration, it has been determined that the tree in question does not meet the criteria for removal, and as such your request to remove the parkway tree cannot be approved at this time.

In accordance with the City of Santa Fe Springs' Parkway Tree Removal Policy, you may appeal this decision to the City Planning Commission, whose decision will be final. The Planning Commission has the authority to have the City remove the tree if funds are available, or to issue you a permit for a contractor to remove the tree at your expense.

If you choose to appeal, the enclosed appeal form must be completed and returned no later than fifteen (15) days from the date of this letter. The tree removal appeal form is enclosed for your convenience.

Sincerely,

Noe Negrete
Director of Public Works/City Engineer

NN/jb

Enclosure: Appeal Form

ANNETTE RODRIGUEZ, MAYOR ♦ JOE ANGEL ZAMORA, MAYOR PRO TEM
CITY COUNCIL
JUANITA MARTIN ♦ JOHN M. MORA ♦ JAY SARNO
CITY MANAGER
RAYMOND R. CRUZ

RECEIVED
CITY OF SANTA FE SPRINGS
PUBLIC WORKS
2022 SEP 7 PM 1:32

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"

TREE REMOVAL APPEAL FORM

Completed form must be submitted to the Public Works Department no later than fifteen (15) days following the decision of the Public Works Director.

Date of Appeal: 9-6-22

○ Res. ○ Bus. ◉ Cell

NAME: David Ballesteras **PHONE:** (562) 447-0559

ADDRESS: 11323 Fredson St. Santa Fe Springs CA 90670

I appeal the decision of the Director of Public Works to deny removal of the parkway tree located at 11323 Fredson St. Santa Fe Springs CA 90670 **for the following reason:** The tree is a hazard. Eventhough the side walk has been repaired, it still is unsettling having heard from the city worker that they had to cut the roots "A lot" to repair the sidewalk. The tree is very large and is leaning noticeably more and more over the years. Over the years large branches have fallen on our cars and the sap that the tree now drips on any vehicle under it makes it difficult to see out our windows while driving. The tree is distroying our property!

I understand that the decision of the Planning Commission is final.

David Ballesteras
SIGNATURE

9-6-22
DATE

For office use only.

Reviewed by Director of Public Works:

☐ Original Decision Reversed

☐ Referred to Planning Commission **Date:** _____

Comment:

TRAF-2014

January 6, 2000

MEMORANDUM TO THE HONORABLE CITY COUNCIL

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The resident in the first scenario will never be completely satisfied, unless we change the tree

policy such that preservation is no longer a concern at all. This resident's parkway tree may indeed be a nuisance. But, the question is, is that nuisance greater than the benefit that the community as a whole reaps from the city-wide tree stock. If the policy is revised to appease this type of situation, the bar will be lowered such that it obligates the City to remove all of the resident's neighbors' trees who have similar nuisance level problems. If the City wants to maintain and promote the abundance of the Citywide tree stock, then it must indiscriminately enforce the removal criteria. That said, the proposed revisions to the tree policy do allow for a greater level of citizen participation in the process and provides a forum where the disgruntled resident can air her concerns to her peers in a non-bureaucratic setting; the Planning Commission.

The second scenario is similarly unaffected by the proposed revisions. The City's current policy allows for resident removal at resident cost. The problem has been, and will continue to be, that removing the tree is either cost prohibitive for the resident or the resident is adverse to paying for removal as a matter of principle.

The latter is somewhat related to the first scenario where the resident is unappreciative of the broader benefits that trees yield. The cost-prohibitive problem, although not addressed in these revisions, might be ameliorated through a program either analogous to or subsumed by the City's Home Repair Program. The use of housing-set-aside money to remove trees that are doing damage to property is consistent with the current use of those funds.

FISCAL IMPACT STATEMENT

The Director of Public Works and the Director of Finance and Administrative Services do not anticipate that the recommended policy will exceed this year's tree removal budget authorization, due to the timing of implementation. However, a budget adjustment may be necessary for FY 2000/2001 if, as we expect, more trees are removed as a result of the new policy. Any such revision will be brought to the City Council along with other revisions in June.

assign tree removal project number.

INFRASTRUCTURE STATEMENT

Staff expects that the implementation of the proposed revisions will have the long term effect of reducing infrastructure damage and repair costs, due to the ongoing and periodic removal of overgrown trees.

RECOMMENDATION

1) Adopt the proposed revisions to the tree removal criteria
2) Place the responsibility for tree removal appeals and related issues under the purview of the Planning Commission.
3) Authorize staff to investigate the feasibility of broadening the scope of the Home Repair Program to include tree removal.

Frederick W. Latham
City Manager

CONSENT ITEM

Conditional Use Permit Case No. 760-2

A compliance review to allow the continued operation and maintenance of an indoor café with a drive-thru lane located at 7930 Norwalk Boulevard (APN: 8176-017-029), within the C-4-PD, Community Commercial – Planning Development Overlay, Zone (Starbucks Coffee Company).

RECOMMENDATIONS

- Find that the continued operation and maintenance of an indoor café with a drive-thru lane, if conducted in a strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and, therefore, will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general; and
- Require that Conditional Use Permit (CUP) Case No. 760, be subject to a compliance review in five (5) years, on or before, October 10, 2027, to ensure the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

In accordance with Section 155.153 (K) of the City's Zoning Ordinance, the establishment of a drive-thru restaurant shall be permitted in the C-4 (Community Commercial) Zone, only after a Conditional Use Permit has been issued.

On February 18, 2015, the Planning Commission initially approved CUP Case No. 760 to allow the establishment, operation, and maintenance of an indoor café with a drive-thru lane at 7930 Norwalk Boulevard. The subject (CUP) was approved for one (1) year period, until February 18, 2016.

On July 11, 2016, the Planning Commission approved the request for a compliance review to allow the continued operation and maintenance of a drive-thru restaurant for an additional five (5) years. The business continues to operate and remain as a drive-thru restaurant facility. The use has continued to operate in the same manner as it was previously approved and there has been no modifications to the use or structures involved.

STAFF CONSIDERATIONS

As standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission.

On October 5, 2021, staff conducted a site inspection and concluded that the subject CUP was in full compliance with the conditions of approval. Because the original planner that had managed the compliance review had left the city before the compliance review was brought before the Planning Commission for consideration, staff recently conducted a follow-up-inspection on September 15, 2022 to confirm continual compliance before placing this matter on the PC agenda. Unfortunately, staff discovered that the operations was no longer in full compliance with the conditions of approval.

Condition number 10 and 14 states “That the applicant and/or their employees shall not allow persons to loiter on the subject premises, and shall immediately report all such instances to the Polices Services Center.” and “That the subject site shall be monitored daily and cleared of any trash, junk, litter, and debris.” On our recent visit, staff observed several areas where trash had accumulated on-site.

- Staff revisited the site on September 27, 2022 and the drive-thru restaurant is once again in full compliance with the conditional use of permit. The previous issued related to loitering and trash have since been resolved.

Staff therefore finds that if the drive-thru restaurant continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public or the environment. Staff is, therefore, recommending that CUP 760 be subject to a compliance review in five (5) years, on or before October 10, 2027, to ensure the use is still operating in compliance with the conditions of approval as contained in this staff report.

POLICE SERVICES
(Contact: Luis Collazo (562) 868-0511 x3335)

1. The all curbs within 100’ from the subject building shall be painted red and labeled “No Parking” to discourage parking within the aisles. **(Satisfied)**

2. That a loading/unloading area shall be designated on a site plan and submitted to the Department of Police Services for review and approval. Said loading/unloading area shall not be placed where it encroaches or disrupts vehicular traffic circulation. The site plan shall be submitted within 60 days from the approval of this Permit by the City Council. **(Satisfied)**

3. That the Applicant shall show on a site plan the method of how it intends to direct customers parked on the south parking area to the main entry of the store. This information may be placed on the plan as indicated on Condition No 38 pertaining to the loading area. **(Satisfied)**

4. That the drive –thru exit shall be provided with a STOP sign, and the word “STOP” shall also be painted on the asphalt with white traffic paint. **(Satisfied)**

5. 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 general area and the parking area serving the business. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or for the light to become a public nuisance. The photometric and plan shall be submitted to the Director of Police Services no later than sixty (60) days from the date of approval of this Permit by the City Council. **(Satisfied)**

6. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number, and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief 60 days prior to the opening of the business. Emergency information shall allow emergency services to reach the applicant of their representative any time, 24 hours a day. The form to provide the information is part of the Business License package. **(Satisfied)**

7. 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. **(Satisfied)**

8. That the proposed buildings, including, 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 of 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. **(On-going)**

9. That the applicant shall install and maintain operating video surveillance equipment capable of monitoring interior and exterior seating areas, customer entry doors, drive-thru, and register areas. That the recorded videos shall be accessible to law enforcements personnel during any lawful investigation. **(Satisfied)**

10. That the applicant and/or their employees shall not allow persons to loiter on the subject premises, and shall immediately report all such instances to the Polices Services Center. **(On-going)**

PLANNING AND DEVELOPMENT DEPARTMENT
(Contact: Christian Calisaan at 562-868-0511 x7519)

11. Installation of exterior newsstands, pay phones, or vending machines shall be prohibited. **(On-going)**

12. An attendant shall monitor the drive-thru lane when more than eight (8) vehicles are stacked in the drive0thru lane to mitigate potential circulation issues within the parking lot area. **(On-going)**

13. That the non-paved area of the property shall continually be maintained free of trash and/or debris, overgrown vegetation, storage or any kind. **(On-going)**

14. That the subject site shall be monitored daily and cleared of any trash, junk, litter, and debris. **(On-going)**

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

    a. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:
        1. A roof plan showing the location of all roof –mounted equipment;
        2. Elevations of all existing and proposed mechanical equipment; and
        3. A line-of-sight drawing or a building cross-section drawing in 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. **(Satisfied)**

16. That the Department of Planning and Development shall first review and approve all sign proposal 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”x17” minimum-size paper. All signs shall be installed in accordance with the

sign standards of the Zoning Ordinance, the Sign Guidelines of the City, and the Santa Fe Springs Promenade Comprehensive Sign Program. **(On-going)**

17. Directional signage shall be placed at the drive-thru entrance and at the exit to direct customers. **(Satisfied)**

18. That prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both Forms, and required accompanying forms, may be obtained at City Hall or through the City's web site www.santafesprings.org **(Satisfied)**

19. That the owner/developer shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be accessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. A business license application can also be downloaded at www.santafesprings.org **(Satisfied)**

20. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case. **(On-going)**

21. That the final plot plan, floor plan, and elevations of the proposed development and all other appurtenant improvements, textures, and color schemes shall be subject to the final approval of the Director of Planning and Development. **(On-going)**

22. That the owner/developer shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein shall be made part of the construction drawings for the proposed development. Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings. **(Satisfied)**

23. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code; and all other applicable County, State, and Federal regulations and codes shall be complied with. **(On-going)**

24. That the Conditional Use Permit Case No. 760 shall be subject to a compliance review in five (5) years by October 10, 2027 to ensure that the subject indoor café with drive-thru lane is still operating in strict compliance with these conditions of approval. Approximately three (3) months before October 10, 2027, the applicant/owner shall request, in writing, an extension of the privileges granted

herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval. **(Revised On-going)**

25. That if there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning and Development 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. **(On-going)**

26. That the owner, Starbucks Coffee Company, agrees to defend, indemnify, and hold harmless the City of Santa Fe Springs, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul an approval of the City or any of its councils, commissions, committees, or board arising from or in any way related to the subject CUP, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers, or employees receive notice of any such claims, action, or proceeding, the City shall promptly notify the owner/developer of such claim, action, or proceeding, and shall cooperate fully in the defense thereof. **(On-going)**

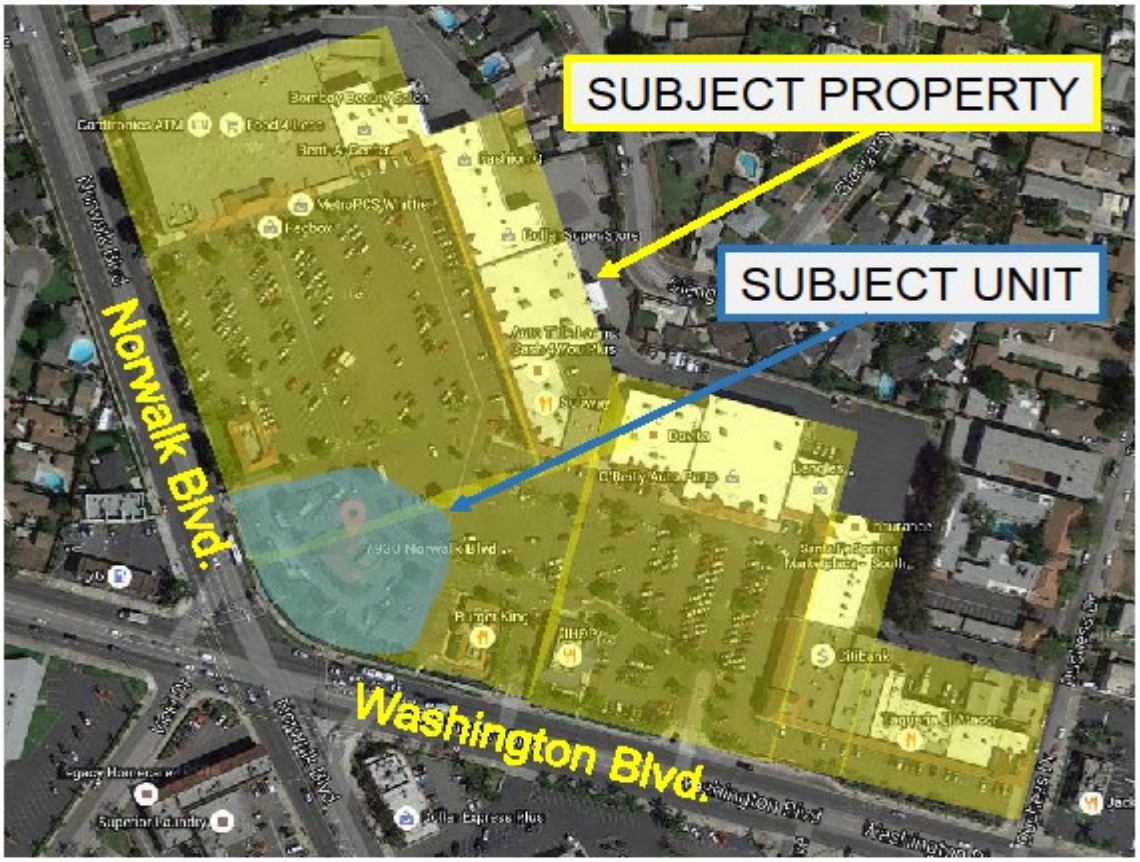
27. That it is hereby declare to be the intent that if any provisions of this Approval is violated or held to be invalid, or if any law, statute, or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse. **(On-going)**

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photo
2. Site Photos: Inspection
3. Compliance Review - Request Letter

Attachment 1:
Aerial Photo

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

CONDITIONAL USE PERMIT CASE NO. 760

7930 Norwalk Boulevard
(Applicant: Starbucks Coffee Company)

NORTH

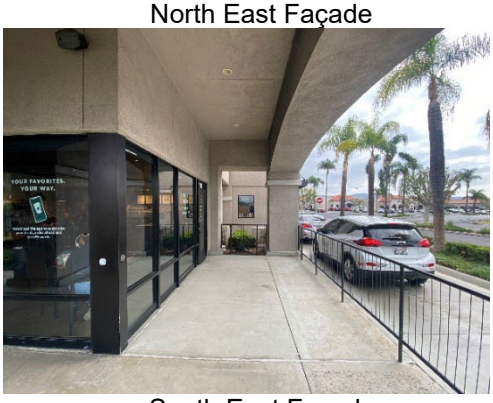
Attachment 2:
Site Photos – Inspection


Drive-Tru Exit



North East Façade


South West Façade/Drive-Thru


South East Façade


Exterior Landscaping


Drive-Thru/Exterior Landscaping



Updated North East Facade

Attachment 3:
Compliance Review – Request Letter

Via USPS

June 7, 2021

City of Santa Fe Springs
Attn: Planning and Development Department
11710 Telegraph Road
Santa Fe Springs, CA 90670-3679

RE: Conditional Use Permit (CUP) Case No. 760-2
7930 Norwalk Blvd., Santa Fe Springs, CA 90606

Sir or Madame,

Thank you for the notification letter dated May 4, 2021 regarding the above-referenced Conditional Use Permit. Starbucks Coffee Company requests the review and approval to allow the continued operation and maintenance of an existing indoor café with a drive-thru lane on the property located at 7930 Norwalk Blvd. (APN: 8176-017-029)

The current operational activities remain consistent with the initially approved and last reviewed entitlement (July 2016).

Enclosed is the check made out to the city of Santa Fe Springs in the amount of $563.00 (five hundred and sixty-three dollars) for the processing fee.

Sincerely,

Starbucks Coffee Company

Starbucks Corporation | Financial Lease Administration | PO Box 35126, MS-RE3 | Seattle, WA 98124-5126
Financial Lease Administration Hotline: 206.318.4440
Financial Lease Administration Email: FinancialLeaseAdmi@starbucks.com

CONSENT ITEM

Conditional Use Permit Case No. 809-2

A compliance review to allow the continued operation and maintenance of a warehouse and distribution use involving oils and lubricants use totaling 647,600 gallons, on property located at 14112 Pontlavoy Avenue. (APN: 8059-030-035), within the M-2, Heavy Manufacturing, Zone. (SC Fuels)

RECOMMENDATIONS:

- Find that the continued operation of the subject warehouse and distribution of oils and lubricants use, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and, therefore, will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general; and
- Require that Conditional Use Permit Case (CUP) No. 809, be subject to a compliance review in five (5) years, on or before October 10, 2027, to ensure the subject warehouse and distribution of oils and lubricants use, totaling 647,600 gallons, is still operating in strict compliance with the conditions of approval as stated within this staff report.

On July 13, 2020, the Planning Commission approved CUP Case No. 809 to allow the establishment, operation, and maintenance of a warehouse and distribution use involving oils and lubricants totaling 647,600 gallons, on property located at 14112 Pontlavoy Avenue. The CUP was originally approved for a one (1) year period, until July 13, 2021. Due to construction delays, however, the Planning Commission granted a one (1) year Time Extension on August 9, 2021.

ZONING CODE REQUIREMENT

In accordance with Section 155.243(B)(3) of the City's Zoning Ordinance, storage of oil or other flammable liquids in amounts of 100,000 gallons or more are required to obtain a Conditional Use Permit prior to commencement of such activities when said use is located in the M-2, Heavy Manufacturing, Zone.

City of Santa Fe Springs – Zoning Ordinance
Section 155.243 – Permitted, Accessory, and Conditional Uses (B)(3)

The following uses shall be permitted in the M-2, Heavy Manufacturing, Zone only after a valid conditional use permit has first been issued:

(B) Storage of:

(3) Oil or other flammable liquids in amounts of 100,000 gallons or more.

STAFF CONSIDERATIONS

As standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission.

An initial inspection of the subject property was conducted on July 18, 2022 and revealed that the subject facility was in violation of conditions #28 and #36. Following the inspection, staff explained the violations to the applicant and requested that the violations be corrected immediately. Specifically, the applicant was directed to comply with the following:

- Remove the scissor lift from the parking area (condition #28)
- Maintain the landscaping within the front yard area (condition #36)

A follow-up inspection, conducted on August 30, 2022, revealed that the scissor lift was placed inside of the warehouse and new landscaping had been installed. As a result, staff determined that the subject facility was in full compliance with the conditions of approval.

With the subject facility in full compliance with the existing conditions of approval, staff finds that if the applicant continues to conduct their operations in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public or environment. Staff is, therefore, recommending that CUP 809 be subject to a compliance review in five (5) years, on or before, October 10, 2027, to ensure the use in still operating in compliance with the conditions of approval as contained in this staff report.

CONDITIONS OF APPROVAL

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

1. That in order to facilitate the removal of unauthorized vehicles parked on the property (after construction of the building is completed), 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. **(on-going)**

2. 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 and/or merchandise shall not be left out awaiting loading. Outdoor storage and/or activities are strictly prohibited at all times. **(on-going)**

3. That trucks are not to back-in from the street or block traffic at any time; drivers are subject to citations. **(on-going)**

4. That off-street parking areas shall not be reduced or encroached upon at any time. **(on-going)**

5. 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. **(on-going)**

6. 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. **(on-going)**

7. 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 building construction material, repairs, or the like is permitted when a Building Permit has been issued to the property. **(on-going)**

8. That at no time shall any trailer or other vehicle be used to store any chemicals and/or product and/or remain on the premises unattached with chemicals and/or products. **(on-going)**

9. That all conditions of approval are binding with the Applicant as provided in Section 155.678. Consequently, any violation of the conditions of approval is a violation of Section 155.678 and is therefore subject to a citation and/or the process for revocation if the violation(s) is not

corrected within a timely manner. Citations carry a fine of up to $500.00 every day that the violation continues to exist. **(on-going)**

10. That the parking area shall not be used to store trailers and/or trucks unless proper approval has been granted by the City. **(on-going)**

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Kevin Yang 562.868-0511 x3818)

11. 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. **(on-going)**

12. 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. **(on-going)**

13. 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. **(on-going)**

14. 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. **(on-going)**

15. 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. **(satisfied)**

16. 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. **(on-going)**

17. That signs and markings required by the Department of Fire-Rescue shall be installed along the required Department of Fire-Rescue access roadways. **(on-going)**

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Eric Scott 562.868-0511 x3812)

18. 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. **(on-going)**

19. That the applicant shall submit plumbing plans to the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer. **(satisfied)**

20. That the applicant shall ~~obtain~~ **maintain** an Industrial General Storm Water Permit from the State Water Resources Control Board through the Storm Water Multiple Application and Report Tracking System (SMARTS) located at https://smarts.waterboards.ca.gov. **(on-going – revised)**

21. The Applicant shall not load or unload tank cars through pressurizing the car, pumping the liquid under pressure or using the bottom connection unless automatic and manual shut-off valves and secondary containment are provided. **(on-going)**

22. The Applicant shall provide high level alarms and automatic shut-off devices on all tanks that exceed 500 gallons. Alarms shall sound at 90 percent capacity and shut-off devices shall initiate at 95 percent tank capacity. **(on-going)**

23. The Applicant shall obtain permits for any proposed facility modifications and for the storage and use of new materials that have physical and/or health hazards as defined in the California Fire Code. All storage and use of hazardous chemicals shall meet the requirements of the current California Fire and Building Codes. **(on-going)**

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

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

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Vince Velasco 562.868-0511 x7353)

25. This approval shall allow the applicant, SC Fuels, to establish, operate, and maintain a warehouse and distribution of oils and lubricants use, totaling 647,600 gallons, within an existing approximately 57,864 sq. ft. industrial building located at 14112 Pontlavoy Avenue. Any modification to the quantity of oils and/or lubricants shall be subject to prior review and approval by the Director of Planning or his/her designee. **(on-going)**

26. Applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054. **(on-going)**

27. The warehouse and distribution of oils and lubricants use shall otherwise be substantially in accordance with the plot plan, floor plan, and operational narrative submitted by the applicant and on file with the case. Any modification shall be subject to prior review and approval by the Director of Planning or his/her designee. **(on-going)**

28. All activities shall occur inside the building. 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. **(on-going)**

29. The applicant shall notify, in writing, of any change in ownership within 30 days. The conditions of approval shall be binding to any successors. **(on-going)**

30. All fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Department of Fire-Rescue and the Department of Planning and Development. **(on-going)**

31. The Department of Planning and Development shall first review and approve all sign proposals for the subject warehouse and distribution of

oils and lubricants use. 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" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(on-going)**

32. The subject warehouse and distribution of oils and lubricants use shall comply with Section 155.420 of the City's Zoning Ordinance regarding the generation of objectionable odors. If there is a violation of this aforementioned Section, the applicant shall take whatever measures necessary to eliminate the objectionable odors from the operation in a timely manner. **(on-going)**

33. The applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Pontlavoy Avenue as a staging area, or to back up onto the street from the subject property. **(on-going)**

34. Applicant shall not sublet, lease or rent the proposed development without prior approval from the Director of Planning. **(on-going)**

35. Prior to occupancy, the applicant 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 Finance Department at (562) 868-0511, extension 7520, or through the City's web site (www.santafesprings.org). **(satisfied)**

36. 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. **(on-going)**

37. Conditional Use Permit Case No. 809 shall be subject to a compliance review in ~~one~~ **five** year**s**, on or before ~~July 13, 2021~~ **October 10, 2027**, to ensure that the subject warehouse and distribution of oils and lubricants use is still operating in strict compliance with these conditions of approval. Approximately three (3) months before ~~July 13, 2021~~ **October 10, 2027**, the applicant shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval. **(on-going - revised)**

38. 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 use, 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. **(on-going)**

39. 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. Applicant shall be notified prior to any such action. **(on-going)**

40. It is hereby declared to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is

violated, this Approval shall be void and privileges granted hereunder shall lapse. **(on-going)**

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Site Photos
3. Compliance Review Request Letter

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

CONDITIONAL USE PERMIT CASE NO. 809

NORTH

14112 Pontlavoy Avenue
(Applicant: SC Fuels)

Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: October 7, 2022

Site Photos

Initial Inspection:





Corrections:




Compliance Review Request Letter

1800 West Katella Ave. Suite 400
P.O. Box 4159
Orange, CA 92863-4159
(714)744-7140

July 5, 2022

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

Attn: Planning Dept.
(562) 868-0511

Subject: **SC Fuels**
14112 Pontlavoy Ave.
Santa Fe Springs, CA 90670

Re: **Compliance Inspection**
Conditional Use Permit No. 809

Dear Planning:

Regarding the subject Conditional Use Permit No. 809 issued on July 30th ,2020 for the subject project, we request a CUP compliance review inspection.

There have been no operational changes since the original CUP approval for this location.

We appreciated your understanding of this matter. Please contact me at (714) 516-7273, if you have any questions. Thanks for your time.

Best regards,

De Len B. Holbrook
Vice President, HSE & Facilities