



City of Santa Fe Springs

Planning Commission Meeting

AGENDA

MEETING OF THE SANTA FE SPRINGS PLANNING COMMISSION

March 13, 2023

6:00 p.m.

Joseph Flores, Commissioner

Gabriel Jimenez, Chairperson

John Mora, Commissioner

David Ayala, Vice Chairperson

Francis Carbajal, Chairperson

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

1. CALL TO ORDER**2. PLEDGE OF ALLEGIANCE****3. ROLL CALL**

Commissioners Jimenez, Carbajal, Ayala, Flores, and Mora

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 provided 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 Chairperson.

6. MINUTES

- A. Approval of the minutes of the November 14, 2022 Planning Commission Meeting
- B. Approval of the minutes of the December 12, 2022 Planning Commission Meeting
- C. Approval of the minutes of the January 9, 2023 Planning Commission Meeting
- D. Approval of the minutes of the February 8, 2023 Adjourned Planning Commission Meeting

7. PUBLIC HEARING

CEQA - Adoption of Mitigated Negative Declaration
Development Plan Approval (DPA) Case No. 999

A request to allow the construction of a new 99,847 sq. ft. concrete tilt-up industrial building on property located at 12222 Florence Avenue (APN: 8009-022-046), and associated parking lot on an adjacent parcel at 10840 Norwalk Boulevard (APN: 8009-022-039), within the M-2, Heavy Manufacturing, zone.
(Goodman Santa Fe Springs SPE LLC)

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

Compliance Review of Alcohol Sales Conditional Use Permit Case No. 15

Compliance review report for Alcohol Sales Conditional Use Permit Case No. 15 to allow the continued sale of alcoholic beverages for off-site consumption at Bob's Market located at 11605 Carmenita Road in the C-4, Community Commercial, Zone. (Sebastián Sambrano)

B. CONSENT ITEM**Compliance Review of Alcohol Sales Conditional Use Permit Case No. 79**

Compliance review report for Alcohol Sales Conditional Use Permit Case No. 79 to allow the continued alcohol beverage sales use for on-site consumption in association with an existing ramen restaurant operating as HiroNori Craft Ramen at 10574 Norwalk Boulevard, within the M-2, Heavy Manufacturing, Zone and within the Consolidated Redevelopment Project Area.

(Hiro Igarashi and Nori Akasaka for HiroNori Craft Ramen)

9. ANNOUNCEMENTS

- ♦ Commissioners
- ♦ Staff

10. ADJOURNMENT

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

I, Teresa Cavallo, hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda has been posted at the following locations; city's website at www.santafesprings.com; City Hall, 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

March 10, 2023

Date



City of Santa Fe Springs

Planning Commission Meeting

March 13, 2023

APPROVAL OF MINUTES

Minutes of the Planning Commission Meetings

RECOMMENDATION

- Approve the minutes as submitted.

BACKGROUND

Staff has prepared minutes for the following meetings:

- A. Approval of the minutes of the November 14, 2022 Planning Commission Meeting
- B. Approval of the minutes of the December 12, 2022 Planning Commission Meeting
- C. Approval of the minutes of the January 9, 2023 Planning Commission Meeting
- D. Approval of the minutes of the February 8, 2023 Adjourned Planning Commission Meeting

Staff hereby submits the minutes for Planning Commissioners' approval.


Wayne M. Morrell
Director of Planning

Attachments:

- A. Approval of the minutes of the November 14, 2022 Planning Commission Meeting
- B. Approval of the minutes of the December 12, 2022 Planning Commission Meeting
- C. Approval of the minutes of the January 9, 2023 Planning Commission Meeting
- D. Approval of the minutes of the February 8, 2023 Adjourned Planning Commission Meeting



APPROVED:

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

November 14, 2022

1. CALL TO ORDER

Chair Jimenez called the meeting to order at 6:04 p.m.

2. PLEDGE OF ALLEGIANCE

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

3. ROLL CALL

Members present:

Chairperson Jimenez
Vice Chairperson Carbajal
Commissioner Ayala
Commissioner Hernandez arrived at 6:15 p.m.
Commissioner Rounds

Staff:

Russell I. Miyahira, Deputy City Attorney
Wayne M. Morrell, Director of Planning
Vince Velasco, Associate planner
Jimmy Wong, Associate Planner
Claudia Jimenez, Assistant Planner
Luis Collazo, Code Enforcement
Michelle Norwood, Assistant Director to Police Services
Teresa Cavallo, Planning Secretary

Council: None

Members absent: None

4. EX PARTE COMMUNICATIONS

None.

5. ORAL COMMUNICATIONS

None

6. PUBLIC HEARING

(Continued from Planning Commission Meeting of October 10, 2022)

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

Recommendations:

- Continue the Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, and Modification Permit Case No. 1347 to the next regularly scheduled Planning Commission meeting to Monday, December 12, 2022.

Chair Jimenez called upon Associate Planner Jimmy Wong to present Item No. 6.

After the Presentation Chair Jimenez requested a motion for Item No. 6.

It was moved by Vice Chair Carbajal, seconded by Commissioner Rounds to continue the Public Hearing for Development Plan Approval Case No. 933-1, Conditional Use Permit Case No. 833, Modification Permit Case No. 1347 to the next regularly scheduled Planning Commission meeting scheduled for December 12, 2022 by the following roll call vote:

Ayes: Ayala, Carbajal, Jimenez and Rounds

Nays: None

Absent: Hernandez

7. PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Sections 15301, Class 1

Alcohol Sales Conditional Use Permit (CUP) Case No. 81

Recommendations:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Alcohol Sales Conditional Use Permit (ASCUP) Case No. 81, 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 ASCUP request meets the criteria set forth in §§155.628 and 155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facility) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Alcohol Sales Conditional Use Permit Case No. 81, subject to the conditions of approval as contained within Resolution No. 219-2022; and
- Adopt Resolution No. 219-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Jimenez called upon Code Enforcement Officer Luis Collazo to present Item No. 7.

Chair Jimenez asked if the Planning Commissioners had any questions on Item No. 7.

Commissioner Rounds inquired on how long the Applicant has been in business.

Chair Jimenez opened the Public Hearing at 6:17 p.m. and asked if the Applicant would like to address the Planning Commission.

In response to Commissioner Round's inquiry Applicant Alfredo Rocha responded that he has been in business for one (1) year and is moving to a larger facility within Santa Fe Springs.

A discussion ensued with regard to the nature of the business and its business practices.

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 6:20 p.m. and requested a motion.

It was moved by Vice Chair Carbajal, seconded by Commissioner Ayala to approve Resolution No. 219-2022 regarding Alcohol Sales Conditional Use Permit (CUP) Case No. 81, and the recommendations regarding this entitlement, which passed by the following roll call vote:

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

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

8. PUBLIC HEARING

Categorical Exemption - CEQA Guidelines Section 15332, Class 32
Conditional Use Permit Case No. 824

Recommendations:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Conditional Use Permit Case No. 824, 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 programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15332, Class 32 (In-fill Development Projects) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and

- Approve Conditional Use Permit Case No. 824, subject to the conditions of approval as contained within Resolution No. 220-2022; and
- Adopt Resolution No. 220-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Jimenez called upon Assistant Planner Claudia Jimenez to present Item No. 8.

After the presentation, Chair Jimenez asked if the Planning Commissioners had any questions on Item No. 8

Commissioner Ayala inquired on storage of hazardous chemicals at this location. Assistant Planner Jimenez responded that the storage trailers would be empty.

Chair Jimenez opened the Public Hearing at 6:30 p.m. and asked if the Applicant would like to address the Planning Commission.

Applicant Representative Stephane Wendell address the Planning Commission and thanked Planner Jimenez for her hard work on this project and the Planning Commission for their consideration.

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 6:34 p.m. and requested a motion.

It was moved by Commissioner Rounds, seconded by Chair Jimenez to approve Resolution No. 220-2022 regarding Conditional Use Permit Case No. 824 with the added Condition of Approval to add wheel stops, and the recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes: Ayala, Carbajal, Hernandez, Jimenez, and Rounds

Nays: None

Absent: None

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

9. PUBLIC HEARING

CEQA - Adoption of a Negative Declaration

Development Plan Approval (DPA) Case No. 987

Recommendations:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Development Plan Approval Case No. 987 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 Negative Declaration, which based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse impacts on the environment; and
- Approve Development Plan Approval Case No. 987, subject to the conditions of approval as contained within Resolution No. 221-2022; and
- Adopt Resolution No. 221-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

*** Please See Item 10 below for Planning Commission Actions ***

10. PUBLIC HEARING

CEQA - Adoption of a Negative Declaration

Development Plan Approval (DPA) Case No. 988

Recommendations:

- Open the Public Hearing and receive the staff report and any comments from the public regarding Development Plan Approval Case No. 988 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
- Section 155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Approve and adopt the proposed Negative Declaration, which based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse impacts on the environment; and
- Approve Development Plan Approval Case No. 988, subject to the conditions of approval as contained within Resolution No. 222-2022; and
- Adopt Resolution No. 222-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Jimenez called upon Assistant Planner Claudia Jimenez to present Item Nos. 9 and 10.

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

Commissioner Rounds commented that these billboards were a win-win for the City.

Chair Jimenez commented that having billboards along 605 would be a good addition for the City.

Chair Jimenez opened the Public Hearing at 6:47 p.m. and asked if anyone via Zoom or in the audience wished to speak.

Samual Juarez on behalf of the Applicant thanked the Planning Commission for their consideration and Assistant Planner Claudia Jimenez for her dedication to this project.

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 6:49 p.m. and requested a motion.

It was moved by Vice Chair Carbajal, seconded by Commissioner Hernandez to approve Resolution No. 221-2022 regarding Development Plan Approval (DPA) Case No. 987 and Resolution No. 222-2022 regarding Development Plan Approval (DPA) Case No. 988, and the recommendations regarding this entitlement, which passed by the following roll call vote:

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

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

11. NEW BUSINESS

CEQA Categorically Exempt, Section 15305, Class 5
Modification Permit Case No. 1354

Recommendations:

- 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 Modification Permit request meets the criteria set forth in §155.697 of the City's Zoning Ordinance, for the granting of a temporary modification; and
- Find and determine that pursuant to Section 15305, Class 5 (Minor Alterations to Land Use Limitations) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Modification Permit Case No. 1354, subject to the conditions of approval as contained within Resolution No. 223-2022; and
- Adopt Resolution No. 223-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Jimenez called upon Associate Planner Jimmy Wong to present Item No. 11.

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

Vice Chair Carbajal inquired about the possibility of barbwire being added to the proposed rod iron fencing. Planner Wong responded that barbwire would not be added to the rod iron fencing.

Chair Jimenez called upon the Applicant's Representative Regional Facilities Manager Michael Magallon who indicated he did not have any comments.

Having no further questions or comments, Chair Jimenez requested a motion.

It was moved by Commissioner Ayala, seconded by Commissioner Rounds to approve Resolution No. 223-2022 regarding Modification Permit Case No. 1354, and the recommendations regarding this entitlement, which passed by the following roll call vote:

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

12. NEW BUSINESS

CEQA Categorically Exempt, Section 15305, Class 5
Modification Permit Case No. 1355

Recommendations:

- 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 Modification Permit request meets the criteria set forth in §155.697 of the City's Zoning Ordinance, for the granting of a temporary modification; and
- Find and determine that pursuant to Section 15305, Class 5 (Minor Alterations to Land Use Limitations) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Modification Permit Case No. 1355, subject to the conditions of approval as contained within Resolution No. 224-2022; and
- Adopt Resolution No. 224-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Jimenez called upon Associate Planner Jimmy Wong to present Item No. 12.

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

Commissioner Rounds inquired what the applicant would be storing at the facility.

Chair Jimenez called upon the Applicant's Representative Service Manager Ismeal Chavez who responded that they stage heavy manufacturing equipment.

A discussion ensued regarding the serving of the heavy manufacturing equipment.

Having no further questions or comments, Chair Jimenez requested a motion.

It was moved by Commissioner Ayala, seconded by Commissioner Rounds to approve Resolution No. 224-2022 regarding Modification Permit Case No. 1355, and the

recommendations regarding this entitlement, which passed by the following roll call vote:

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

13. 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

Alcohol Sales Conditional Use Permit Case No. 23

Compliance Review of Alcohol Sales Conditional Use Permit Case No. 23 to allow the continued alcohol beverage sales use involving the sale of alcoholic beverages for onsite customer consumption at the Veracruz Restaurant, in the C-4, Community Commercial, Zone located at 9931 Orr and Day Road.

(Veracruz Restaurant)

B. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 34

Compliance Review of Alcohol Sales Conditional Use Permit Case No. 34 to allow the continued operation and maintenance of an alcohol beverage use involving the importing and wholesale distribution of distilled spirits, beer, and wine at Wismettac Asian Foods, located at 13409 Orden Drive in the M-2, Heavy Manufacturing, Zone, within the Consolidated Redevelopment Project Area.

(Wismettac Asian Foods)

C. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 40

Compliance review of Alcohol Sales Conditional Use Permit Case No. 40 to allow the continued operation and maintenance of an alcoholic beverage use involving the wholesale distribution of distilled spirits, beer and wine, at Southern Wine and Spirits located in the M-2, Heavy Manufacturing, Zone at 13500 Foster Road within the Consolidated Redevelopment Project Area.

(Southern Wine and Spirits of America, Inc.)

Chair Jimenez read the Consent Item Titles and requested a motion and a second for Consent Item Nos. 13A, 13B, and 13C.

It was moved by Vice Chair Carbajal, seconded by Commissioner Rounds to approve Consent Item Nos. 13A, 13B, and 13C and the recommendations regarding this matter, which passed by the following roll call vote:

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

14. ANNOUNCEMENTS

- ♦ Commissioners

Vice Chair Carbajal thanked Assistant Planner Claudia Jimenez for attending the HAAC and providing an update.

All Commissioners wished everyone a Happy Thanksgiving.

- ♦ Staff

None.

15. ADJOURNMENT

Chairperson Jimenez adjourned at 7:15 p.m. to the next Planning Commission meeting scheduled for December 12, 2022 at 6:00 p.m.

ATTEST:

Teresa Cavallo
Planning Secretary

Chair Carbajal

Date



APPROVED:

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

December 12, 2022

1. CALL TO ORDER

Vice Chair Carbajal called the meeting to order at 6:10 p.m.

2. PLEDGE OF ALLEGIANCE

Vice Chair Carbajal 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:

Russell I. Miyahira, Deputy City Attorney
Wayne M. Morrell, Director of Planning
Vince Velasco, Associate Planner
Jimmy Wong, Associate Planner
Claudia Jimenez, Assistant Planner
Luis Collazo, Code Enforcement Officer
Teresa Cavallo, Planning Secretary

Council:

None

Members absent:

None

4. EX PARTE COMMUNICATIONS

None

5. PUBLIC COMMENT

None

ITEM NO. 6B

6. PUBLIC HEARING

(Continued from Planning Commission Meeting of November 14, 2022)

Receive and File - Withdrawal of Application

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

Recommendation:

- Open the Public Hearing and receive any comments from the public regarding DPA Case No. 933-1, CUP Case No. 833 & MOD 1347, and thereafter, close the Public Hearing; and
- Accept the applicant's withdrawal of the Zone Determination application

Vice Chair Carbajal called upon Associate Planner Jimmy Wong to present Item No. 6.

Vice Chair Carbajal closed the Public Hearing at 6:14 p.m. and requested a motion for Item No. 6.

It was moved by Commissioner Rounds, seconded by Commissioner to Ayala accept and file the Applicant's request to withdrawal their Zone Determination Application, and the recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes: Ayala, Hernandez, Jimenez, Carbajal, and Rounds

Nays: None

Absent: None

7. PUBLIC HEARING

Categorical Exemption - CEQA Guidelines Section 15332, Class 32

Conditional Use Permit (CUP) Case No. 832

Recommendation:

- Open the Public Hearing and receive the staff report and any comments from the public regarding CUP Case No. 832, 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 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 programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15332, Class 32 (In-fill Development Projects) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 832, subject to the conditions of approval as contained within Resolution No. 225-2022; and
- Adopt Resolution No. 225-2022, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Jimenez called upon Associate Planner Jimmy Wong to present Item No. 8.

After the presentation, Chair Jimenez asked if the Planning Commissioners had any questions on Item No. 8

Having no questions, Vice Chair Carbajal opened the Public Hearing at 6:24 p.m. and asked if anyone from the audience would like to address the Planning Commission.

Vice 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 6:25 p.m. and requested a motion.

It was moved by Commissioner Hernandez, seconded by Chair Jimenez to approve Resolution No. 225-2022 regarding Conditional Use Permit (CUP) Case No. 832, and the recommendations regarding this entitlement, which passed by the following roll call vote:

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

Vice Chair Carbajal read the City's appeal process.

8. SPECIAL BUSINESS

Citywide Photo Contest - Planning Commission Selections

Recommendation:

- Review the top 6 photo entries selected by the Planning Department Staff; and
- Based on originality and how well each image captures the vibrancy, vitality and livability of the City, select the top photo entry.

Vice Chair Carbajal called upon Planning Intern Jeffrey Kessler to present Item No. 8.

After the Planning Commissioners votes were tallied, Planning Intern Jeffrey Kessler announced the top three winners.

9. 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

Alcohol Sales Conditional Use Permit Case No. 17

Compliance Review Report for Alcohol Sales Conditional Use Permit Case No. 17 to allow the continued sale of alcoholic beverages for on-site consumption at the restaurant commonly known as Maggie's Pub located at 11900 Telegraph Road in

the ML, Light Manufacturing Zone, within the Consolidated Redevelopment Project Area.

(Hani Tabetlo, Maggie's Pub)

B. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 20

Compliance review of Alcohol Sales Conditional Use Permit Case No. 20 to allow the continued operation and maintenance of the serving of alcoholic beverages for on-site consumption at the Rachada Thai Cuisine located in the M-2, Heavy Manufacturing Zone at 13416 Imperial Highway, within the Consolidated Redevelopment Project Area. (Narumol Phlongsom)

C. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 39

Compliance Review Report for Alcohol Sales Conditional Use Permit Case No. 39 to allow the continued operation and maintenance of an alcohol beverage sales use for off-site consumption involving H&N Tobacco Beer and Wine located at 11217 Washington Boulevard within the Santa Fe Springs Market Place in the C-4, Community Commercial, Zone (Raif Mouri, Owner)

D. CONSENT ITEM

Entertainment Conditional Use Permit Case No. 12

Compliance review report to allow the continued operation and maintenance of Entertainment Conditional Use Permit Case No. 12 involving live performances at the Rachada Thai Cuisine located in the M-2, Heavy Manufacturing Zone at 13416 Imperial Highway, within the Consolidated Redevelopment Project Area. (Narumol Phlongsom)

E. CONSENT ITEM

Entertainment Conditional Use Permit Case No. 14

Compliance Review Report for Entertainment Conditional Use Permit Case No. 14 involving live performances and other entertainment at the restaurant commonly known as Maggie's Pub located at 11900 Telegraph Road in the ML, Light Manufacturing Zone, within the Consolidated Redevelopment Project Area. (Hani Tabetlo, Maggie's Pub)

F. CONSENT ITEM

Conditional Use Permit Case No. 810-2

A compliance review to allow the continued operation and maintenance of a parcel delivery service use, primarily consisting of step vans, parcel trucks, or similar non-trailer vehicles on property located at 11811-11831 Florence Avenue (APN: 8009-025-038), within the M-2, Heavy Manufacturing, Zone and adjacent satellite parking located at 10513 -10551 Hathaway Drive (APN: 8009-025-059). (Amazon.com Services LLC)

Vice Chair Carbajal read the Consent Item Titles and requested a motion and a second for Consent Item Nos. 9A, 9B, 9C, 9D, 9E, and 9F.

It was moved by Commissioner Rounds, seconded by Commissioner Hernandez to

approve Consent Item Nos. 9A, 9B, 9C, 9D, 9E, and 9F and the recommendations regarding these matters, which passed by the following roll call vote:

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

10. ANNOUNCEMENTS

- Commissioners
Commissioner Rounds thanked everyone and wished everyone well as he was elected to the City Council.

All the Planning Commissioners congratulated Commissioner Rounds on winning his Council election.

All the Planning Commissioners also wished everyone a Merry Christmas, Compliments of the Season, and a Happy New Year.

- Staff
Staff echoed the same sentiments.

11. ADJOURNMENT

Vice Chair Carbajal adjourned the meeting at 6:49 p.m.

ATTEST:

Teresa Cavallo
Planning Secretary

Chair Carbajal

Date



APPROVED:

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

January 9, 2023

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Chair Jimenez called upon Vice Chair Carbajal to lead everyone in the Pledge of Allegiance.

3. ROLL CALL

Members present:

Chairperson Jimenez
Vice Chairperson Carbajal
Commissioner Ayala
Commissioner Flores
Commissioner Mora

Staff:

Russell I. Miyahira, Deputy City Attorney
Wayne M. Morrell, Director of Planning
Cuong Nguyen, Senior Planner
Vince Velasco, Associate Planner
Teresa Cavallo, Planning Secretary

Council:

None

Members absent:

None

4. EX PARTE COMMUNICATIONS

None

5. PUBLIC COMMENT

None

6. NEW BUSINESS

Election of Commission Officers for 2023

Planning Secretary Teresa Cavallo declared the Office of Planning Commission Chairperson vacant and requested nominations.

Commissioner Jimenez nominated Commissioner Carbajal for Chairperson, having no further nominations the Office of Chair was closed.

ITEM NO. 6C

Commissioner Mora moved to confirm the nomination for Chair Carbajal, Commissioner Jimenez seconded the nomination, which passed with the following roll call vote:

Ayes: Carbajal, Flores, Jimenez, and Mora

Nays: None

Absent: Ayala

Planning Secretary Teresa Cavallo declared the Office of Planning Commission Vice Chair vacated and requested nominations.

Chair Carbajal nominated Commissioner Ayala, having no further nominations the Office for Vice Chair was closed.

Commissioner Mora moved to confirm the nomination of Vice Chair Ayala, Commissioner Jimenez seconded the nomination, which passed with the following roll call vote:

Ayes: Carbajal, Flores, Jimenez, and Mora

Nays: None

Absent: Ayala

7. PUBLIC HEARING

Adoption of Negative Declaration

Amendment to Conditional Use Permit (ACUP) Case No. 524

Recommendation:

- Open the Public Hearing and receive the staff report and any comments from the public regarding ACUP Case No. 524, 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 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 programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Approve and adopt the proposed Negative Declaration which, based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse impact on the environment; and
- Approve Amendment to Conditional Use Permit Case No. 524, subject to the conditions of approval as contained within Resolution No. 226-2023; and
- Adopt Resolution No. 226-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Carbajal called upon Associate Planner Vince Velasco to present Item No. 7.

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

Commissioner Mora inquired about the tax benefits of this business to the City.

A discussion ensued about a fee study before fees can be imposed.

Chair Jimenez opened the Public Hearing at 6:19 p.m. and asked if the Applicant wished to speak to please approach the podium or use the raised hand function via Zoom.

Applicant Lance Jones addressed the Planning Commissioners and provide a brief history on his business and thanked the Planning Commissioners for their consideration.

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

Having no further questions or comments, Vice Chair Carbajal closed the Public Hearing at 6:21 p.m. and requested a motion.

It was moved by Commissioner Jimenez, seconded by Vice Chair Ayala to approve Resolution 226-2023 for Amendment to Conditional Use Permit (ACUP) Case No. 524, and the recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes: Ayala, Hernandez, Jimenez, Carbajal, and Rounds

Nays: None

Absent: None

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

8. ANNOUNCEMENTS

- Commissioners

All the Planning Commissioners congratulated Chair Carbajal and Vice Chair Ayala on their appointments and welcomed Commissioner Mora and Commissioner Flores to the Planning Commission.

Chair Carbajal commented that she is the first female Chair within the past 15 years.

- Staff

Assistant Director of Planning Cuong Nguyen notified the Planning Commission that a Joint Study Session is being considered in February to consider the Design Standards for mixed uses and multi-family sections.

9. ADJOURNMENT

Vice Chair Carbajal adjourned the meeting at 6:33 p.m. to February 8, 2023 at 6:00 p.m.

ATTEST:

Teresa Cavallo
Planning Secretary

Chair Carbajal

Date



APPROVED:

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

February 8, 2023

1. CALL TO ORDER

Vice Chair Carbajal called the meeting to order at 6:03 p.m.

2. PLEDGE OF ALLEGIANCE

Vice Chair Carbajal called upon Commissioner Mora to lead everyone in the Pledge of Allegiance.

3. ROLL CALL

Members present: Chairperson Carbajal
Vice Chairperson Ayala
Commissioner Flores
Commissioner Jimenez
Commissioner Mora

Staff: Russell I. Miyahira, Deputy City Attorney
Wayne M. Morrell, Director of Planning
Cuong Nguyen, Senior Planner
Vince Velasco, Associate Planner
Claudia Jimenez, Assistant Planner
Teresa Cavallo, Planning Secretary

Council: None

Members absent: None

4. EX PARTE COMMUNICATIONS

None

5. PUBLIC COMMENT

None

6. MINUTES

A. Approval of the minutes of the October 10, 2022 Planning Commission Meeting

B. Approval of the minutes of the November 9, 2022 Special Planning Commission Meeting

ITEM NO. 6D

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

Ayes: Ayala, Carbajal, Flores, Jimenez and Mora
Nays: None
Absent: None

7. PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Section 15301, Class 1

Conditional Use Permit Case No. 417-1

Recommendation:

- Open the Public Hearing and receive any comments from the public regarding Conditional Use Permit Case No. 417-1 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 objectives of the Zoning Ordinance and consistent with the goals, policies and programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 and §157.05 of the Zoning Ordinance for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities), of the California Environmental Quality Act (CEQA), this project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 417-1, subject to the conditions of approval as contained with Resolution No. 227-2023; and
- Adopt Resolution No. 227-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Carbajal called upon Assistant Planner Claudia Jimenez to present Item No, 7

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

Having no questions, Chair Carbajal opened the Public Hearing at 6:06 p.m. and asked if the Applicant wished to speak to please approach the podium or use the raised hand function via Zoom.

Having no one wishing to address the Planning Commission, Chair Jimenez inquired if any comments were received via email. Planning Secretary Teresa Cavallo responded no comments were received.

Having no further questions or comments, Chair Jimenez closed the Public Hearing at 6:07 p.m. and requested a motion.

It was moved by Commissioner Mora, seconded by Commission Flores to approve Resolution 227-2023 for Conditional Use Permit Case No. 417-1, and the

recommendations regarding this entitlement, which passed by the following roll call vote:

Ayes: Ayala, Carbajal, Jimenez, Flores, and Mora
Nays: None
Absent: None

Deputy City Attorney Russell I. Miyahira read the City's appeal process.

8. NEW BUSINESS

Appointment to the Heritage Arts Advisory Committee

Recommendation:

- Appoint a Planning Commissioner to the Heritage Arts in Public Places Committee for a two (2) year term.

Chair Carbajal called upon Planning Secretary Teresa Cavallo to present Item No. 8.

Chair Carbajal nominated Commissioner Jimenez and requested a motion.

It was moved by Commissioner Mora, seconded by Vice Chair Ayala to appoint Commissioner Jimenez to the Heritage Arts Advisory Committee, which passed by the following roll call vote:

Ayes: Ayala, Carbajal, Jimenez, Flores, and Mora
Nays: None
Absent: None

9. PRESENTATION

2022 Planning and Development Department Accomplishments

Recommendation:

- Receive the presentation from Planning staff and provide feedback as desired.

Chair Carbajal called upon Associate Planner Vince Velasco to present the 2022 Planning and Development Department Accomplishments presentation.

10. ANNOUNCEMENTS

- Commissioners

Chair Carbajal thanked her family and friends for attending the Planning Commission meeting and supporting her.

Commissioner Mora commented that he is glad to be back on the Planning Commission and working with the City's great Planning Department team.

- Staff

None

11. ADJOURNMENT

Chair Carbajal adjourned the meeting at 6:24 p.m.

ATTEST:

Teresa Cavallo
Planning Secretary

Chair Carbajal

Date



PUBLIC HEARING

CEQA - Adoption of Mitigated Negative Declaration

Development Plan Approval (DPA) Case No. 999

A request to allow the construction of a new 99,847 sq. ft. concrete tilt-up industrial building on property located at 12222 Florence Avenue (APN: 8009-022-046), and associated parking lot on an adjacent parcel at 10840 Norwalk Boulevard (APN: 8009-022-039), within the M-2, Heavy Manufacturing, zone.

(Goodman Santa Fe Springs SPE LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive the staff report and comments from the public regarding Development Plan Approval (DPA) Case No. 999 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 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. 999, subject to the conditions of approval as contained within Resolution No. 229-2023; and
- Adopt Resolution No. 229-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

A. Applicant:

Attn: Jeff Hamilton
Goodman Santa Fe Springs SPE LLC
18201 Von Karman Avenue
Irvine, CA 92612

- B. Property Owner: Goodman Santa Fe Springs SPE LLC
18201 Von Karman Avenue
Irvine, CA 92612
- C. Location of Proposal: 12222 East Florence Avenue
Santa Fe Springs, CA 90670
and
10840 Norwalk Boulevard
Santa Fe Springs, CA 90670
- D. Existing Zone: M-2 (Heavy Manufacturing)
- E. General Plan: Industrial and Commercial
- F. Environmental Determination: Mitigated Negative Declaration
- G. Staff Contact: Claudia Jimenez, Assistant Planner
claudiajimenez@santafesprings.org
(562) 868-0511 x7356

LOCATION / BACKGROUND

The subject site, located at 12222 Florence Avenue and 10840 Norwalk Boulevard, is comprised of (2) two parcels (Parcel #1 / APN: 8009-022-046 and Parcel #2/ APN: 8009-022-039) totaling approximately 219,234 sq. ft. (5.03 acres) and was previously occupied by an oil well service and maintenance company.

Parcel #1 is zoned M-2 (Heavy Manufacturing) and is currently developed with (4) industrial buildings, measuring approximately 29,680 sq. ft. and a structure, with a lot size measuring approximately 201,690 sq. ft. (4.63 acres). Parcel #2 is currently zoned M-2, but changing to C4 – Community Commercial zone, per the new adopted General Plan update. It is currently developed with an approximately 14,636 sq. ft. industrial building and measures approximately 17,859 sq. ft. (0.41 acres).

From approximately 1955 to 1962, the site was occupied by a concrete batch plant and concrete transporting equipment company. From 1962 to June 2000, an oil well service company formally known as United Riggers & Erectors, Inc. occupied the subject site and used the property for maintenance, storage, repair, and cleaning of its equipment. In 2000, after closing escrow, Franklin Steel purchased the property and obtained permits and authorization to proceed with grading and improvements to the property. In May of 2000, a request for approval to develop four (4) structures on two adjoining parcels, at 12222 Florence Avenue and 10840 Norwalk Boulevard

was approved by the Planning and Community Development Commission. Several oil well companies have since occupied the subject site. The last company, OWS Company, occupied the site from April 2012 to June 2022.

DESCRIPTION OF REQUEST

The applicant, Goodman Santa Fe Springs SPE LLC, recently purchased both adjoining parcels and is in the process of demolishing the four (4) existing structures on the subject site and thereafter will begin remediating the site in preparation for the development of a new concrete tilt-up industrial building and associated parking lot. The proposed building will be located at 12222 Florence Avenue and the associated parking lot will be located on the adjacent parcel at 10840 Norwalk Boulevard.

The proposed projects require approval of the following entitlement and agreement:

Development Plan Approval (DPA) Case No. 999: To allow the construction of a 99,847 sq. ft. concrete tilt-up industrial building on property located at 12222 Florence Avenue (APN: 8009-022-046), and associated parking lot on an adjacent parcel at 10840 Norwalk Boulevard (APN: 8009-022-039), within the M-2, Heavy Manufacturing, zone; and

Access and Parking Reciprocal Agreement: An agreement to ensure that the parcel located at 10840 Norwalk Boulevard (APN: 8009-022-039) will continuously grant and provide reciprocal parking and also provide both vehicle and pedestrian access to the parcel located at 12222 Florence (APN: 8009-022-046). Additionally, that both parcels shall be maintained kept, sold and used and in full compliance.

DEVELOPMENT PLAN APPROVAL CASE NO. 999

Site Plan

The applicant is proposing to construct a new 98,847 sq. ft. concrete tilt-up industrial building at 12222 East Florence Avenue (APN: 8009-022-046). The proposed industrial building will be setback at a minimum 390' from East Florence Avenue and setback at a minimum 230' from Norwalk Boulevard. The proposed development will provide two (2) driveways: A 30' wide driveway along Florence Avenue for egress and a 40' wide driveway along Norwalk Boulevard for both ingress and egress. Parking for the subject site is evenly distributed along all four sides of the proposed building and a parking lot on the adjacent westerly parcel located at 10840 Norwalk Boulevard.

Floor Plan

The floor plan indicates that the proposed industrial building will measure 99,874 sq. ft., with 3,000 sq. ft. designated as first floor office area, 5,200 sq. ft. designated mezzanine area, and the remaining 91,674 sq. ft. designated for warehouse/manufacturing use.

Elevations

The elevations indicate that the proposed industrial building will have a contemporary design. The majority of the architectural enhancements were provided along the north and west elevations due to their visibility from the adjacent streets. The main entry and office area (east, west, and north elevations) are provided with extensive glazing, color variation, pop-outs, height variation, and material used. The remaining elevations have been provided with a combination of the aforementioned architectural treatments, which results in an aesthetically pleasing building.

Landscape Requirement

For maximum value, the majority of the landscaping will be provided along the front setback areas that adjoins Norwalk Boulevard. Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area. The minimum landscape requirement for the project based on the overall street frontage of 100' and 95,619 sq. ft. of parking and driveway areas is 8,237 sq. ft. According to the conceptual landscape plan, the applicant will be providing an overall total of 11,547 sq. ft. of landscaping throughout the site. The project, therefore, exceeds the minimum requirement set forth within the City's Zoning Ordinance.

Parking Requirements

A total of 149 parking stalls will be provided for the new building: 95 standard stalls, 23 compact stalls, 11 electric vehicle stalls, 15 parallel, and 5 accessible stalls. As proposed, the project is required to provide a total of 146 parking stalls.

The project's parking calculation consist of the following:

Use	Calculations	Required	Provided
Industrial	20,000 sq. ft. ÷ 500 (up to 20K); plus 79,847 ÷ 750	146	149

The applicant will be providing 149 parking stalls between the two subject parcels. The proposed project, therefore, meets the minimum parking requirements set forth within the City's Zoning Ordinance.

Loading/ Roll Up Doors

According to the site plan, the proposed building will have a total of fourteen (14) dock-high loading doors along the east elevation. All loading doors are strategically placed so that they will not be directly visible from Florence Avenue and Norwalk Boulevard.

Per the City's Zoning Ordinance, all off-street truck loading areas, zones, ramps, doors, wells, or docks shall be designed to provide and maintain a minimum

unobstructed area of 120' to allow for proper truck maneuvering on-site. According to the site plan, the proposed project will provide the required unobstructed area in all necessary locations.

Trash Enclosures

According to the site plan, an 8'- high trash enclosure totaling approximately 178 sq. ft. will be located along the east elevation. The proposed trash enclosure is strategically placed behind the proposed building and thus, will not be visible or accessible to the public. Additionally, the applicant will be required to provide multiple trash pick-ups per week or include a trash compactor, to meet the required trash enclosure building requirements.

The trash enclosure calculations consist of the following:

Use	Calculations	Required	Provided
Trash Enclosure	20,000 sq. ft. (20,000/1000) x 10 = 200 sq. ft. 79,847 sq. ft. (79,847/1000) x 3 = 240 sq. ft.	440 sq. ft.	178 sq. ft.

STREETS AND HIGHWAYS

The subject site is located on the south side of Florence Avenue and on the east side of Norwalk Boulevard. Both Florence Avenue and Norwalk Boulevard are designated as a "Major" arterials, within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject site 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	<u>Manufacturing</u> (12230 East Florence Avenue/ NHK Laboratories)
South	M-2, Heavy Manufacturing, Zone	Industrial	<u>Water works equipment supplier</u> (12247 Lakeland Road/Western Water Works Supply Company)
East	M-2, Heavy Manufacturing, Zone	Industrial	<u>Warehouse supplier of hardware</u> (12318 East Florence Avenue/ Mc Master Carr)
West	M-2, Heavy Manufacturing	Industrial	<u>Forklift Rental Services</u> (10845 Norwalk Boulevard/Quality Lift & 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 site on March 2, 2023. The legal notice was also posted in Santa Fe Springs City Hall, the City's Town Center kiosk, and subject site on March 2, 2023. And published in a newspaper of general circulation (Whittier Daily News) on March 3, 2023, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed project.

ZONING REQUIREMENTS

The procedures set forth in Section 155.736 of the Zoning Regulations, states that a DPA is required for the siting of new structures or additions or alterations to existing structures.

Code Section:	Development Plan Approval
155.736	<u>Section 155.736</u> The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general.

ENVIRONMENTAL DOCUMENTS

The environmental analysis provided in the Initial Study indicates that the proposed project will not result in any significant adverse immitigable impacts on the environment; therefore the City caused to be prepared and proposed to adopt a Mitigated Negative Declaration (MND) for the proposed project. The MND reflects the independent judgment of the City of Santa Fe Springs, and the environmental consultant, Blodgett Baylosis Environmental Planning.

Phases in the Environmental Review Process:

The implementation of the California Environmental Quality Act (CEQA) entails three separate phases:

1. The first phase consists of preliminary review of a project to determine whether it is subject to CEQA
2. If the project is subject to CEQA, the second phase involves the preparation of the 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 on 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 can be prepared. 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 potentially significant impacts are identified that can be mitigated, then a Mitigated Negative Declaration can be prepared with mitigation measures conditioned as part of the project's approval to reduce potentially significant impacts to levels of insignificance. To facilitate the Commission's determination of 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 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 potential 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 October 18, 2022, to November 17, 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 in October 2022. A copy of the Notice of Intent to adopt a Mitigated Negative Declaration was also mailed to all responsible trustee agencies as well as surrounding cities for their review and comment.

On October 17, 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 October 17, 2022, and staff received one (1) comment letter within the review period (Southwest Regional Council of Carpenters on behalf of Michelle M. Tsai). 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 the comments section was created as part of the Final Initial Study/Mitigated Negative Declaration (IS/MND) in response to the one (1) comment 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 6 - Exhibit B)

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 the 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 6 – Exhibit D)

AUTHORITY OF PLANNING COMMISSION

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

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:

- 1) *That the proposed development is in conformance with the overall objectives of this chapter.*
- 2) *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.*

- 3) 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.
- 4) 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.
- 5) 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.
- 6) 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.
- 7) 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.

STAFF REMARKS

Based on the findings set forth in the attached Resolution No.229-2023 (see attachment 6), Staff finds that the applicant's request meets the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval. Staff is, therefore recommending approval of Development Plan Approval Case No. 999, subject to the conditions of approval.

CONDITIONS OF APPROVAL

Conditions of approval for DPA Case No. 999 are attached to Resolution No. 229-2023 as Exhibit A.



Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Project Plans
3. Public Hearing Notice
4. Radius Map for Public Hearing Notice
5. Resolution No. 229-2023
 - a. Exhibit A – Conditions of Approval.
 - b. Exhibit B - IS/MND (delivered 10/18/2022)
 - c. Exhibit C – Final Traffic Assessment Report
 - d. Exhibit D - Mitigation Monitoring and Reporting Program

Attachment #1
Aerial Photograph



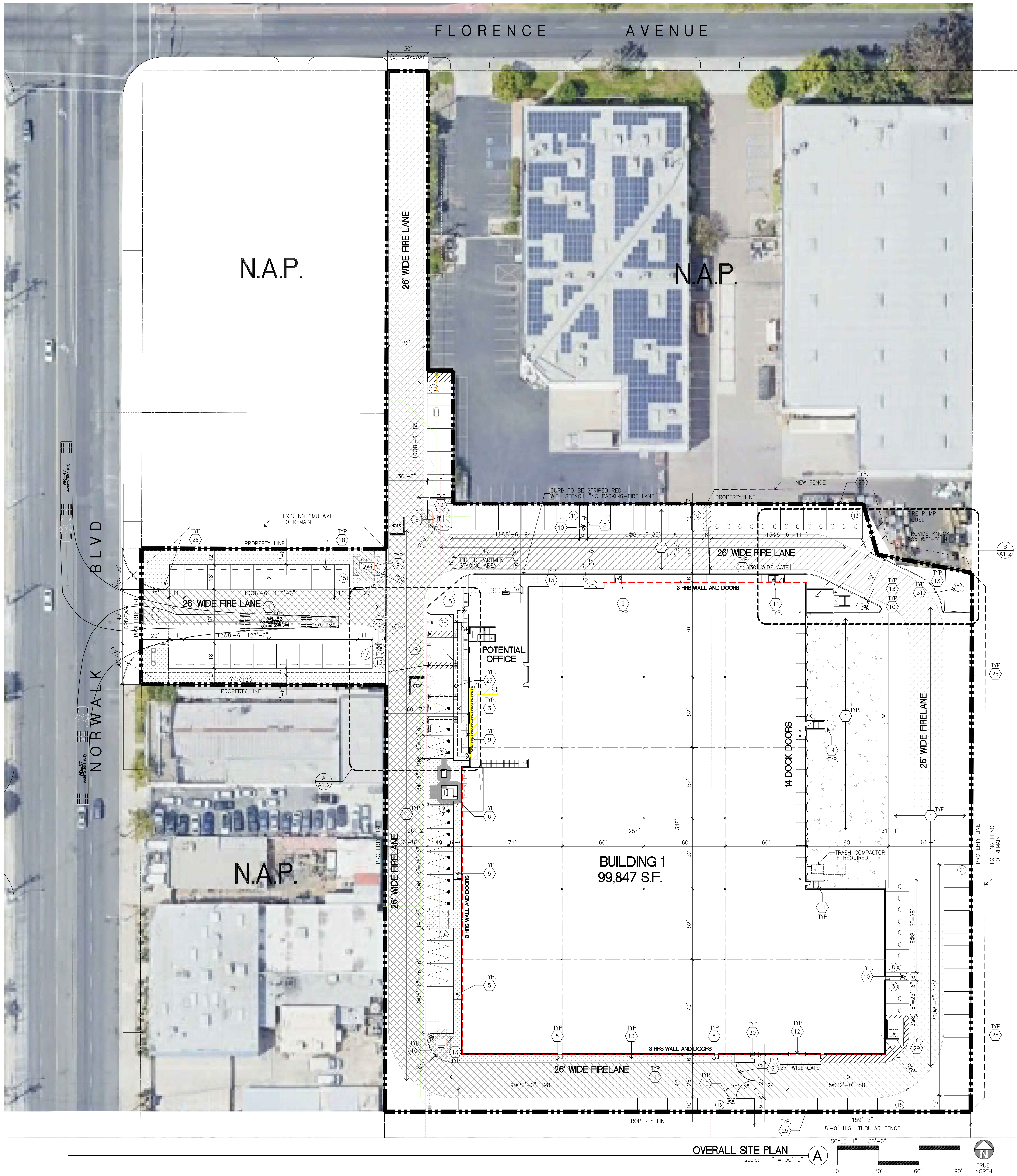
CITY OF SANTA FE SPRINGS



Development Plan Approval (DPA) Case No. 999

12222 E. Florence Avenue & 10840 Norwalk Boulevard
APNs: 8009-022-046 & 8009-022-039

Attachment # 2
Project Plans



SITE PLAN KEYNOTES

- HEAVY BROOM FINISH CONCRETE TRUCK APRON. REFER TO STRUCTURAL DRAWINGS
- FUTURE MONUMENT SIGN. PROVIDE ELECTRICAL CONDUIT FOR FUTURE INSTALLATION - UNDER SEPARATE SUBMITTAL
- CONCRETE WALKWAY, MEDIUM BROOM FINISH
- CONCRETE PAVING AS NOTED ON CIVIL DRAWINGS.
- 5'-6"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
- TRANSFORMERS PER ELECTRICAL DRAWINGS AND SERVICE PROVIDER.
- 8'-0" HIGH TUBULAR METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS AT EA. GATE. CONTRACTOR TO DESIGN & DETAIL GATES DRAWINGS AND CALCULATIONS PRIOR TO FABRICATION. PROVIDE CONDUIT FOR FUTURE MOTORIZED GATE. SEE DETAIL 8/AD.5
- ENHANCED DRIVEWAY. 2" WIDE BAND SAW CUT PERIMETER WITH STAMPED COLOR CONCRETE TO BE SELECTED BY ARCHITECT
- BIKE RACK TYPICAL. SEE DETAIL 13/AD.2
- FIRE HYDRANT. PER "FP" DWGS.
- EXTERIOR CONCRETE STAIR. REF TO CIVIL DRAWINGS.
- "A" - SEE DETAIL 5.9/AD.2 (SIDE CONCRETE GUARDRAIL WITH HANDRAILS)
- "B" - SEE DETAIL 1.2/AD.2 (FRONT CONCRETE GUARDRAIL WITH HANDRAILS)
- "C" - SEE DETAIL 4A/AD.2 (HANDRAILS ONLY AT STEPS FOR LOW STAIRS)
- 12'W X 14'H OVERHEAD DOOR @ DRIVE THRU.
- LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING. REFER TO LANDSCAPE PLAN
- CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H. SEE DETAIL 9/AD.1
- KNOX BOX PER FIRE DEPARTMENT STANDARD
- 8'-0" HIGH SLIDING METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS AT EA. GATE. CONTRACTOR TO DESIGN & DETAIL GATES DRAWINGS AND CALCULATIONS PRIOR TO FABRICATION. PROVIDE CONDUIT FOR FUTURE MOTORIZED GATE. SEE DETAIL 8/AD.2
- PRE-CAST CONC. WHEEL STOP. SEE DETAIL 3/AD.1
- TRUNCATED DOME. SEE DETAIL 17/AD.1
- NOT USED.
- EACH MAIN ENTRANT TO BE POSTED WITH "NO SMOKING AREA SIGNAGE". SEE DETAIL 9/AD.5
- 8'-0" HIGH PAINTED BLACK TUBULAR FENCE REFER TO 8/AD.5
- ACCESSIBLE ENTRY SIGN. SEE DETAIL 15/AD.1
- ACCESSIBLE PARKING STALL SIGN. SEE DETAIL 14, 19/AD.1
- TRASH ENCLOSURE. SEE DETAIL AD.7
- FENCE DOOR. SEE DETAIL 5/AD.5
- FIRE POST-INDICATOR GATE VALVE. SEE "FP" DWGS
- LIGHT POLE BASE PER STRUCTURAL. FIXTURE PER ELECTRICAL 20/AD.5
- ROOF DRAIN THRU WALL & CURB. SEE DETAIL 18, 19/AD.3
- FUTURE MOTOR LOCATION PROVIDE ELEC. STUBS UP - SEE ELEC.
- FUTURE MONUMENT SIGN. PROVIDE CONDUITS - SEE LANDSCAPE PLANS.
- 14' CONCRETE SCREEN WALL
- SMOKING AREA. SEE DETAIL 6, 7/AD.5

SITE PLAN GENERAL NOTES

- THE SOILS REPORT PREPARED BY SOUTHERN CALIFORNIA GEOTECHNICAL DATED ON JUNE 04, 2021 AND PROJECT NUMBER 21G165-1 SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- SEE CIVIL AND STRUCTURAL FOR SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
- SIGNS AND IDENTIFICATION DEVICES SHALL BE FIELD INSPECTED AFTER INSTALLATION AND APPROVED BY THE ENFORCING AGENCY PRIOR TO THE ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY PER CHAPTER 1, DIVISION II, SECTION 111, OR FINAL APPROVAL WHERE NO CERTIFICATE OF OCCUPANCY IS ISSUED. THE INSPECTION SHALL INCLUDE, BUT NOT BE LIMITED TO, VERIFICATION THAT BRILLE DOTS AND CELLS ARE PROPERLY SPACED AND THE SIZE, PROPORTION AND TYPE OF RAISED CHARACTERS ARE IN COMPLIANCE WITH THESE REGULATIONS. [CBC 11B-703.1.1.2]
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- FUEL-EFFICIENT VEHICLE PARKING WILL BE PROVIDED IN ACCORDANCE WITH CGC SECTION 5.106.5.2
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- EXTERIOR LIGHT POLLUTION MUST COMPLY WITH CGC SECTION 5.106.8
- ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB

SITE PLAN GENERAL NOTES

- | | |
|---|---|
| STANDARD PARKING STALL (8.5' X 19') | LIGHT STANDARD |
| ACCESSIBLE PARKING STALL, 9'X18+5'W ACCESSIBLE AISLE | 26' WIDE FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT |
| VAN ACCESSIBLE 12'X18'+5'W ACCESSIBLE AISLE | PROPERTY LINE |
| CLEAN AIR/VANPOOL/EV | EXISTING PUBLIC FIRE HYDRANT |
| CLEAN AIR/VANPOOL/EV (PROVIDE CONDUIT FOR FUTURE EV CHARGING) | PRIVATE FIRE HYDRANT - APPROXIMATE LOCATION |
| COMPACT PARKING STALL (8.5' X 17') | NEW PRIVATE FIRE HYDRANT |
| LANDSCAPE AREA | METAL FENCE |
| NPFHO | PATH OF TRAVEL 5% MAX SLOPE 2% MAX CROSS SLOPE |
| NPFH | CURB TO BE PAINTED RED PER CIVIL DRAWINGS |
| PIV | |
| DPV | |
| FDC | |
- FIRE HYDRANT AND OTHER FIRE PROTECTION EQUIPMENT REFER TO SEPARATE SUBMITTAL
- NPFHO = NEW PUBLIC FIRE HYDRANT BY OTHER
- NPFH = NEW PRIVATE FIRE HYDRANT BY OTHER
- PIV = POST INDICATOR VALVE
- DPV = DOUBLE CHECK DETECTOR ASSEMBLY
- FDC = FIRE DEPARTMENT CONNECTION

PATH OF TRAVEL NOTE:

- WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2".
- AT LEAST 48" IN WIDTH.
- SURFACE IS STABLE, FIRM AND SLIP RESISTANT.
- FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL & ABOVE 27" & LESS THAN 80".
- DETECTABLE WARNING WITH 36 INCHES MINIMUM IN DEPTH AT CURB RAMPS AND AT HAZARDOUS VEHICULAR AREAS.



HPA, INC.
18831 Bardeen Avenue - ste.
#100 Irvine, CA 92612
Tel: 949•863•1770
email: hpa@hparchs.com



Owner:



18201 Von Karman Ave., Suite. 1170
Irvine, CA 92612
tel: (949) 407.0100

Project:

GLC - SANTA FE
SPRINGS BUILDING #4

10840 NORWALK BLVD
SANTA FE SPRINGS, CA 90670

Consultants:

CIVIL	PBLA Engineering, INC
STRUCTURAL	HSA
MECHANICAL	AIR CONTROL SYSTEMS
PLUMBING	WALLACE P. JOHNSON P
ELECTRICAL	GREGG ELECTRIC
LANDSCAPE	RLA
FIRE PROTECTION	SHAMBAUGH & SON, LP
SOILS ENGINEER	SOUTHERN CALIFORNIA GEOTECHNICAL

Title: OVERALL SITE PLAN

Project Number: 21188
Drawn by: AW/EM
Date: 01/19/23
Revision:

Sheet:

A1.1







Attachment #3
Public Hearing Notice

FILE COPY



11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

"A great place to live, work, and play"



**NOTICE OF PUBLIC HEARING
 DEVELOPMENT PLAN APPROVAL CASE NO. 999**

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. 999: A request for approval to allow the construction of a new 99,847 sq. ft. concrete tilt-up industrial building and associated parking lot on an adjacent parcel.

PROJECT LOCATION: 12222 East Florence Avenue, (APN: 8009-022-039) and 10840 Norwalk Boulevard, Santa Fe Springs Road (APN: 8009-022-039)

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, March 13, 2023 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=b0FqbKv2aDZneVRnQ3BjYU12SmJIQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically

Dial: 888-475-4499

Meeting ID: 558 333 944

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

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem

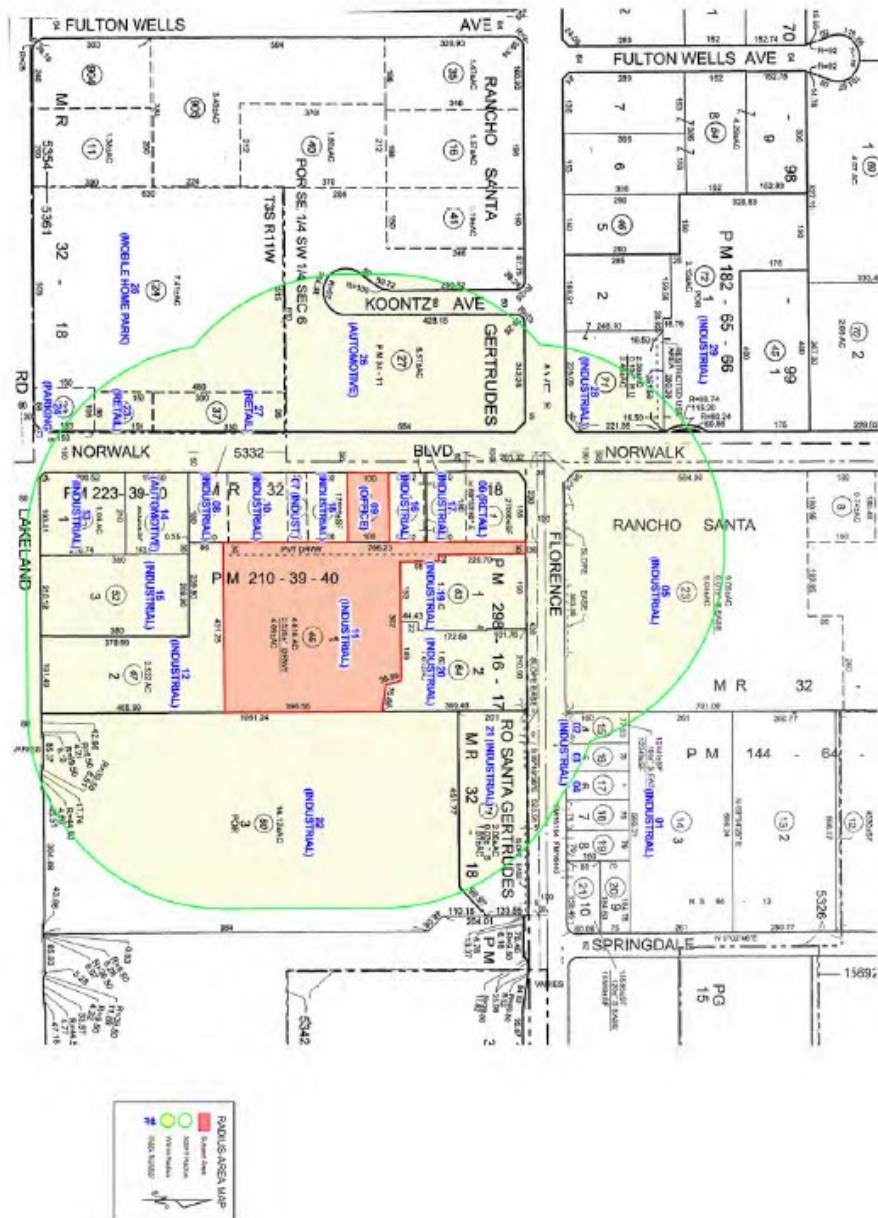
City Council

Annette Rodriguez • William K. Rounds • Joe Angel Zamora

City Manager

Travis Hickey, Acting City Manager

Attachment #4 Radius Map for Public Hearing Notice



Attachment #5
Resolution No. 229-2023

- a. Exhibit A – Conditions of Approval.
- b. Exhibit B - IS/MND (delivered 10/18/2022)
- c. Exhibit C – Final Traffic Assessment Report
- d. Exhibit D - Mitigation Monitoring and Reporting Program

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 229-2023

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
DEVELOPMENT PLAN APPROVAL CASE NO. 999**

WHEREAS, a request was filed for Development Plan Approval (DPA) Case No. 999, to allow the construction of a new 99,847 sq. ft. concrete tilt-up industrial building on property located at 12222 East Florence Avenue and associated parking lot on an adjacent parcel at 10840 Norwalk Boulevard, within the M-2, Heavy Manufacturing, zone; and

WHEREAS, the subject site is comprised of two parcels, measuring approximately 5.03 acres. The first parcel has frontage on the south side of Florence Avenue, with Assessor's Parcel Number of 8009-022-046. The second parcel is located on the east side of Norwalk Boulevard with an Assessor's Parcel Number of 8009-022-039, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the owner and applicant for the proposed Development Plan Approval (DPA Case No. 999) is Goodman Santa Fe Springs SPE LLC; 18201 Von Karman Avenue, CA 92612; and

WHEREAS, the proposed project, which includes the discretionary review of Development Plan Approval Case No. 999, is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and staff's assessment, it was found and determined that the proposed project will not have a significant adverse effect on the environment 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 30-day public review period commencing on October 18, 2022, and concluding on November 17, 2022. A Notice of Intent (NOI) was also provided to the State Clearinghouse, Los Angeles County Clerk, responsible agencies, the City's local CEQA distribution list, and other interested parties requesting a copy of the IS/MND for review and comment; and

WHEREAS, the draft IS/MND was also uploaded to the City's website and available for public review on the City's Environmental Documents webpage (https://www.santafesprings.org/cityhall/planning/planning/environmental_documents.asp) and a hard copy version of the IS/MND was 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 one (1) comment letter concerning the draft Initial Study/Mitigated Negative Declaration for the proposed project; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on March 3, 2023, 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 March 2, 2023, to each property owner within a 500-foot radius of the project site in accordance with state law; and

WHEREAS, on March 13, 2023, the City of Santa Fe Springs Planning Commission conducted a duly noticed public hearing and considered public testimony concerning Development Plan Approval Case No. 999; 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 March 13, 2023, concerning Development Plan Approval Case No. 999.

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 would not result in any significant adverse immitigable impacts on the environment; therefore, the City required the preparation and adoption of a Mitigated Negative Declaration (MND) for the proposed Project. The draft MND, prepared by Blodgett Baylosis Environmental Planning, reflects the independent judgment of the City of Santa Fe Springs, and the City's environmental consultant and is attached hereto as Exhibit B.

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-makers 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-makers 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 final determination.

Four mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts related to *Aesthetic Impacts, Cultural Resources, Noise, and Tribal Resources* to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures. A copy of the Mitigation Monitoring and Reporting Program is attached hereto as Exhibit D.

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 subject site is comprised of two parcels located in 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.
2. The proposed project will result in a new concrete tilt-up speculative industrial building; therefore, the land is being maintained for industrial uses.
3. The project involves the construction of a new contemporary concrete tilt-up industrial building on a site that is currently developed with three (3) structures that were built in the early 2000s and associated storage equipment. The assessed value of the property will significantly improve once the project is complete, thus leading to an increase in 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 efficiency, 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 proposed ±99,847 sq. ft. concrete tilt-up industrial building and associated parking area will represent a significant enhancement in the appearance of the subject property. Additionally, the proposed development will be attractive and contemporary in design. Architectural elements used to achieve a high-quality design include variations in setback, height, colors, and materials used. The result is an attractive project with a contemporary building that is comparable to other high-quality office/industrial projects here in Santa Fe Springs.

(C) *That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.*

As mentioned previously, the proposed concrete-tilt-up industrial building is well suited for a variety of office, manufacturing, and/or warehouse-type users, which is allowed as a permitted use in the M-2 Zone. The proposed building will contain an area designated for warehousing and office use. Furthermore, the location of the truck loading doors will face the east side of the building and all loading activities will be screened from public view. The architectural design will incorporate elements such as a complementary color scheme, vertical reveals, height variations, glazing, and pop-out elements. As designed, the proposed development 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 the perimeter of the associated parking lot along Norwalk Boulevard for maximum aesthetic value. The landscape will be distributed along the north, south, and west perimeter of the proposed building and within portions of the required parking areas. Additionally, the truck wells and dock doors have been strategically placed so that they will not be directly visible from the public right-of-way. Nevertheless, 8'-0" high metal gates with mesh screening will be provided along the north and south side of the proposed building to further screen activities within the truck yard area. Lastly, the proposed trash enclosure has been strategically placed where it is not visible or easily accessible by the public, and where it will have the least impact on adjacent properties.

- (E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.

As stated previously, the proposed building is contemporary in design. The architect used glazing, pop-outs, and variations in height, materials, and colors. The style and architecture of the proposed building is 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. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 229-2023 to approve and adopt the Final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (IS/MND and MMRP) and also approve Development Plan Approval Case No. 999 to allow the construction of a ±99,847 sq. ft. concrete tilt-up industrial building on property located at 12222 East Florence Avenue and associated parking lot on an adjacent parcel at 10840 Norwalk Boulevard, within the M-2, Heavy Manufacturing, Zone, subject to conditions attached hereto as Exhibit A

ADOPTED and APPROVED this 13th day of MARCH 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

DRAFT CONDITIONS OF APPROVAL
Development Plan Approval Case No. 999
12222 Florence Avenue and 10840 Norwalk Blvd
Santa Fe Springs, CA 90670
APN: 8009-022-046 & 8009-022-039

Approval of the subject Development Plan Approval (DPA) Case No. 999 is to allow the construction of a new 99,847 sq. ft. concrete tilt-up industrial building located at 12222 Florence Avenue, located within the M-2 Heavy Manufacturing zone & associated parking lot on adjacent parcel, located at 10840 Norwalk Boulevard, located within the C4 – Community Commercial Zone.

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Elias Garcia 562-868-0511 x7034)

STREETS

1. That the applicant shall pay a flat fee of **\$15,939.00** to reconstruct/resurface the existing street frontage to centerline for Florence Avenue and Norwalk Boulevard.
2. That applicant shall remove and replace (1) driveway approach, curb, & gutter per city standard plan R-6.4C along Norwalk Boulevard.
3. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.
4. That adequate “on-site” parking shall be provided per City requirements, and all streets abutting the development shall be posted “No Stopping Any Time.” The City will install the offsite signs and the applicant shall pay the actual cost of sign installation.
5. The applicant shall reimburse the City for the actual cost for the installation, replacement or modification of street name signs, and traffic control signs, required in conjunction with the development. The City will complete the work.
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.; however, if they cannot be avoided, they must be relocated to a mutually agreeable location per City standards.
7. Applicant to relocate the existing driveway approach on Norwalk Boulevard per City Engineer approved plan.

8. The applicant and/or developer shall pay for the design, installation, and inspection of undergrounding overhead utilities on Florence Avenue and Norwalk Boulevard for applicant owned facilities only.

CITY UTILITIES

9. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Florence Avenue and Norwalk Boulevard. Storm drain plans shall be approved by the City Engineer.
10. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.
11. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer and LA County Sanitation District. A sewer study (including a sewer flow test) shall be submitted along with the sanitary sewer plans.
12. All buildings shall be connected to the sanitary sewers, if applicable.
13. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.
14. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.
15. That the landscape irrigation system shall be connected to reclaimed water, if available, on Florence Avenue. Separate meter(s) shall be installed to accommodate connection or future connection of irrigation systems to the reclaimed water line.
16. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

TRAFFIC

17. The currently proposed driveway and site access has been reviewed and approved by the traffic engineer, however, the City reserves the right to potentially prohibit left turns into property at some point in the future if deemed necessary by the City engineer.

PARCEL MAPS

18. An "Access and Parking Reciprocal Easement Agreement" has been submitted to the City, covering each parcel of the subject property. The document shall be executed and recorded in the Office of the Los Angeles County Recorders. Such Agreement and any CC&Rs shall be subject to the approval of the City Attorney.

FEES

19. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant and/or developer cannot meet the mitigation requirements, the applicant and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.
20. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.
21. That the applicant shall pay the water trunkline connection fee of \$3,700 per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

22. That a grading plan shall be submitted for drainage approval to the City Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.
23. That a hydrology study shall be submitted to the City reviewed by the City Engineer for approval. The study shall be prepared by a Professional Civil Engineer.

24. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2019 or higher) to the office of the City Engineer.
25. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the current MS4 Permit. The applicant will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).
26. The applicant and/or developer shall install portland cement concrete or asphaltic concrete pavement drive approach satisfactory to the City Engineer for the entire width of the driveways for a minimum distance of 50 feet from the back of the drive approach on Florence Avenue and Norwalk Boulevard to be installed by the developer.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Kevin Yang 562.868-0511 x 3811)

27. 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.
28. 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
29. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the 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
30. 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
31. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.

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

DEPARTMENT OF FIRE: ENVIRONMENTAL PREVENTION:
(Contact: Eric Scott 562.868.0511 x 3812)

33. 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.
34. 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.
35. 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.

36. 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.

POLICE SERVICES DEPARTMENT:

(Contact: Lou Collazo at 562.409.1850 x 3335)

37. 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 in conjunction with the submittal of the Electrical Plans. PDF formatted plans are acceptable and shall be emailed to luiscollazo@santafesprings.org.
38. 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, emergency 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.
39. 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 Section Code 22658 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.
40. 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 outside of the building-awaiting loading. Outdoor storage is prohibited without prior approval from both Police Services, Planning, and Fire Department.

41. That the 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.
42. That off-street parking area shall not be reduced or encroached upon at any time.
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 such 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. Porta-potties, or equal, shall not be visible from the public street and maintained on a regular basis.
46. That all construction debris shall 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 Code Section 155.424 and Performance Standards set forth in Sections 155.415 through 155.433 of the City's Zoning Ordinance.
48. 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.
49. That the applicant shall work with Police Services, Building, and Fire Department to find a solution to effectively identify the site along both the Norwalk Boulevard and Florence Avenue street frontages.

50. That trucks and/or trailers owned by the Applicant and/or contracted shall not be backed-up onto the street, block traffic, park, stage, or otherwise queue on the street at any time. The Applicant and/or the acting site manager shall be responsible for making sure that this condition is complied with at all times.
51. That the Applicant and/or their tenant be aware that SFSMC §72.16 prohibits the parking of semi-trailers or trailers on any street or alley unless such vehicle is, at all times while parked, attached to a truck or vehicle capable of moving such semi-trailer or trailer upon public streets and highways.
52. That the on-site paving shall be maintained free of potholes or other similar damage and the Applicant shall make repairs within 72 hours of identifying any pavement deficiencies.
53. That the parking markings (parking striping, directional arrows, etc.) shall be maintained at all times and re-painted when they become faded.

WASTE MANAGEMENT:

(Contact: Maribel Garcia 562.868.0511 x7509)

54. 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.
55. 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.
56. 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: Claudia Jimenez 562.868.0511 x7356)

57. This approval shall allow the applicant, Goodman Santa Fe Springs SPE LLC to construct, operate, and maintain a new approximately 99,847 sq. ft. concrete tilt-up industrial building on the subject property located at 12222 Florence Avenue (APN: 8009-022-046) and the adjacent parking lot located at 10840 Norwalk Boulevard (APN: 8009-022-039).
58. The applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

59. 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 of Los Angeles. Said indication shall be clearly painted with a minimum front size of 20 point.
60. 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.
61. 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 the subject property. The Mitigation Monitoring and Reporting Program is listed as an attachment to this staff report.
62. 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 Planning Department every six (6) months.*
63. The applicant shall implement a dust control program for air quality control. The program shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction. The developer shall provide the City Engineer and Building Official with the name, telephone number and e-mail address of the person directly responsible for dust control and operation of the vehicle.
64. 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.
65. Secure fencing around the construction property with locking gates and appropriate lighting shall be installed during construction to prevent trespassing and theft.
66. 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.

67. 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.
68. 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.
69. The applicant agrees and understands that any existing overhead utilities within the development shall be placed underground.
70. 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.
71. 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).
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 "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.
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. The applicant shall submit a lighting program that is integrated into the overall property, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-

lighting can also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design

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 shall be responsible for ensuring that future tenants do not allow commercial vehicles, trucks and/or truck tractors to queue on Florence Avenue and Norwalk Boulevard, use Florence Avenue and Norwalk Boulevard as a staging area, or to back-up onto the street from the subject property.
82. No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type, unless prior written approval is obtained from the Director of Planning and the Fire Marshall.
83. 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. The development shall continuously provided the required amount of parking stalls for both parcels, at a minimum of 149 parking stalls shall be provided.
84. 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.
85. That if the proposed building is later subdivided and deemed to be a multi-tenant building by the City of Santa Fe Springs Planning Department, the applicant shall provide the Planning Department with a modified the parking layout to satisfy the City's parking requirement for a multi-tenant building prior to the issuance of any subsequent business license and/or building permit related to the secondary tenant(s)
86. The applicant shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. Information shall include, but is not limited to:
 1. Current maps, routes and schedules for public transit routes serving the site; and
 2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local

- transit operators; and
 3. Ridesharing promotional material supplied by commuter-oriented organizations; and
 4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
 5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City's General Plan Circulation Element.
87. Preferential parking spaces shall be reserved for potential carpool/vanpool vehicles without displacing handicapped and customer parking needs. Vanpool space(s) shall be legibly marked on the pavement or identified by a sign and also conveyed to employees through the required transportation information board. The preferential carpool/vanpool parking shall be identified on the site plan at the time of plan check submittal. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City's General Plan Circulation Element.
88. An area shall be designate for bicycle parking and bicycle racks shall be provided. Bike racks shall be provided to accommodate bicycles at a ratio of 4 bicycles for first 50,000 square feet and 1 bicycle for each additional 50,000 square feet. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City's General Plan Circulation Element.
89. There shall be a safe and convenient zone in which carpool/vanpool vehicles may deliver or board their passengers. Additionally, there shall be sidewalks or other designated pathways following direct and safe routes from external pedestrian circulation system to each building in the development and safe and convenience access from the external circulation system to bicycle parking facilities on-site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Ordinance and also a goal identified within the City's General Plan Circulation Element.
90. 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.
91. 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.

92. That the owner/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 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.

93. Prior to occupancy of the property/buildings, the applicant and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained on the City's website (<https://santafesprings.hdlgov.com/>).
94. The subject development shall be constructed substantially in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case. Any modification shall be subject to the review and approval of the Director of Planning or his/her designee.
95. The final site plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.
96. That prior to the issuance of the Certificate of Occupancy, the applicant shall provide certification from the Landscape Architect of record that the plant installation on the Site are in accordance with the approval planting an irrigation plan.
97. 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.
98. 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.
99. The applicant understands and agrees that if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans shall be provided to the Planning Department for review and approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.
100. 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.

101. 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.
102. 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.

**I understand and hereby agree to comply with the attached
Conditions of Approval for DPA 999.**

Jeff Hamilton

(Name of Applicant – Print name)

Jff Hamilt

(Signature of Authorized Agent)

Date 2/27/2023

**INITIAL STUDY &
MITIGATED NEGATIVE DECLARATION
GOODMAN SANTA FE SPRINGS SPE
LLC PROJECT
10840 NORWALK BOULEVARD
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

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

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

SEPTEMBER 12, 2022

SFSP 077

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Goodman Santa Fe Springs SPE LLC Project.

APPLICANT: Goodman Santa Fe Springs SPE LLC, 18201 Von Karman Avenue, Suite 1170, Irvine, California 92612.

SITE ADDRESS: 10840 Norwalk Blvd, Santa Fe Springs, California, 90670.

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

DESCRIPTION: The City of Santa Fe Springs, in its capacity as the Lead Agency, is reviewing an application that would involve the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.

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

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.

- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

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

Signature _____

Date _____

City of Santa Fe Springs Planning Department



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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts involved in the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.¹

The City of Santa Fe Springs is the designated Lead Agency for the proposed project and will be responsible for the project's environmental review. The operation of the proposed development is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process. The project applicant is Goodman Santa Fe Springs SPE LLC, 18201 Von Karman Avenue, Suite 1170, Irvine, California 92612.

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

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND) for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa

¹ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

Fe Springs in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study. Questions and/or comments should be submitted to the following individual:

Claudia L. Jimenez, Assistant Planner
City of Santa Fe Springs Planning and Development Department
11710 Telegraph Road
Santa Fe Springs, California 90670

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this IS:

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



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study evaluates the environmental impacts involved in the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.²

2.2 PROJECT LOCATION

The project site is located in the north-central portion of the City of Santa Fe Springs along the east side of Norwalk Boulevard and south of Florence Avenue. Santa Fe Springs is located in southeastern Los Angeles County, approximately eight miles southeast of downtown city of Los Angeles. The City is bounded by the cities of La Mirada and Norwalk on the south, Downey on the west, an unincorporated Los Angeles County area referred to as West Whittier on the north, and the City of Whittier on the east. Major physiographic features within the surrounding area include the San Gabriel River, located approximately 1.9 miles to the west; the Montebello Hills, located approximately 6.0 miles to the north; the Puente Hills, located approximately 9.0 miles to the northeast; and, the San Gabriel Mountains, located approximately 14.5 miles to the north.³

Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (Interstate 5 or I-5) and the San Gabriel River Freeway (Interstate 605/I-605). The I-5 Freeway extends along the city's western and southern portions in a northwest-southeast orientation and the I-605 Freeway extends along the city's western side in a southwest-northeast orientation.⁴ The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The project site's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. Vehicular access to the project site is currently available from Norwalk Boulevard and Florence Avenue. The Assessor Parcel Numbers (APN) applicable to the site are 8009-022-046 and 8009-022-039. The site's latitude/longitude is 33.933835, -118.071593.⁵ A local map is provided in Exhibit 2-3.

² HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

³ Google Maps. Website Accessed July 18, 2022.

⁴ Ibid.

⁵ Ibid.

SECTION 2 • PROJECT DESCRIPTION

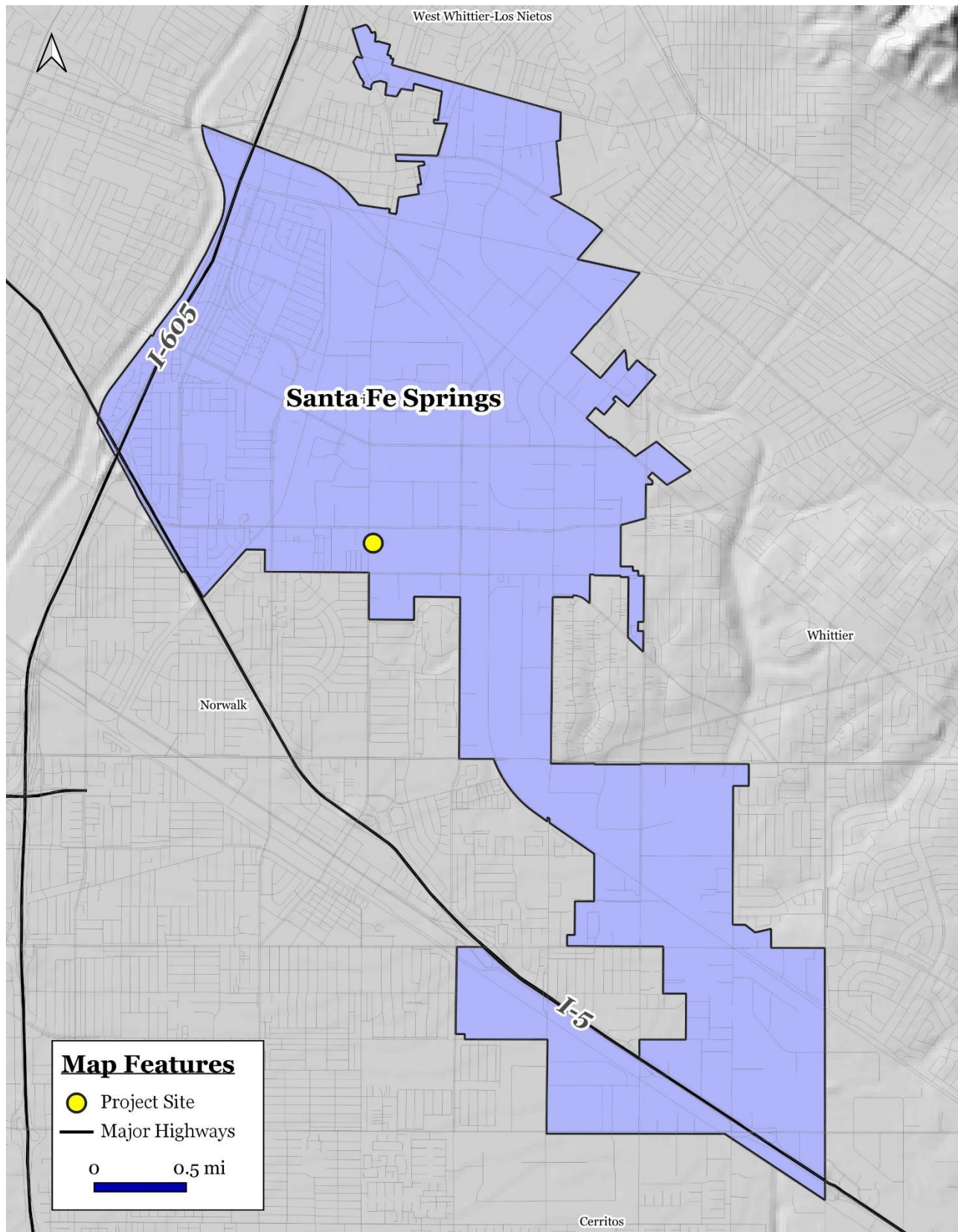


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS



EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The 5.03-acre (219,23 square feet) site is surrounded by industrial uses. Exhibits 2-4 and 2-5 show aerial photographs of the project site and the adjacent development. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* A mix of commercial and heavy manufacturing uses are located north of the project site. Two industrial commercial locations are located directly to the north of the former Oil Well Service Company building occupying the western portion of the project site, Valve and Steel Supply Hardware Store and Moon Equipment Company. A commercial plaza is located further north on the southeastern corner of Florence Avenue and Norwalk Boulevard. NHK Laboratories Inc., Fortune Resources, and Bestliving International is located north of the larger project parcel on the eastern portion of the overall project site.⁶
- *South of the Project Site.* Heavy Manufacturing land usage extends along the project site's southern side. R.B. Paint and Body Center is located to the south of the former Oil Well Service Company building occupying the western portion of the project site. Western Water Works Supply Company abuts the property's eastern larger portion of the project site. Further south, approximately 850 feet, Lakeland Road extends in an east-west orientation. Lakeland Villa mobile residential development is located to the southwest of the project site.⁷
- *East of the Project Site.* Goodman Logistics Center Santa Fe Springs is located to the east side of the project site. Multiple tenants currently occupy the Logistics Center Buildings such as RIM Logistics Ltd., Fn Logistics Inc., Funai Consumer Electronics Company, and Fashion Nova Distribution Center.⁸
- *West of the Project Site.* Quality Lift and Equipment Forklift Rental Service are directly to the west of the project site along Norwalk Boulevard. Silverio's Party Supply is located to the northwest of the project site.⁹

Photographs of the site and the surrounding area are provided min Exhibits 2-6 through 2-9. Notable uses in the vicinity of the project site include the following: Little Lake Cemetery Park, located 0.32 miles to the southwest; Heritage Park, located 0.45 miles to the northwest; Little Lake Elementary School, located 0.40 miles to the southwest; Little Lake Park, located 0.44 miles to the west; and the Civic Center including City Hall, the City Library, and the Santa Fe Springs Fire Department Station 4, located 1 mile to the northwest of the project site; The Villages at Heritage Springs is located 0.35 miles to the north of the project. Lastly, the Metropolitan State Hospital is located 0.46 miles to the southeast of the project site.¹⁰

⁶ Google Maps. Website Accessed July 18,2022.

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

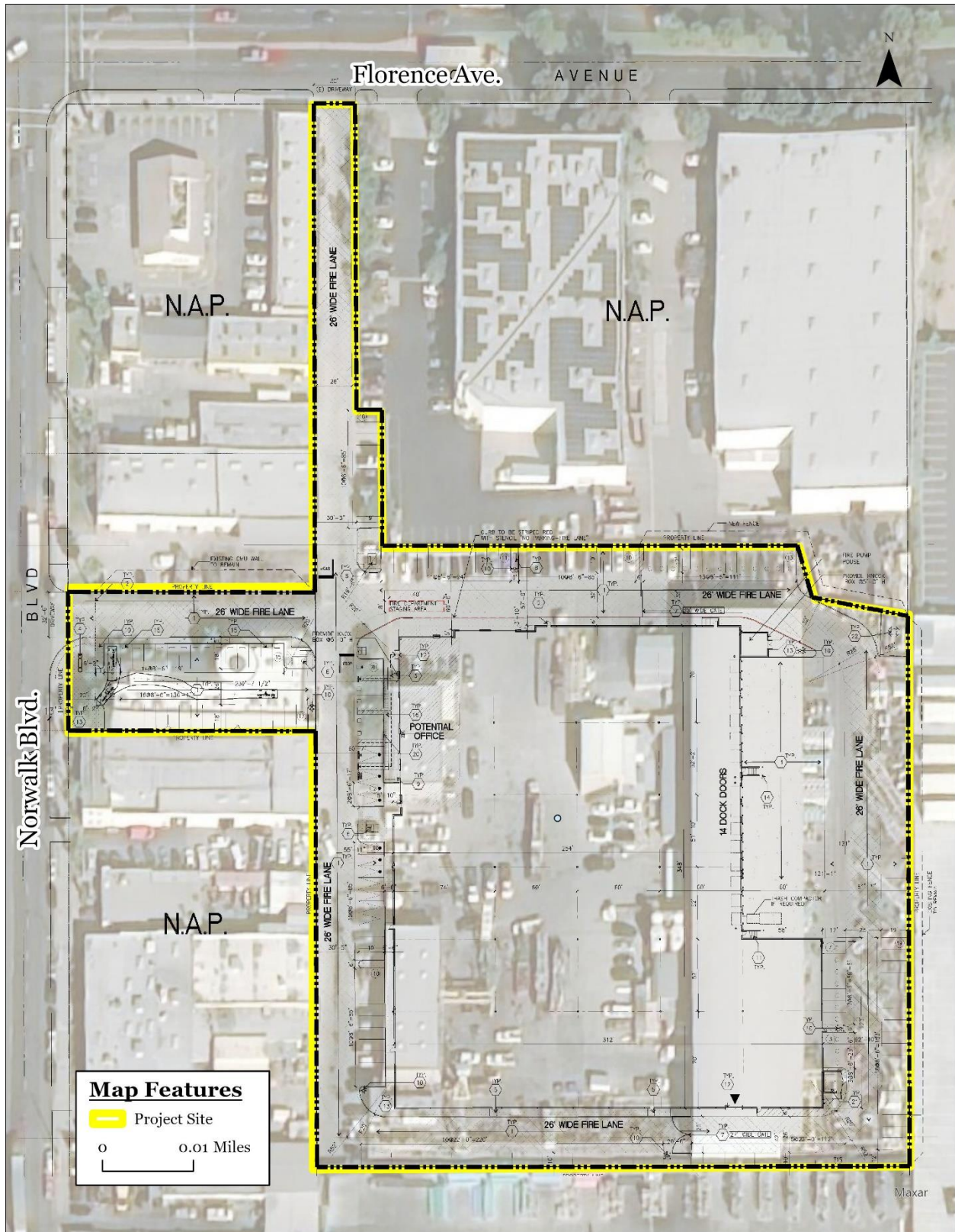


EXHIBIT 2-5
SITE PLAN AERIAL OVERLAY
SOURCE: HPA ARCHITECTURE



Project Site entrance to the east of Norwalk Boulevard



Oil Well Services Building on the western side of the project site to be demolished

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



Current entrance to the eastern side of project site.



Project Site entrance from the south of Florence Avenue, north central of project site.

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



Driveway of Project Site facing south of the project site



West of the Project Site: Quality Lift and Equipment Forklift Rental Service

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



North of Project Site: A mix of commercial and heavy manufacturing uses are located north of the project site.



South of Project Site: A mix of commercial and heavy manufacturing uses are located south of the project site.

EXHIBIT 2-9
PROJECT SITE PHOTOGRAPHS
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project would consist of the following elements:

- *Project Site.* The site area consists of 219,234 square feet (5.03 acres). The Assessor's Parcel Numbers attached to this site are 8009-022-046 and 8009-022-039. A galvanized 8-foot tubular fence will provide and prevent access to the interior of project site. The building area would dedicate 99,929 square feet of the project site to the proposed building. Following development, the project would have a lot coverage of 45.6%. The site is zoned as Heavy Manufacturing (M-2) with the exception of a portion of the site that has frontage along Norwalk Boulevard which is zoned as Commercial.¹¹
- *New Building.* Referred to as Building 4, the project site would be occupied by a new building that would be used for refrigerated space (approximately 75% of the floor area) and the remainder would be used for storage. The building area would dedicate 3,000 square feet to office space, 5,200 square feet to an upper-level mezzanine space, 360 square feet for pump use, and 91,369 square feet to warehouse space for a total of 99,929 square feet of building area.¹² The project will incorporate solar panels on the roof of the building as a means to further reduce energy consumption.
- *Landscaping.* The site's landscaping would total 8,215 square feet. Landscaping would be provided along the proposed building's western side, along with landscaping to the north and west of the building along the parking areas. The vegetation requires very low to moderate water use. The landscaping will consist of 11 Muskogee Crepe Myrtle trees that will go along the building's western side; 4 Brisbane Box trees located to the north and northwest of the building, along the parking spaces; and 3 Southern Magnolia trees near the project site's western boundary and entrance. The shrubs consist of Dwarf Bottle Brush, New Gold Lantana, Little Ollie, Mundi Coast Rosemary, and Yeddo Hawthorn. Finally, Cassa Blue Flax Lily and Bull Grass will make up the ornamental grass and Prostrate Rosemary will make up the flowering groundcover.¹³
- *Access and Parking.* Access to the project site's new building would be provided by a 30-foot driveway connection to Florence Avenue, on the northern portion of the project site, and a 36-foot driveway along Norwalk Boulevard on the western side of the project site leading into a 26-foot-wide driveway surrounding the proposed building. Parking will be distributed throughout the project site and would consist of 95 standard stalls, 4 accessible parking stalls, one van accessible stall, 15 parallel parking stalls, 23 compact stalls, 5 future electric vehicle (EV) parking, one future EV accessible parking stall, one future EV van parking stall, and 4 clean air vehicles for a total of 149 stalls. A total of 14 dock doors for loading and unloading will also be provided along the eastern side of the proposed building.¹⁴

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

¹¹ HPA Architecture. *GLC - Santa Fe Springs Building #4. Overall Site Plan. Sheet 1-DAB-A1.1.* June 24, 2022.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

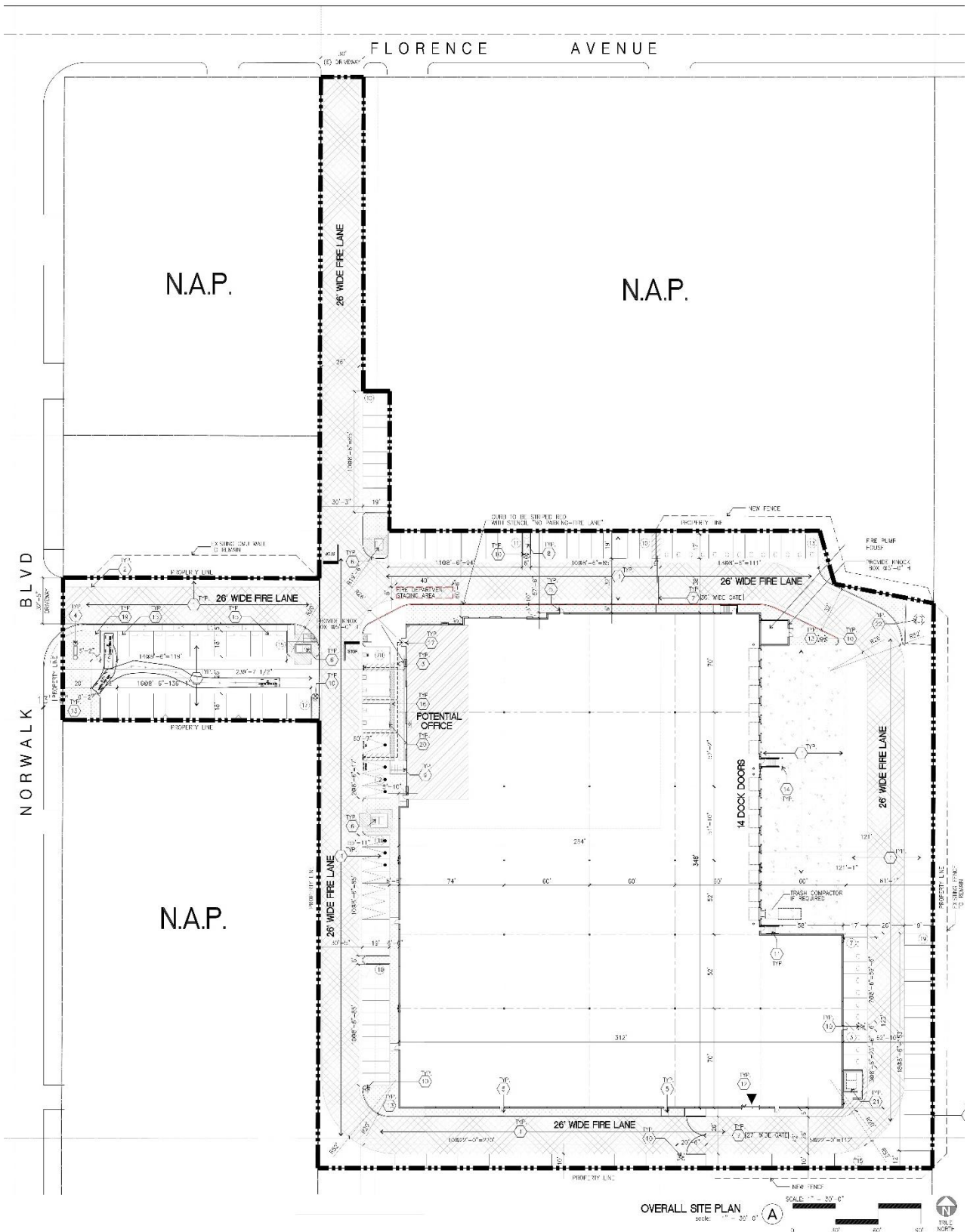


EXHIBIT 2-10
SITE PLAN
SOURCE: HPA ARCHITECTURE

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2.4.2 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

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

- *Demolition.* Demolition of the current onsite improvements will occur during this phase. This phase will take approximately two months to complete.
- *Grading and Site Preparation.* The project site will be prepared for the construction of the proposed Goodman Santa Fe Springs SPE LLC building. The site will undergo final grading during this phase as well which will take approximately one month to complete.
- *Construction.* The new building will be constructed during this phase. This phase will take approximately six months to complete.
- *Paving and Finishing.* This concluding phase will involve the finishing of the new Goodman Santa Fe Springs SPE LLC building, the paving of the parking areas and hardscape, and the completion of other on-site improvements. This phase will take approximately two months to complete.

2.5 DISCRETIONARY ACTIONS

A *Discretionary Action* is an action taken by a government agency (for this project, the government agency is the City of Santa Fe Springs) that calls for an exercise of judgment in deciding whether to approve a project. Discretionary approvals required as part of the proposed project's implementation include the following:

- The Development Plan Approval Case No. 99 (DPA 999);
- The Approval of this Mitigated Negative Declaration (MND); and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).

Other ministerial permits and approvals may be deemed necessary, including but not limited to demolition permits, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, utility connections.

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SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the IS analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this IS include the following:

Aesthetics (Section 3.1);	Mineral Resources (Section 3.12);
Agricultural & Forestry (Section 3.2);	Noise (Section 3.13);
Air Quality (Section 3.3);	Population & Housing (Section 3.14);
Biological Resources (Section 3.4);	Public Services (Section 3.15);
Cultural Resources (Section 3.5);	Recreation (Section 3.16);
Energy (Section 3.6);	Transportation (Section 3.17);
Geology & Soils (Section 3.7);	Tribal Cultural Resources (Section 3.18);
Greenhouse Gas Emissions; (Section 3.8);	Utilities (Section 3.19);
Hazards & Hazardous Materials (Section 3.9);	Wildfire (Section 3.20); and,
Hydrology & Water Quality (Section 3.10);	Mandatory Findings of Significance (Section
Land Use & Planning (Section 3.11);	3.21).

The environmental analysis included in this section reflects the IS Checklist format used by the City of Santa Fe Springs in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this IS preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Santa Fe Springs or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This IS will assist the city in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? • Less Than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.¹⁵

The City of Santa Fe Springs General Plan does not identify any protected view sheds in the City nor is the project site located within any of the City designated scenic corridors. Major physiographic features within the surrounding area include the San Gabriel River, 1.66 mile west of the project site; the San Gabriel Mountains, located 16.60 miles to the north; and the Puente Hills, 4.54 miles to the northeast.¹⁶ Lakeland

¹⁵ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

¹⁶ Google Earth. Website accessed July 15, 2022.

Villa residential development is the closest use that would be sensitive to a loss in scenic views. This residential development is located approximately 300 feet southwest of the project site along the north side of Lakeland Road. The distance of these units from the project site and the height of the new building, no views would be completely obstructed. As a result, the proposed project will have a less than significant impact on a scenic vista.¹⁷

B. *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.*

The surrounding developed properties are currently occupied by industrial commercial development. There are no rock outcroppings nor historic buildings located on-site. According to the California Department of Transportation, there are no designated scenic highways and there are no State or County designated scenic highways in the vicinity of the project site.¹⁸ Lastly, the project site does not contain any buildings listed in the State or National registrar (refer to Section 3.5). As a result, no impacts will occur.

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? • Less than Significant Impact.*

The project site is currently being used as storage and utilization of Oil Well Service Company's construction materials, utility poles, and electrical equipment. The implementation of the proposed project will not result in any degradation of the site and surrounding areas. Once complete, the proposed building will feature grey, white, and brown walls with grey colored accents, with blue reflective windows on the north and west sides of the building. Two green "Goodman" logo signs will also be displayed on the north and western sides of the building. The project will also dedicate 8,215 square feet of land area to drought-tolerant landscaping. The project site is located within an urban area and is surrounded on all sides by development. The project will not conflict with applicable zoning and other regulations governing scenic quality as determined by City staff in its review of the proposed project's conformity with City building and zoning requirements. As a result, the impacts will be less than significant.

D. *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less than Significant Impact with Mitigation.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land use or driver's vision. The exterior building façade would consist of mostly non-reflective materials, such as concrete tilt-up walls. In addition, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces. As a result, no daytime glare-related impacts are anticipated. Nighttime glare and illumination have the potential to result in potentially significant impacts to sensitive

¹⁷ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted July 15, 2022

¹⁸ California Department of Transportation. *Official Designated Scenic Highways*. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

receptors. Many sources of light contribute to the ambient nighttime lighting conditions. These sources of nighttime light include streetlights, security lighting, wall packs, and vehicular headlights. The proposed project will not introduce nighttime lighting that could potentially impact nearby sensitive receptors. The project site is located within an industrial area, though there are several developments that would be light sensitive to the project site. These uses are located approximately 300 feet to the southeast and include the Lakeland Villa mobile park, Lakeland Elementary School, Costa Azul Senior Apartments, and Villa Santa Fe Springs Apartments. The predominant source of light impacts will be related to the surface parking lot and building lighting associated with the building. Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

- The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security 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 and submitted to the Planning Department for review and approval. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.

The mitigation identified above would reduce the potential impacts to levels that are less than significant.

CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. The proposed project will not restrict scenic views along the local streets, damage or interfere with any scenic resources or highways, degrade the visual character of the project site and surrounding areas, or result in light and glare impacts, or conflict with zoning or other development standards pertaining to scenic quality. As a result, no cumulative impacts will occur.

MITIGATION MEASURES

Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security 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 and submitted to the Planning Department for review and approval. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.¹⁹

¹⁹ HPA Architecture, Inc. GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1. July 24, 2022.

According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.²⁰ The entire city is urban and there are no areas within the city that are classified as “Prime Farmland”. The project site is presently being used for oil extraction and no agricultural uses are located on-site. Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses. *As a result, no impacts will occur.*

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? • No Impact.

No loss in land zoned for/or permitting agricultural activities or farmland production will occur as part of the proposed project’s implementation. Furthermore, the property is being used for oil extraction and there are no agricultural uses located within the site that would be affected by the project’s implementation. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.²¹ *As a result, no impacts will result.*

C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? • No Impact.

The City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City. The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not provide for any forest land preservation.²² *As a result, no impacts will result.*

D. Would the project result in the loss of forest land or conversion of forest land to non-forest use? • No Impact

No forest lands are located within or in the vicinity of the project site. As a result, no loss or conversion of forest lands to urban uses will result from the proposed project’s implementation. *As a result, no impacts will occur.*

E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? • No Impact.

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

²⁰ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010.*

²¹ California Department of Conservation. *State of California Williamson Act Contract Land.*
ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

²² City of Santa Fe Springs Municipal Code. *Title XV, Land Usage.* Chapter 155, Code 155.211 Principal Permitted Uses.

CUMULATIVE IMPACTS

The potential impacts related to agriculture and forestry are site-specific. According to the City, there are four cumulative projects located within one mile from the project site. These four cumulative projects are as follows: 128 units located at 13300 Lakeland Road; a 134,552 square-foot self-storage facility located at 11212 Norwalk Boulevard; a 22,994 square-foot warehouse located at 10370 Slusher Drive; and an 86-room hotel located at the southwest corner of Norwalk Boulevard and Telegraph Road. The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any impacts on these resources. As a result, no cumulative impacts on agriculture or forestry resources will occur.

MITIGATION MEASURES

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

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✗
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✗	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✗	
D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✗	

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O₃)*: a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)*: a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO₂)*: a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen dioxide is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO₂)*: a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM₁₀ and PM_{2.5}*: refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;

- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with, or obstruct implementation of, the applicable air quality plan? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.²³

The project area is located within the South Coast Air Basin, which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).²⁴ The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level Ozone. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone. Specific criteria for determining a project's conformity

²³ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

²⁴ South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Adopted March 2017.

with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook.²⁵ The Air Quality Handbook refers to the following criteria to determine a project's conformity with the AQMP:²⁶

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the most recent adopted Growth Forecast Appendix prepared by SCAG for the 2016-2045 RTP/SCS, the City of Santa Fe Springs is projected to add a total of 1,400 new jobs through the year 2045.²⁷ According to the State of California Employment Development Department, the City's current unemployment rate is 3.7 percent, which means there are up to 300 residents actively seeking work.²⁸ The proposed project, once operational, will add **up to 66 employees assuming one employee for every 1,518 square feet**²⁹ The number of new jobs is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. *As a result, no impacts related to the implementation of the AQMP are anticipated.*

B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? • Less Than Significant Impact.

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

- *Demolition.* Demolition of the current onsite improvements will occur during this phase. This phase will take approximately two months to complete.
- *Grading and Site Preparation.* The project site will be prepared for the construction of the proposed Goodman Santa Fe Springs SPE LLC. building. The site will undergo final grading during this phase as well which will take approximately one month to complete.

²⁵ South Coast Air Quality Management District. *Air Quality Analysis Handbook*. 1993.

²⁶ Ibid.

²⁷ Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2020-2045*. September 3, 2020.

²⁸ State of California Employment Development Department. *Labor Force and Unemployment Rate for Cities and Census Designated Places*. Website accessed July 15, 2022.

²⁹ The Natelson Company, Inc. *Summary Report Employment Density Study*. October 31, 2001.

- *Construction.* The new building will be constructed during this phase. This phase will take approximately six months to complete.
- *Paving and Finishing.* This concluding phase will involve the finishing of the new Goodman Santa Fe Springs SPE LLC building, the paving of the parking areas and hardscape, and the completion of other on-site improvements. This phase will take approximately two months to complete.

The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0). As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	2.27	21.48	19.64	0.04	4.44	1.45
Demolition (off-site)	0.05	0.20	0.57	--	0.19	0.05
Total Demolition	2.32	21.68	20.21	0.04	4.63	1.50
Site Preparation (on-site)	2.66	27.52	18.24	0.04	19.71	11.14
Site Preparation (off-site)	0.06	0.04	0.63	--	0.20	0.05
Total Site Preparation	2.72	27.56	18.87	0.04	19.91	11.19
Grading (on-site)	1.71	17.93	14.75	0.03	6.40	4.06
Grading (off-site)	0.05	0.03	0.52	--	0.17	0.04
Total Grading	1.76	17.96	15.27	0.03	6.57	4.10
Building Construction (on-site)	1.57	14.38	16.24	0.03	0.70	0.66
Building Construction (off-site)	0.24	1.09	2.67	0.01	0.91	0.25
Total Building Construction	1.81	15.47	18.91	0.04	1.61	0.91
Paving (on-site)	0.96	8.27	12.22	0.02	0.40	0.37
Paving (off-site)	0.06	0.04	0.65	--	0.22	0.06
Total Paving	1.02	8.31	12.87	0.02	0.62	0.43
Architectural Coatings (on-site)	21.12	1.22	1.81	--	0.06	0.06
Architectural Coatings (off-site)	0.04	0.02	0.42	--	0.14	0.04
Total Architectural Coatings	21.16	1.24	2.23	--	0.20	0.10
Maximum Daily Emissions	23.88	67.21	54.36	0.11	31.90	16.80
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod V. 2020.4.0.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. The operational long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V.2020.4.0 computer model. Table 3-2 depicts the operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs./day

Emission Source	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Area-wide (lbs./day)	2.26	--	0.02	0.00	--	--
Energy (lbs./day)	--	0.02	0.02	--	--	--
Mobile (lbs./day)	0.58	0.65	6.37	0.01	1.58	0.43
Total (lbs./day)	2.84	0.68	6.37	0.01	1.58	0.43
Daily Thresholds	55	55	550	150	150	55

Source: CalEEMod V. 2020.4.0.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for Ozone and particulate matter, the Applicant will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.³⁰ The contractors will be responsible for being familiar with and implementing any pertinent best available control measures. *Therefore, less than significant impacts will occur.*

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less Than Significant Impact.

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.³¹ Lakeland Villa residential development is the closest sensitive receptor. This residential development is located approximately 300 feet southwest of the project site along the northern side of Lakeland Road.³² The locations of the aforementioned sensitive receptors are shown in Exhibit 3-1.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and PM_{2.5} emissions from construction. The use of the "look-up tables" is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. For purposes of the LST analysis, the receptor distance used was 100 meters.

³⁰ South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

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

³² Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on July 15, 2022.

Table 3-3
Local Significance Thresholds Exceedance SRA 5 for 5 Acres of Disturbance
(site is 5.03 acres)

Emissions	Maximum Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs./day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	0.68	Operation	172	165	176	194	244
NO _x	67.21	Construction	172	165	176	194	244
CO	6.37	Operation	1,480	1,855	2,437	3,867	9,312
CO	54.36	Construction	1,480	1,855	2,437	3,867	9,312
PM ₁₀	1.58	Operation	4	10	15	23	49
PM ₁₀	31.90	Construction	14	42	60	97	203
PM _{2.5}	0.43	Operation	2	3	4	8	25
PM _{2.5}	16.80	Construction	7	10	15	30	103

Source: CalEEMod Version 2020.4.0.

As indicated in Table 3-3, the project is anticipated to exceed construction LSTs for particulates. Further analysis of the CalEEMod worksheets indicated that the primary source of construction PM emissions is fugitive dust. Adherence to additional mandatory Rule 403 regulations would reduce fugitive dust emissions by approximately 50% to levels that are less than significant. Rule 403 requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls as well as mandatory SCAQMD regulations governing fugitive dust (Rule 403) and odors (Rule 1401). In addition, future truck drivers visiting the site during the project's construction must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. These regulations will reduce the particulate emissions by as much as 50%. *As a result, the impacts will be less than significant.*

D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)? • Less Than Significant Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.³³ All truck drivers that may visit the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Furthermore, adherence to SCAQMD Rule 402 Nuisance Odors will minimize odors generated during daily activities. *Adherence to the existing SCAQMD regulations governing "nuisance odors" will reduce potential impacts to levels that are less than significant.*

³³ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

CUMULATIVE IMPACTS

There are four cumulative projects located within one mile from the project site. These four projects are as follows: 128 DU located at 13300 Lakeland Road; a 134,552 square-foot self-storage facility located at 11212 Norwalk Boulevard; a 22,994 square-foot warehouse located at 10370 Slusher Drive; and an 86-room hotel located at the southwest corner of Norwalk Boulevard and Telegraph Road. The combined operational emissions from the five projects (including the proposed project) will still be below the thresholds of significance established by the SCAQMD (the CalEEMod worksheets for the cumulative emissions are provided in the Appendix). Furthermore, the addition of the project trips as well as the trips from the aforementioned related projects will not result in the degradation of any intersection's level of service and no carbon "hot-spots" will be created as a result of the project's implementation and occupation.

MITIGATION MEASURES

The analysis of air quality impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.



EXHIBIT 3-1
SENSITIVE RECEPTORS MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				×
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				×
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				×
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				×
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				×
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be

dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.³⁴

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).³⁵ 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.³⁶ The nearest body of water is the San Gabriel River, located approximately 1.70 miles to the west of the project site.
- The *Bank Swallow* lives in a riparian habitat. The nearest body of water is the San Gabriel River, located approximately 1.70 miles to the west 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.³⁷ 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. As a result, no impacts will occur from proposed project's implementation.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? • No Impact.

The project site is developed and otherwise disturbed and graded and does not include any streams, wetland habitat, or riparian vegetation. The U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands

³⁴ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

³⁵ California Department of Fish and Wildlife. *Bios Viewer*. <https://wildlife.ca.gov/Data/BIOS>

³⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on July 15, 2022

³⁷ 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.

Mapper classifies the San Gabriel River as R4SBCx, being an artificial riverine with water flowing only part of the year, completely dewatered at low tide, has water absent at the end of the growing season in most years and was excavated and channelized by humans.³⁸ In addition, there are no sensitive natural communities identified near or on the project site.³⁹ *As a result, no impacts will occur from proposed project's implementation.*

C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations. The site in its entirety is disturbed. Additionally, no offsite wetland habitats would be affected by the proposed development since the project's construction would be limited to the proposed project site. *As a result, no impacts will occur from proposed project's implementation.*

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? • No Impact.

The project site has no utility as a wildlife migration corridor due to the proposed site location in the midst of an urban area. According to the Los Angeles County Department of Regional Planning, a wildlife corridor may be defined as:

“Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as “wildlife corridors.” Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food, and water.”⁴⁰

Wildlife migration through the proposed project site is inhibited by security fencing, surrounding development, utility lines, and major roadways. Future development of the site will require the removal of limited disturbed ground cover consisting of common grasses and other ruderal overgrowth within the project boundary. *Given the disturbed character of the project site, no impacts will occur.*

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact

Title 9: General Regulations; Chapter 96, Streets & Sidewalks, Street Trees; Section 96.133-serves as the city's tree preservation ordinance. According to the aforementioned code, a person is required to obtain a permit from the city's Public Works Director prior to the removal and/or alteration of trees located within the public right-of-way (also known as roadside trees). The project will also include drought-tolerant

³⁸ United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>

³⁹ California Department of Fish and Wildlife. Natural Communities List.

<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline>

⁴⁰ Los Angeles County Department of Regional Planning. *Significant Ecological Areas*.

http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors.

landscaping. The proposed project will not conflict with any local policies regarding tree preservation or tree removal. *As a result, no impacts will occur from proposed project's implementation.*

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*
• *No Impact.*

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 4.15 miles northeast from the project site.⁴¹ The proposed project's implementation will not affect the Puente Hills SEA because the proposed development will be restricted to the project site. *As a result, no impacts will occur from proposed project's implementation.*

CUMULATIVE IMPACTS

The proposed project will not involve an incremental loss or degradation of protected habitat. The analysis determined that the proposed project will not result in any impacts on protected plant and animal species. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any impacts on biological resources. As a result, no mitigation measures are required.

⁴¹ County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map*. February 2015.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✗
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			✗	
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?			✗	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁴²

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.⁴³ To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in

⁴² HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

⁴³ U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <https://www.nps.gov/subjects/nationalregister/index.htm>. 2010.

the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The project **site is not** included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.⁴⁴ In addition, **the existing buildings and/or project sites are** not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).⁴⁵ **Furthermore, they are not eligible or do not meet the criteria for listing as a significant historic resource.**⁴⁶

Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). These sites structures are not located within or adjacent to the project site. The project site is not listed on the National or State Historic Register.⁴⁷ The proposed project will be limited to the project site and will not affect any existing resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. *As a result, no impacts will occur from proposed project's implementation.*

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?* • **Less Than Significant Impact.**

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Tongva tribe has lived in this region for around 7,000 years.⁴⁸ Prior to Spanish contact, approximately 5,200 Gabrieleño people lived in villages throughout the Los Angeles Basin.⁴⁹ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.⁵⁰ The proposed project site is not near the two village sites, rather it is the former

⁴⁴ National Park Service. *National Register of Historic Places*. <https://www.nps.gov/subjects/nationalregister/index.htm>. Website accessed July 15, 2022.

⁴⁵ California Department of Parks and Recreation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources>. Website accessed on July 15, 2022.

⁴⁶ To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant.

⁴⁷ U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Secondary Source: California State Parks, Office of Historic Preservation. *Listed California Historical Resources*. Website accessed December 4, 2017.

⁴⁸ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

⁴⁹ Indigenous Mexico. *The Native Roots of Southern California*. <https://indigenousemexico.org/southwest-us/california/the-native-roots-of-southern-californians/>.

⁵⁰ McCawley, William. *The First Angelinos, the Gabrielino Indians of Los Angeles*. 1996.

location of support facilities for an existing oilfield. The entire project site has been developed and redeveloped multiple times during that last 100 years. This development has also included repeated grading and ground disturbance. As a result, the impacts will be less than significant.

C. Would the project disturb any human remains, including those interred outside of formal cemeteries • Less than Significant Impact.

There is one cemetery located in the immediate area. The nearest cemetery to the project site is Little Lake Cemetery, located approximately 0.32 miles to the west of the project site.⁵¹ The proposed project will not affect the aforementioned cemetery. In the unlikely event that human remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage.

- In the event that human remains are discovered during grading or excavation, all excavation and grading activities shall be stopped and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage.

Adherence to this regulatory compliance measure will ensure reduce potential impacts remain less than significant. As a result, the impact would be less than significant.

CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

MITIGATION MEASURES

Given the site's disturbed character, the analysis determined that no mitigation would be required.

⁵¹ Google Earth. Website accessed July 15, 2022.

3.6 ENERGY

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? • Less than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁵² Table 3-4 provides an estimate of electrical consumption for the proposed project. No Natural gas will be used during operations. As indicated in the table, the project is estimated to consume approximately 1,314.4 kilowatts (kWh) of electricity on a daily basis. Energy facilities in the area are shown in Exhibit 3-4.

Table 3-4
Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project Consumption
Electrical Consumption	4.8 kWh/sq. ft./year	1,314.4 kWh/day

Source: Blodgett Baylosis Environmental Planning.

⁵² HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

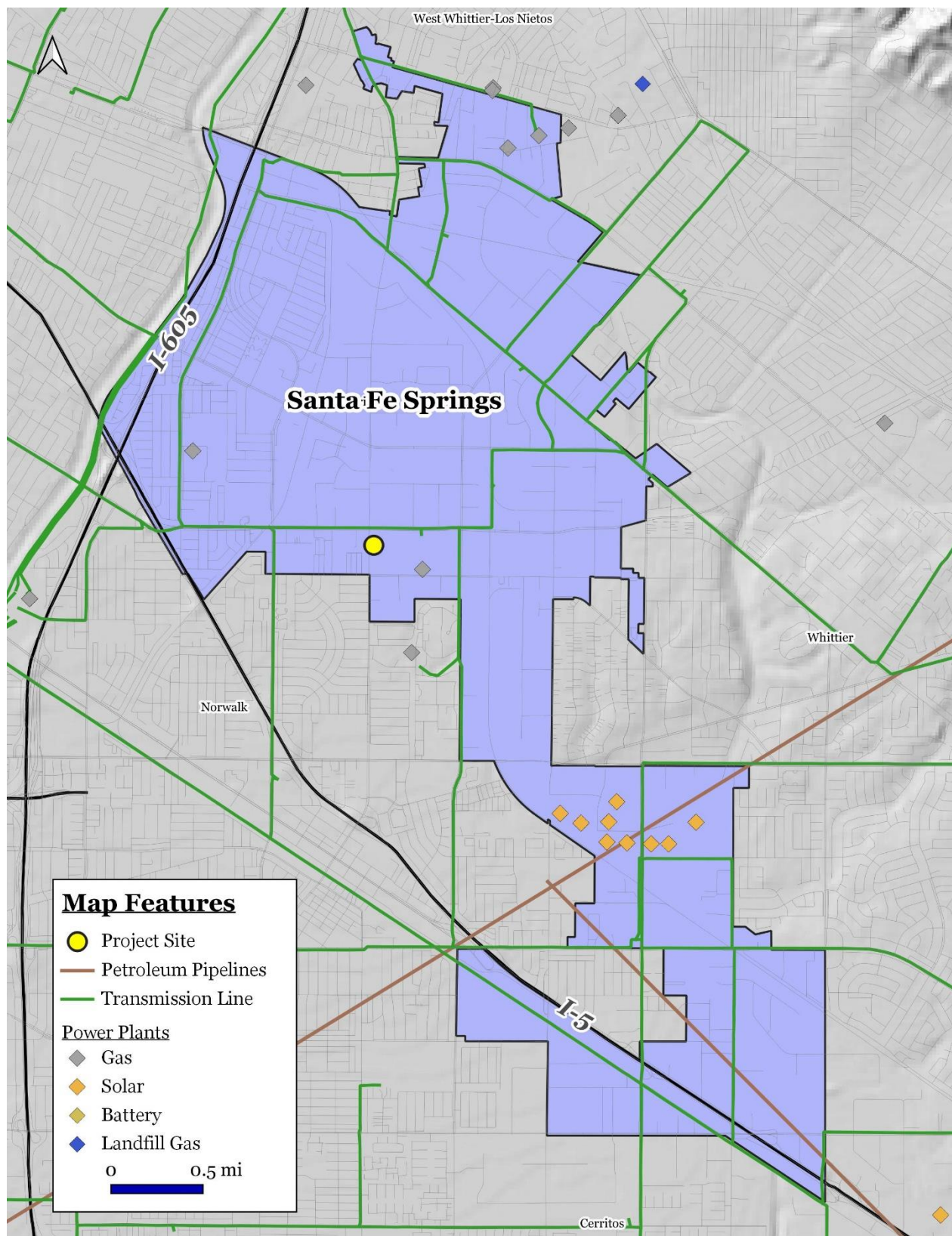


EXHIBIT 3-2
ENERGY MAP
SOURCE: CA ENERGY COMMISSION

In order to prevent inefficient consumption of energy, all exterior security lighting must be motion sensor controlled. This project design feature will prevent the continuous use of lighting thus reducing energy consumption. **The project will incorporate solar panels on the roof of the building as a means to further reduce energy consumption.** Adherence to the above-mentioned project design feature will further reduce potential impacts. *As a result, the impacts will be less than significant.*

B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less than Significant Impact.

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2020. The new 2022 standards will go into effect on January 1, 2023. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017.

The California Green Building Standards Code does not prevent local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. **Standard conditions that will be designed to reduce air emissions, GHG emissions, and energy consumption** will include the design and incorporation of solar energy arrays on the roof; energy star heating, cooling, and lighting devices; light colored roofing materials; landscaping within the parking areas; use of reclaim water for irrigation; and providing an electrical vehicle charging station all in compliance with the California Green Building Code requirements. *As a result, the potential impacts are considered to be less than significant.*

CUMULATIVE IMPACTS

The analysis herein determined that the **proposed project's impacts would be less than significant.** As a result, **the potential cumulative impacts would be less than significant.**

MITIGATION MEASURES

The analysis of energy impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.7 GEOLOGY AND SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			✗	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✗	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✗	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✗	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✗
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides? • Less Than Significant Impact.*

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of

Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁵³

The City of Santa Fe Springs is located in a seismically active region of Southern California. Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City of Santa Fe Springs. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.⁵⁴ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁵⁵ A map displaying the cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. No Alquist-Priolo Earthquake Fault Zones cross the City of Santa Fe Springs.⁵⁶ Even though the city is not on the list, there are a number of known faults within the city.

The nearest known fault is the Lower Elysian Park Thrust Fault located approximately 300 feet southwest of the project site. This fault is part of the larger Elysian Park Fault ranging 31 miles from Northern Cienega to Fullerton. Regarded as a blind thrust fault formed less than 1.6 million years ago during an Undifferentiated Quaternary Period, its last noteworthy earthquake occurred as the 6.0 magnitude Whittier Narrows earthquake of 1987. Annually, the fault's slip rate category is between 1.0 and 5.00 millimeters per year with a recurrence interval expected to be between 340 and 540 years.⁵⁷ The potential impacts from fault movement and ground-shaking are considered no greater for the project site than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two.

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. As a result, the ground soil loses strength due to an increase in water pressure following seismic activity. The project site is not located in an area that is subject to liquefaction, but a large portion of the surrounding area and the City is (refer to **Exhibit 3-3**).⁵⁸ Lastly, the project site is not subject to the risk of landslides (refer to **Exhibit 3-3**) because there are no hills or mountains within the vicinity of the project site. *As a result, the potential impacts are less than significant.*

⁵³ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

⁵⁴ California Department of Conservation. *Alquist-Priolo Earthquake Fault Zones*.

⁵⁵ Ibid.

⁵⁶ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

⁵⁷ United States Geological Survey. *Quaternary Fault and Fold Database of the United States; Lower Elysian Park thrust (Class A) No. 134*. June 2017. <https://earthquake.usgs.gov/static/lfs/nshm/qfaults/Reports/134.pdf>

⁵⁸ United States Geological Survey. *U.S. Quaternary Faults Map*.



EXHIBIT 3-3 GEOLOGY MAP

SOURCE: UNITED STATES GEOLOGICAL SURVEY

B. *Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.*

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by 45% Urban Land, 25% Thums, and 15% Pierview.⁵⁹ Urban Land – Thums-Pierview complex soils have a slight risk for erosion; however, construction activities and the placement of “permanent vegetative cover” will reduce the soil's erosion risk. The site will continue to be level and no slope failure or landslide impacts are anticipated to occur.

The project applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the city's MS4. The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the Applicant will be required to obtain a grading permit and the approval of a final grading plan and erosion control plan which will further reduce the potential for adverse erosion impacts. *As a result, the impacts will be less than significant.*

C. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? • Less Than Significant Impact.*

Based on information obtained from the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey online database, the subject property is mapped as majorly Urban land. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. The project site is underlain by soils of various soil associations, which have various levels of clay. Slopes range from 0 to 5 percent. Soils of this association are at a moderate risk for erosion; however, the project site was previously developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, these soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the surrounding areas.⁶⁰ As previously mentioned, the project site is not located in an area that is subject to liquefaction (refer to Exhibit 3-3).⁶¹ The soils that underlie the project site pose no threat to development; in addition, the project site will remain level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. *As a result, the potential impacts are less than significant.*

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2020), creating substantial direct or indirect risks to life or property? • Less Than Significant Impact.*

The surrounding area is level and is at no risk for landslides (refer to Exhibit 3-3). Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. The proposed project is located within an area that is subject to liquefaction though the site is level with no hillside areas present. Therefore, lateral spreading caused by liquefaction will not affect the project site. The proposed project will not expose future employees and patrons to subsidence. All of the proposed project's

⁵⁹ United States Department of Agriculture. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

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

⁶¹ California Department of Conservation. *Regulatory Maps*.
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

structural elements must be in compliance with Title 24 of the California Code of Regulations, which identifies building standards for seismic-related construction requirements that have been promulgated by the State of California. The standard development and design measures will be effective in minimizing potential risks stemming from liquefaction. *As a result, the potential impacts are considered to be less than significant.*

E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? • No Impact.*

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. No impact associated with the use of septic tanks will occur since the new development will connect to the City's sanitary sewer system. *As a result, no impacts will result.*

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • No Impact.*

According to the State of California Geological Survey, the site's geology is classified as "Alluvium" (Qal). Alluvial deposits are typically quaternary in age (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.⁶² Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development and other on-site activities. In addition, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. Therefore, the proposed project is not anticipated to disturb any paleontological resources. *As a result, no impacts will occur.*

CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in significant adverse impacts related to ground shaking, liquefaction, landslides, soil erosion, lateral spreading, or subsidence. In addition, such cumulative impacts are generally site specific. As a result, no cumulative impacts will occur.

MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any geological impacts. As a result, no mitigation measures are required.

⁶² United States Geological Survey. *What is the Quaternary?* http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html

3.8 GREENHOUSE GAS EMISSIONS

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less Than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁶³

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.⁶⁴ However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

⁶³ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

⁶⁴ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, it remains in the atmosphere where it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to “hold” more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth’s surface thereby affecting surface temperatures.
- *Carbon Dioxide (CO₂)*. The natural production and absorption of CO₂ is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO₂ include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700’s, these activities have increased the atmospheric concentrations of CO₂. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO₂ from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1950 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.⁶⁵
- *Methane (CH₄)*. CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. Methane’s lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and Chlorofluorocarbons (CFCs)). CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N₂O)*. Concentrations of N₂O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC)*. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth’s surface). CFCs have no natural source but were first synthesized in 1928. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC)*. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF₃), HFC-134a (CF₃CH₂F), and HFC-152a (CH₃CHF₂). Prior to 1990, the only significant

⁶⁵ International Panel on Climate Change. *Climate Change 2014 Synthesis Report Summary for Policymakers*.

emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.

- *Perfluorocarbons (PFC)*. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). Concentrations of CF₄ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF₆)*. SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ has the highest global warming potential of any gas evaluated; 23,900 times that of CO₂. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

GHGs are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The SCAQMD has adopted interim GHG thresholds for development projects within the South Coast Air Basin. According to the SCAQMD, the interim thresholds for industrial projects are 10,000 MTCO₂E per year.⁶⁶ Table 3-5 summarizes annual greenhouse gas (CO₂E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-5, the CO₂E total for the project is 482.99 MTCO₂E per year which is below the aforementioned threshold for industrial projects.

**Table 3-5
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Long-Term – Area Emissions	--	--	0.00	--
Long-Term - Energy Emissions	76.06	--	--	76.46
Long-Term - Mobile Emissions	241.25	0.01	0.01	244.67
Long-Term – Waste Emissions	19.07	1.13	0.00	47.24
Long-Term – Water Emissions	60.69	0.75	0.02	85.09
Long-Term - Total Emissions	397.08	1.90	0.03	453.47
Total Construction Emissions	477.79	0.09	--	482.99
Construction Emissions Amortized Over 30 Years				16.10 MTCO₂E
Total Operational Emissions				453.47 MTCO₂E
Significant Impact?				No

It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. *As a result, the potential impacts are considered to be less than significant.*

⁶⁶ SCAQMD. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*. Agenda No. 31. December 5, 2008. [https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf](https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf)

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? • Less than Significant Impact.

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

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.
- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.
- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.
- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. E.O. B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.⁶⁷ The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any variance from the adopted City of Santa Fe Springs General Plan (Energy and Conservation Element) or the Air Quality Management Plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). As a result, the impacts will be less than significant.

CUMULATIVE IMPACTS

According to the City, there are four cumulative projects located within one and one-half mile from the project site. These four cumulative projects are as follows: 128 DU located at 13300 Lakeland Road; a 134,552 square-foot self-storage facility located at 11212 Norwalk Boulevard; a 22,994 square-foot warehouse located at 10370 Slusher Drive; and an 86-room hotel located at the southwest corner of Norwalk Boulevard and Telegraph Road. The cumulative GHG emissions from the five projects (including the proposed project) will still be below the thresholds of significance established by the SCAQMD (the CalEEMod worksheets for the cumulative emissions are provided in the Appendix). As indicated in the worksheets, the total combined Operational GHG emissions from the project will be 453.47 MTCO₂E per year which is below the single established draft threshold of 10,000 MTCO₂E for new development. It is important to note that climate change and global warming is a world-wide issue that will only be addressed at the regional and worldwide level. New and replacement projects will enable GHG reductions to be realized at the local level.

⁶⁷ Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* <http://gov.ca.gov/news.php?id=18938>

MITIGATION MEASURES

The analysis determined that the impacts from the proposed project's implementation would be less than significant. As a result, no mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			×	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			×	
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			×	
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				×
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				×
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				×
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be

dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁶⁸

The proposed use will be enclosed within a concrete tilt-up building and will not present a noise, sight, odor, light, or other environmental impact. The AQMD Rule 1401 does not permit nuisance odors to emanate from a business or industrial use. In addition, the City of Santa Fe Springs Municipal Code regulates onsite noise during construction and operations. Finally, the Santa Fe Springs Fire Department (SFSFD) and the Los Angeles County Fire Department is responsible for the regulation of the local transport, storage, and handling of hazardous materials onsite. Any such materials used or stored onsite must be clearly identified on the building's exterior and recorded with the SFSFD. Finally, the SFSFD will conduct periodic inspections of the building and site to ensure that the building and safety codes are being adhered to. As a result, the impacts will be less than significant.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less Than Significant Impact.

The project area totals 5.03 acres. The proposed use of the project site will be enclosed within a concrete tilt-up building and will not present a noise, sight, odor, light, or other environmental impact to the surrounding area. Adherence to the requirements and regulations identified in the aforementioned section will reduce the potential impacts. As a result, the impacts would be less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.

The closest school is Lakeland Elementary School, located approximately 0.31 miles southwest of the project site. The proposed use of the project site will be enclosed within a concrete tilt-up building and will not present a noise, sight, odor, light, or other environmental impact to any existing or proposed schools. As a result, the impacts would be less than significant.

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

A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database identified 91 Cortese sites within city boundaries. The nearest of these Cortese sites to the project site is Powerline Oil Company Refinery/Cenco Refinery and Continental Heat treating. Both cleanup sites are under evaluation though neither site is located within the proposed project site boundaries.⁶⁹ As a result, no impacts will occur.

⁶⁸ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

⁶⁹ California Department of Toxic Substances Control, Envirostor. *Hazardous Waste and Substances Site Cortese List*.

E. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? • No Impact.*

The project site is not located within two miles of a public airport or public use airport. Fullerton Airport is located approximately 6.79 miles southeast of the project site, the Long Beach Airport is located approximately 9.81 miles to the southwest, and the Joint Forces Training Base in Los Alamitos is located ten miles south of the site.⁷⁰ The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports and will not risk the safety of the people working in the project area. *As a result, no impacts will occur.*

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.*

At no time will Norwalk Boulevard or Florence Avenue be completely closed to traffic during construction. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. All construction staging must occur on-site in accordance with City requirements. **Furthermore, no street closures will occur during the proposed project's operations. As a result, no impacts will occur.**

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? • No Impact.*

The project site is not located within a “very high fire hazard severity zone.” *As a result, no impact will result.*

CUMULATIVE IMPACTS

The potential impacts related to hazards and hazardous materials are site-specific. According to the City, there are four cumulative projects located within one mile from the project site. These four cumulative projects are as follows: 128 units located at 13300 Lakeland Road; a 134,552 square-foot self-storage facility located at 11212 Norwalk Boulevard; a 22,994 square-foot warehouse located at 10370 Slusher Drive; and an 86-room hotel located at the southwest corner of Norwalk Boulevard and Telegraph Road. The analysis herein determined that the implementation of the proposed project would not result in any significant adverse impacts related to hazards and/or hazardous materials. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

MITIGATION MEASURES

The analysis of potential impacts related to hazards and hazardous materials indicated that no significant adverse impacts would result from the proposed project's approval and implementation. As a result, no mitigation measures are required.

⁷⁰ Toll-Free Airline. *Los Angeles County Public and Private Airports, California.*
<http://www.tollfreeairline.com/california/losangeles.htm>.

3.10 HYDROLOGY AND WATER QUALITY

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? • Less Than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁷¹

The proposed project would be required to implement stormwater pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices

⁷¹ HPA Architecture, Inc. GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1. July 24, 2022.

(BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction BMPs that will be the responsibility of the Applicant to implement over the life of the project. The Applicant will also be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required by the city and will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. *By complying with this required regulation, potential impacts would remain less than significant.*

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • No Impact.*

The proposed project will be connected to the City's utility lines and will not deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no direct impacts on groundwater withdrawals will occur. *As a result, no impacts will occur.*

C. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • Less Than Significant.*

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. **The site was formerly used as storage and utilization of Oil Well Service Company's construction materials, utility poles, and electrical equipment. The site in its entirety has been developed and no natural drainage areas remain.** No grading and/or excavation extending into the local aquifer will occur. No additional undisturbed land will be affected. **No drainage or riparian areas are located within the project site. The future site runoff capacity will not significantly change since the amount of impervious surfaces will not significantly change.** *As a result, the potential impacts will be less than significant.*

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? • No Impact.*

According to the City of Santa Fe Springs Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." According to the Los Angeles County Department of Public Works, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).⁷² According to the FEMA flood insurance map obtained from the Los Angeles County Department of Public Works, the

⁷² Federal Emergency Management Agency. *Flood Zones*. <http://www.fema.gov/flood-zones>.

proposed project site is located in Zone X.⁷³ This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows through since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation. The Santa Fe Springs General Plan and the city's Natural Hazards Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the project site. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 22 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.⁷⁴ Lastly, the proposed project will not result in any mudslides since the project site is generally level and is not located near any slopes. *As a result, no impacts will occur.*

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • Less than Significant Impact

The proposed project will be in compliance with the City of Santa Fe Springs Municipal Code that outlines the local requirements for the implementation of the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As indicated in Section 3.10.A, the proposed project would be required to implement stormwater pollution control measures pursuant to the NPDES requirements. The Applicant would also be required to prepare a WQMP utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. In addition, the Applicant must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) in order to ensure that potential water quality impacts are addressed. *The aforementioned requirements will reduce the potential impacts to levels that are less than significant.*

CUMULATIVE IMPACTS

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

MITIGATION MEASURES

The analysis of potential impacts related to hydrology and water quality indicated that no significant adverse impacts would result from the proposed project's approval and implementation if it remains in compliance with Santa Fe Springs Code of Ordinances. As a result, no mitigation measures are required.

⁷³ Los Angeles County Department of Public Works. *Flood Zone Determination Website*. <http://dpw.lacounty.gov/wmd/floodzone/>. Website accessed July 15, 2022.

⁷⁴ Google Earth. Website accessed July 15, 2022.

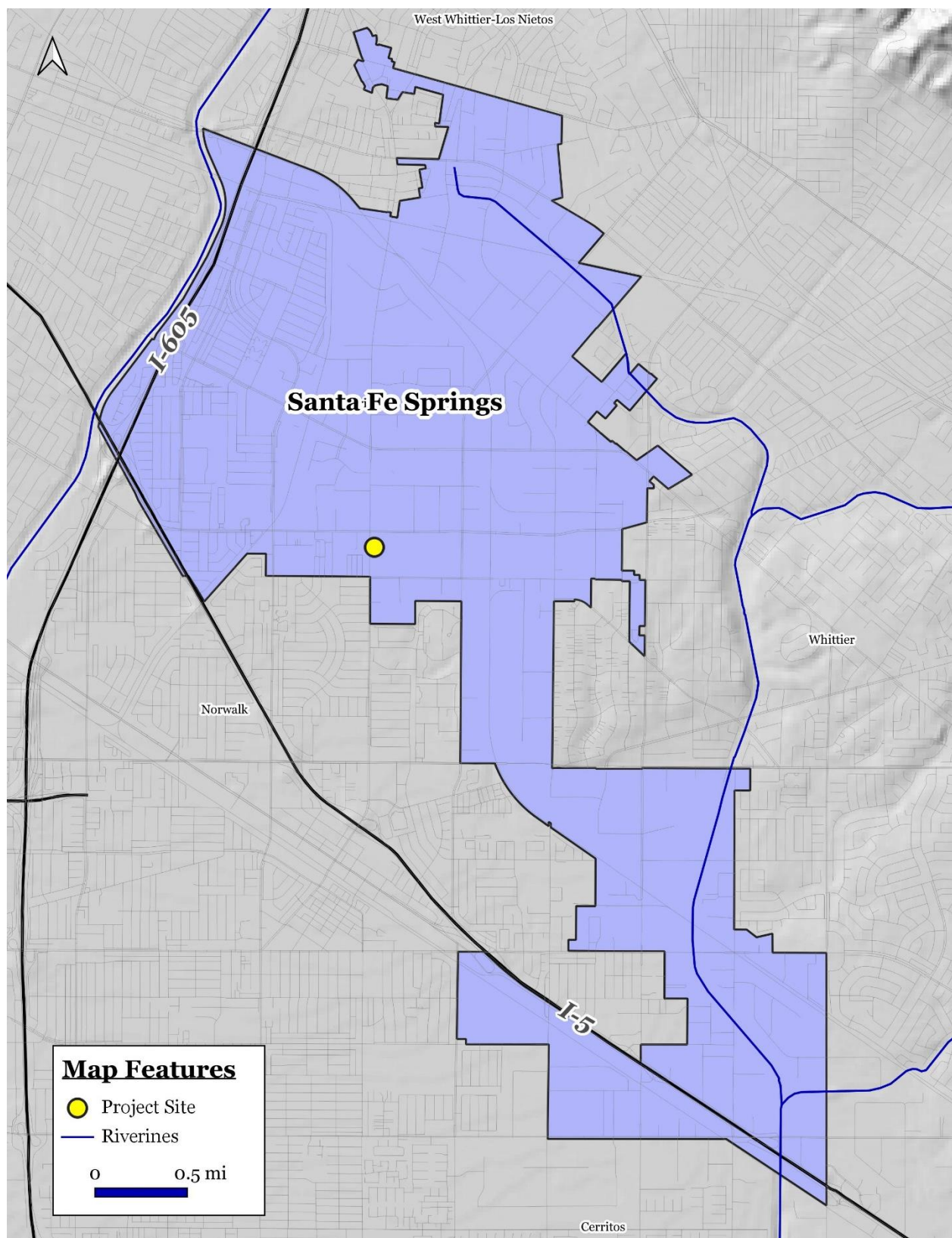


EXHIBIT 3-4 WATER RESOURCES MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

3.11 LAND USE AND PLANNING

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide an established community? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁷⁵

The 5.03-acre (219,234 square feet) site is surrounded by industrial uses with residential uses located further west and to the southwest. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* A mix of commercial and heavy manufacturing uses are located north of the project site. Two industrial commercial locations are located directly to the north of the former Oil Well Service Company building occupying the western portion of the project site, Valve and Steel Supply Hardware Store and Moon Equipment Company. A commercial plaza is located further north on the southeastern corner of Florence Avenue and Norwalk Boulevard. NHK Laboratories Inc is located north of the larger project parcel

⁷⁵ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1.* July 24, 2022.

- *South of the Project Site.* Heavy Manufacturing land usage extends along the project site's southern side. R.B. Paint and Body Center is located to the south of the former Oil Well Service Company building occupying the western portion of the project site. Western Water Works Supply Company abuts the property's eastern larger portion of the project site. Further south, approximately 850 feet, Lakeland Road extends in an east-west orientation. Lakeland Villa mobile residential development is located to the southwest of the project site.
- *East of the Project Site.* Goodman Logistics Center Santa Fe Springs is located to the east side of the project site. Multiple tenants currently occupy the Logistics Center Buildings such as RIM Logistics Ltd., Fn Logistics Inc., Funai Consumer Electronics Company, and Fashion Nova Distribution Center.
- *West of the Project Site.* Quality Lift and Equipment Forklift Rental Service are directly to the west of the project site along Norwalk Boulevard. Silverio's Party Supply, Matias Flowers, and CTD Inc. Guadalajara Tile Distributors Inc. are located to the northwest of the project site.⁷⁶

The proposed project will not divide an established community. *As a result, no impacts will occur.*

B. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.*

The proposed project will require the following discretionary approvals:

- The Development Plan Approval Case No. 99 (DPA 999);

The project will be required to conform to the City's design requirements with respect to the building's architectural design. *With the proposed project's approval with DPA 999, the impacts will be less than significant.*

CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site-specific. Furthermore, the analysis determined that the proposed project will not result in any impacts. As a result, no cumulative land use impacts will occur as part of the proposed project's implementation.

MITIGATION MEASURES

No mitigation is required.

⁷⁶ Google Maps. Website Accessed July 18,2022.

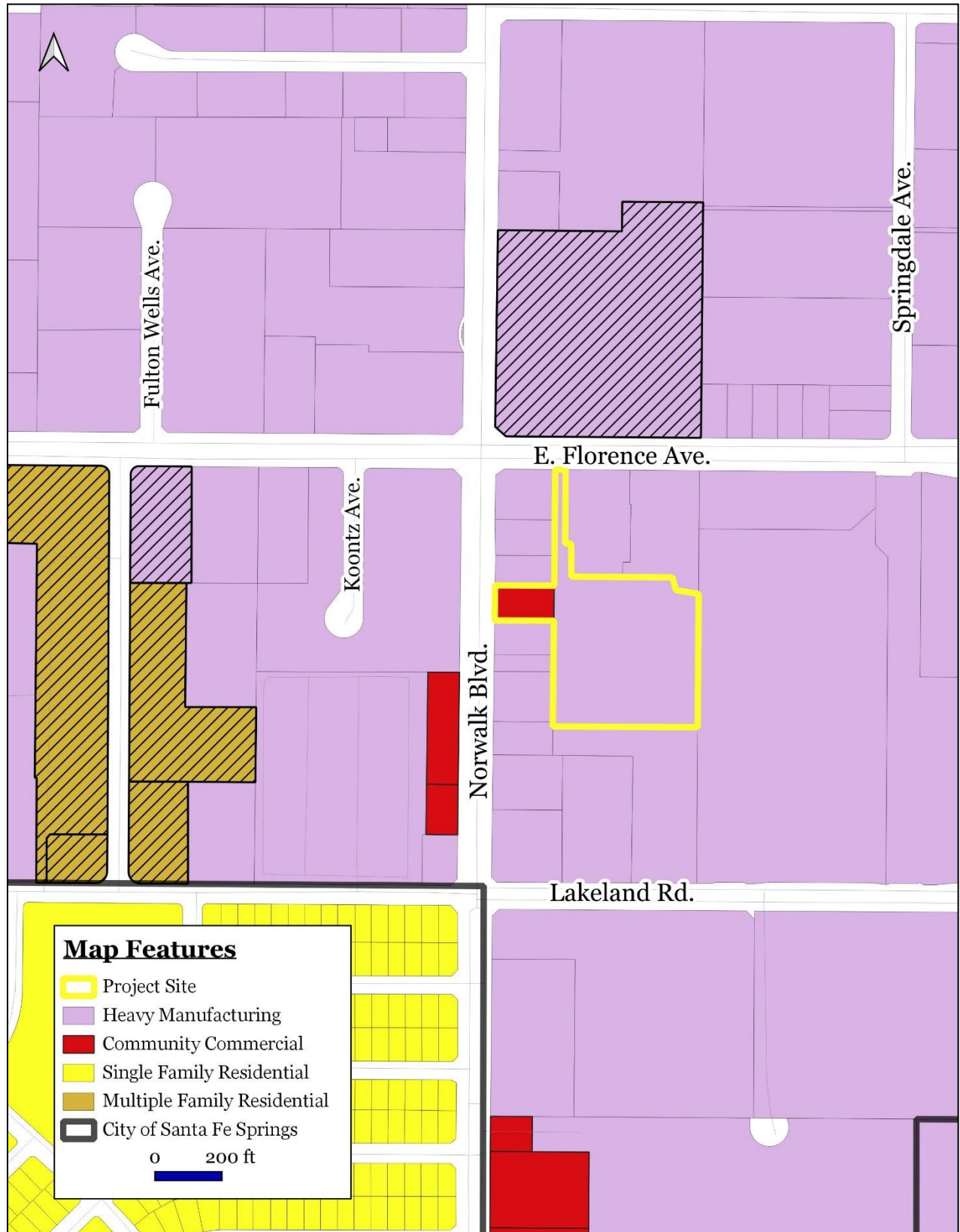


EXHIBIT 3-5
LAND USE MAP
SOURCE: CITY OF SANTA FE SPRINGS

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				×
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value is to the region and the residents of the state? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁷⁷

According to SMARA study area maps prepared by the California Geological Survey, the City of Santa Fe Springs is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).⁷⁸ However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the project site is not located in an area where there are significant aggregate resources present. In addition, the project site is not located in an area with active mineral extraction activities. As a result, no impacts will occur.

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.

⁷⁷ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

⁷⁸ California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.

A review of the San Gabriel Valley P-C region MRZ-2 map indicated that the project site is not located in an area that contains aggregate resources.⁷⁹ Therefore, the project's implementation will not contribute to a loss of availability to locally important mineral resources. Furthermore, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. *As a result, no impacts will occur.*

CUMULATIVE IMPACTS

The potential impacts on mineral resources are site-specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

⁷⁹ California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.

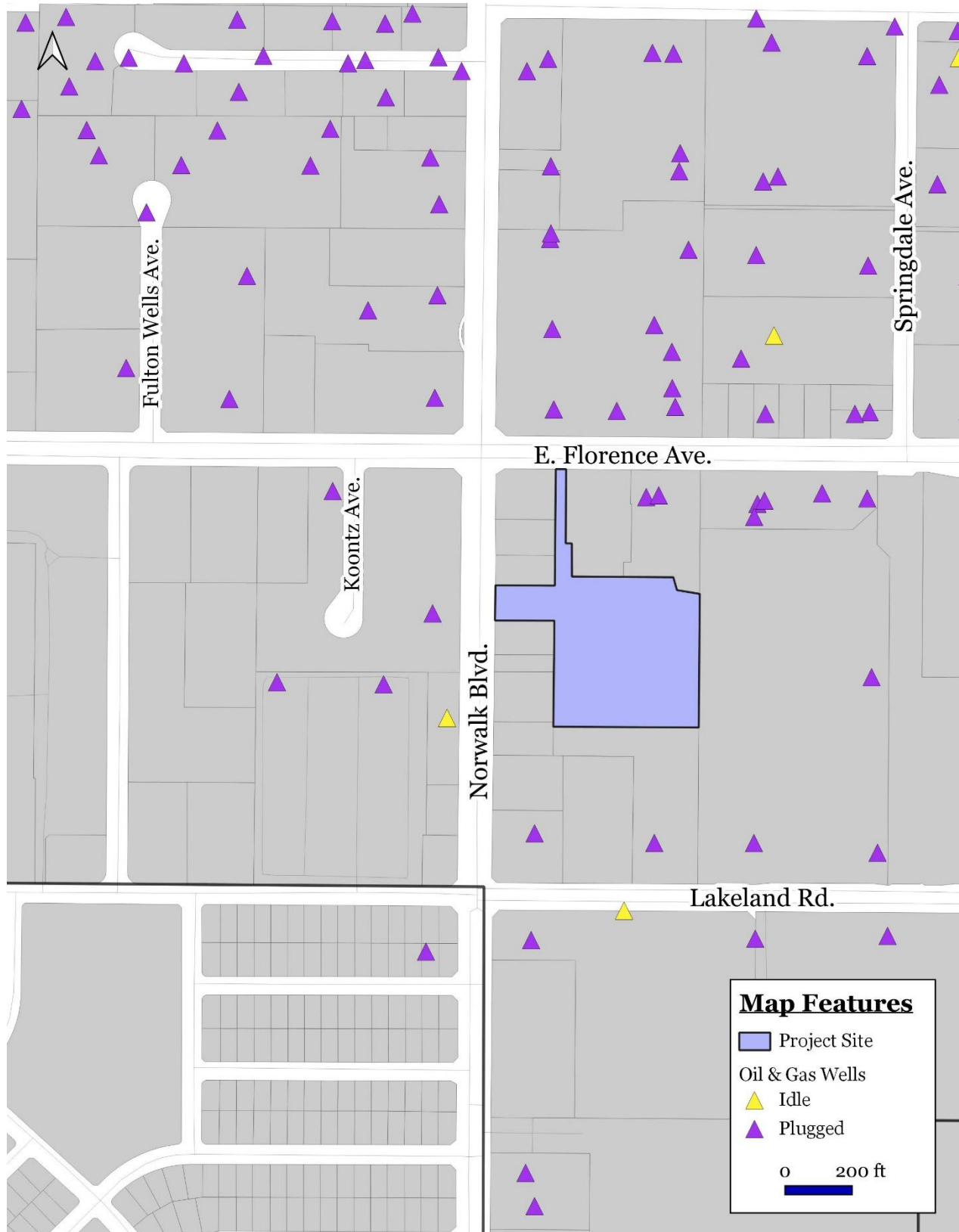


EXHIBIT 3-6
MINERAL RESOURCES MAP
SOURCE: WELL FINDER

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			×	
B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?			×	
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people reside or working in the project area to excessive noise levels?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less Than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁸⁰

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dBA. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to

⁸⁰ HPA Architecture, Inc. GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1. July 24, 2022.

represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.⁸¹ Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-7. Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise.

The ambient noise environment within the project area is dominated by traffic noise emanating from Norwalk Boulevard. An Extec was used to conduct the noise measurements. The meter was performed using a slow response setting, with an “A” weighting. The noise meter’s height above the ground surface was five feet. A series of 100 discrete noise measurements were recorded in one single location. These measurements were taken along the east side of Norwalk Boulevard approximately 60 feet west of the project site’s western property line. The measurements were taken on a Friday morning at 9:15 AM. The results of the survey are summarized in Table 3-6. The median ambient exterior noise level (L_{50}) was 68.3 dBA at the measurement location. The L_{50} represents the noise level that is exceeded 50% of the time (half the time the noise level exceeds this level and half the time the noise level is less than this level). As shown in Table 3-6, the average ambient noise levels were 68.67 dBA within the measurement locations.

Table 3-6
Noise Measurement Results

Noise Metric	Noise Level (dBA) Norwalk Blvd
L_{50} (Noise levels <50% of time)	68.3 dBA
L_{75} (Noise levels <75% of time)	69.5 dBA
L_{90} (Noise levels <90% of time)	71.1 dBA
L_{99} (Noise levels <99% of time)	72.7 dBA
L_{min} (Minimum Noise Level)	52.7 dBA
L_{max} (Maximum Noise Level)	81.8 dBA
Average Noise Level	68.67 dBA

Source: Blodgett Baylosis Environmental Planning.

As indicated in Table 3-6, the ambient noise environment within and around the project site is typical for a site located next to a major arterial roadway along an industrial corridor. In addition, the proposed use is not considered to be a noise sensitive land use. The existing noise levels within the measurement location are below the 70 dBA thresholds for certain industrial land uses. In order to further reduce construction noise levels, the following goal listed in the Noise Element of the City’s General Plan is reiterated as a standard condition:

- Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 PM to 7:00 AM, seven days a week.

The aforementioned provision related to construction noise will apply to the proposed project. The adherence to these regulations will reduce the potential construction noise impacts to levels that are less than significant. In addition, the proposed project’s net increase in traffic (112 average daily trips) will not be great enough to result in a doubling of traffic on local streets.

⁸¹ Bugliarello, et. al. *The Impact of Noise Pollution*, Chapter 127, 1975.

B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels? • Less Than Significant Impact.

The nearest land use that may potentially be impacted by ground-borne vibration and noise (primarily from the use of heavy construction equipment) are the Lakeland Villa mobile residential development located approximately 300 feet southeast of the project site north of Lakeland Road. The noisiest phases of construction are anticipated to be 82 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one moves further away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-8.

The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by the Bolt, Beranek, and Newman.⁸² In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. Certain types of construction equipment will also potentially result in vibration. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Table 3-7 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. In this instance, no pile driving will be used. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration.

⁸² Design Guide for Traffic Noise Prediction. Bolt Beranek and Newman Inc., Van Nuys, California 91406. 1970

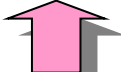
dB Levels		
 Serious Injury	165	
	160	
	155	
	150	
 Pain	145	
	140	sonic boom
	136	
	130	
	125	jet take off at 200 ft.
	120	
 Discomfort	115	music in night club interior
	110	motorcycle at 20 ft.
	105	power mower
	100	
	97	freight train at 50 ft.
	90	food blender
 Range of Typical Noise Levels	85	electric mixer, light rail train horn
	80	
	75	
	70	portable fan, roadway traffic at 50 ft.
	65	
	60	dishwasher, air conditioner
	55	
	50	normal conversation
	45	refrigerator, light traffic at 100 ft.
	40	
 Threshold of Hearing	35	library interior (quiet study area)
	30	
	25	
	20	
	15	
	10	rustling leaves
	5	
	0	

EXHIBIT 3-7 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

Typical noise levels 50-ft. from source

			70	80	90	100
<i>Equipment Powered by Internal Combustion Engines</i>	<i>Earth Moving Equipment</i>	Compactors (Rollers)				
		Front Loaders				
		Backhoes				
		Tractors				
		Scrapers, Graders				
		Pavers				
		Trucks				
	<i>Materials Handling Equipment</i>	Concrete Mixers				
		Concrete Pumps				
		Cranes (Movable)				
		Cranes (Derrick)				
	<i>Stationary Equipment</i>	Pumps				
		Generators				
		Compressors				
<i>Impact Equipment</i>	Pneumatic Wrenches					
	Jack Hammers					
	Pile Drivers					
<i>Other Equipment</i>	Vibrators					
	Saws					

EXHIBIT 3-8 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

**Table 3-7
Common Effects of Construction Vibration**

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

The future building operations will be fully enclosed within a new concrete tilt-up building. Furthermore, there are no noise sensitive receptors located adjacent to the project site. The nearest noise sensitive land use are the Lakeland Villa mobile residential development located approximately 300 feet southeast of the project site north of Lakeland Road. As a result, the ground vibration impacts will be less than significant.

C. For a project located within the vicinity of an airport or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people reside or working in the project area to excessive noise levels? • No Impact.

The project site is not located within two miles of a public airport. The closest airport to the project site is the Fullerton Muir Airport is approximately 7 miles at 4011 Commonwealth Ave, Fullerton CA 92833.⁸³ As a result, the project will not expose people working in the project area to excessive noise levels. As a result, no impacts will occur.

CUMULATIVE IMPACTS

According to the City, there are four cumulative projects located within one mile from the project site. These four cumulative projects are as follows: 128 units located at 13300 Lakeland Road; a 134,552 square-foot self-storage facility located at 11212 Norwalk Boulevard; a 22,994 square-foot warehouse located at 10370 Slusher Drive; The number of trips that will be added to the adjacent roadways by the proposed project as well as by the cumulative projects will not result in a doubling of traffic volumes. The separation of the projects will eliminate the concentration of noise generating activities that would result in an increase in cumulative noise levels.

MITIGATION MEASURES

The analysis determined that no mitigation measures would be required.

⁸³ Google Earth. Website accessed July 15, 2022.

3.14 POPULATION AND HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			×	
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? • Less Than Significant Impact.*

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁸⁴

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Any potential population growth will be indirect and will result from permanent employment growth. The employment projection is very minimal (up to 66 employees assuming one employee for every 1,518 square feet⁸⁵) and is well within SCAG's employment projections for the City of Santa Fe Springs (refer to Section 3.3.2.A). As a result, the impacts would be less than significant.

⁸⁴ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

⁸⁵ The Natelson Company, Inc. *Summary Report Employment Density Study*. October 31, 2001.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

As previously indicated, the project site is currently occupied by Oil Well Service Company's construction materials, utility poles, and electrical equipment. Thus, no housing or population displacement will result from the proposed project's implementation. *As a result, no impacts would occur.*

CUMULATIVE IMPACTS

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

MITIGATION MEASURES

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

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities?			×	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities? • Less Than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁸⁶

Fire Department

The Santa Fe Springs Fire -Rescue Department provides fire prevention and emergency medical services within the City. The department consists of three separate divisions: Operations, Fire Prevention, and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department

⁸⁶ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The first response station to the site is station No. 4, located 1.03 miles to the southeast of the project site. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access and the project will adhere to all pertinent building are fire codes.

The proposed project will be subject to review and approval by the Santa Fe Springs Fire-Rescue Department to ensure that safety and fire prevention measures are incorporated into the project. As part of the project review process, the Santa Fe Springs Fire-Rescue Department will review the project and make recommendations for fire protection services and fire flow rates. The Applicant and/or contractors must adhere to all of the recommendations of the Santa Fe Springs Fire-Rescue Department and the Department's review of the proposed project's site and development plans. These review requirements may include, but not be limited to, any required improvements to the water system (e.g., additional hydrants), building design, equipment turn-around areas, emergency setbacks, etc. All required improvements would be provided at the expense of the Applicant. In addition, the proposed project must comply with all applicable State and local codes and ordinances related to fire protection. In addition to the aforementioned standard condition, the proposed project will not negatively impact fire protection services because the project will be constructed in accordance with the most recent fire and building codes. The proposed project will replace an older more obsolete development with a more modern development that adheres to current development standards. land As a result, the potential impacts are considered to be less than significant.

Police Protection

Law enforcement services are provided by the Whittier Police Department who provide services to Santa Fe Springs under contract. The Police Services Station is located at 11576 Telegraph Road with the exception of jailing and dispatch, this Department is responsible for management of all law enforcement services within the City. The Department is staffed by both City personnel and officers of the Whittier Police Department, who provide services to Santa Fe Springs under contract. The City of Santa Fe Springs is divided into three law enforcement public service areas. Each area has a dedicated sergeant and a team of officers and public safety officers. The three area policing teams constantly monitor crime trends, problem locations and quality-of-life issues in their respective areas.⁸⁷

The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Whittier Police Department to ensure it conforms to their operational requirements. In addition, the primary potential security issues will be related to vandalism and potential burglaries during off-business hours. The project Applicant must install security cameras throughout the storage facility. Adherence to the aforementioned standard conditions and regulatory compliance measures will address the proposed project's impacts. As a result, the impacts will be less than significant.

Schools

Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. In addition, the project developer will be required to pay all required school development fees at the time of Building Permit

⁸⁷ City of Santa Fe Springs. *Police Services*. https://www.santafesprings.org/cityhall/police_services/default.asp

issuance. As a result, the impacts will be less than significant.

Parks

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any residential development that would potentially significantly increase the demand for recreational facilities and services. There are no park facilities that would be physically impacted by the **proposed project**. No parks are located adjacent to the proposed project site with the closest park being Little Lake Park located 0.44 miles to the west. *As a result, the impacts will be less than significant.*

Other Governmental Services

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. The proposed project will not directly increase demand for governmental services. *As a result, the impact would be less than significant.*

CUMULATIVE IMPACTS

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

MITIGATION MEASURES

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

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				×
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁸⁸

The closest park to the project site is Little Lake Park located 0.45 miles to the southwest. Due to the nature of the proposed project, no significant increase in the usage of city parks and recreational facilities is anticipated to occur. The proposed development would not result in any direct recreational services impacts related to potential population growth since this new employment may be drawn from the local labor pool. In addition, the potential employment growth is very minimal and is well within SCAG's employment growth projections for the City of Santa Fe Springs up to 2045. As a result, there will be no impacts.

⁸⁸ HPA Architecture, Inc. GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1. July 24, 2022.

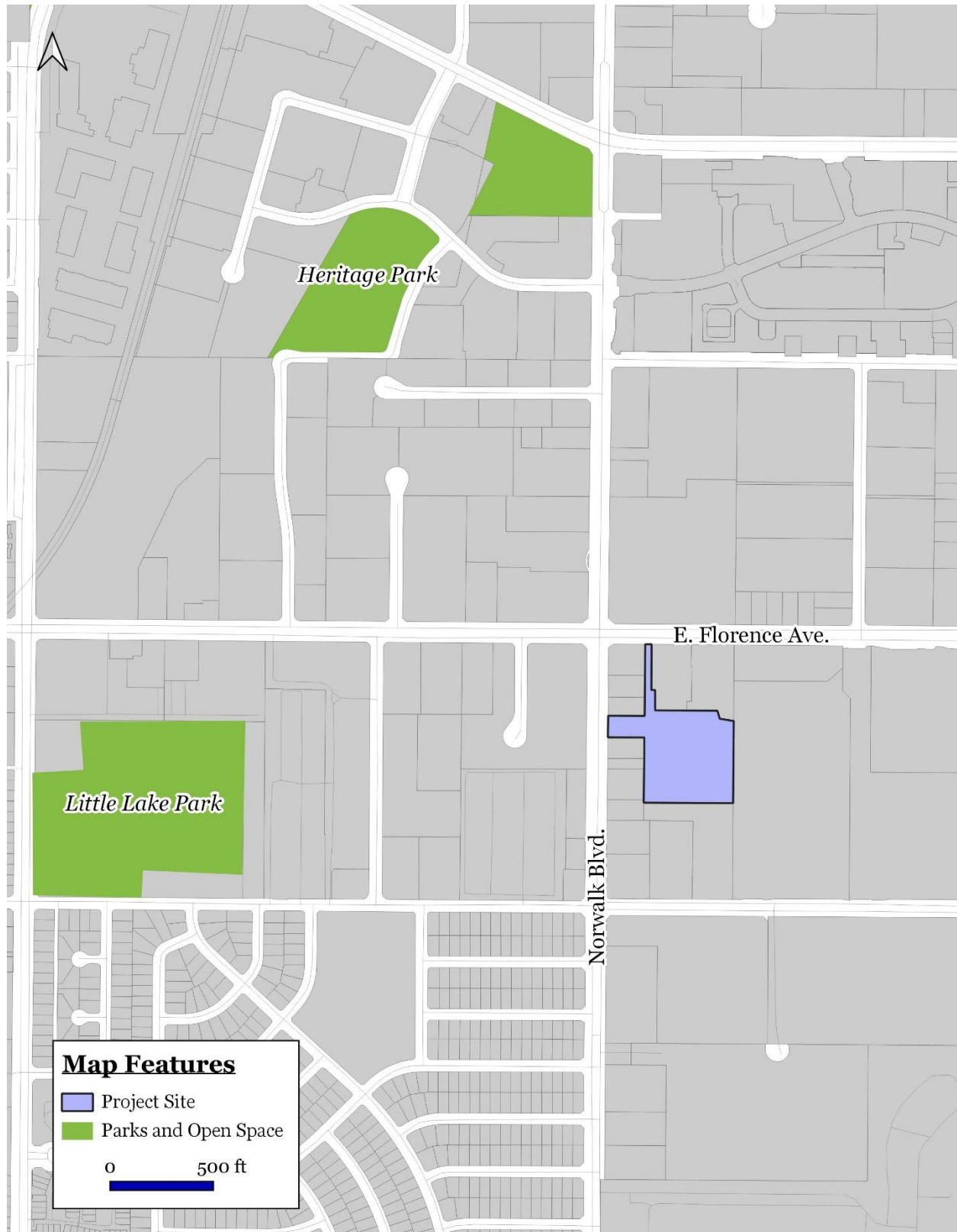


EXHIBIT 3-9 RECREATION MAP

Source: Parks and Recreation Department

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? • No Impact.*

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any development that would potentially significantly increase the demand for recreational facilities and services. *As a result, there will be no impact.*

CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no adverse no impacts would result from the proposed project's approval and implementation. As a result, no mitigation measures are required.

3.17 TRANSPORTATION AND CIRCULATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✗	
B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✗	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✗
D. Would the project result in inadequate emergency access?				✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • Less Than Significant Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁸⁹

Urban Crossroads, Inc. conducted a VMT Screening attached in Appendix C. Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at

⁸⁹ HPA Architecture, Inc. GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1. July 24, 2022.
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existing sites throughout California and the United States. The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in Table 3-8.

Table 3-8
Project Trip Generation

Description/Variable	ITE Code	Unit	Average Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing									
Passenger Cars	150	TSF	28	3	1	4	1	3	4
Trucks	150	TSF	16	1	1	2	1	1	2
High Cube Cold Storage Warehouse									
Passenger Cars	157	TSF	104	6	0	6	1	5	6
Trucks	157	TSF	56	1	2	3	1	1	2
Project trips – Passenger Car Equivalents (PCE)									
Description/ variable	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing									
Passenger Cars	150	TSF	28	3	1	4	1	3	4
Trucks	150	TSF	30	1	1	2	1	1	2
High Cube Cold Storage Warehouse									
Passenger Cars	157	TSF	104	6	0	6	1	5	6
Trucks	157	TSF	112	1	3	4	2	2	4

PCE = Passenger Car Equivalent KSF = 1,000 Square Feet

1 Driveway Count Data Collected 10840 Norwalk Blvd, Santa Fe Springs, California

Traffic volumes expected to be generated by the proposed project were based upon rates per thousand square feet of gross floor area. ITE Land Use Code 140 (Manufacturing), ITE Land Use Code 150 (Warehousing), and ITE Land Use Code 157 (High Cube Cold Storage Warehouse) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed project.

The proposed project will require two to three employees will be onsite during each shift. As summarized in Table 3-8, the proposed project is expected to generate 15 vehicle trips during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 14 vehicle trips. Over a 24-hour period, the proposed project is forecast to generate 204 daily trip ends during a typical weekday. These trips include both employees and truck drivers that will deliver chemical supplies on a once-a-month basis. The traffic volumes would be far less than the potential traffic volumes for other types of commercial and industrial land uses and development that would otherwise be permitted under the City's Zoning Ordinance for the property. *As a result, the potential impacts are anticipated to be less than significant.*

B. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
• *Less Than Significant Impact.*

It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).⁹⁰ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

The State of California Governor’s Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicles Miles Traveled (VMT). For the purpose of environmental review under CEQA, the City of Santa Fe Springs has established criteria for transportation impacts based on Vehicles Miles Traveled (VMT) for land use projects and plans which is generally consistent with the recommendations provided by OPR in the Technical Advisory. Public agencies traditionally have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the OPR’s Technical Advisory, the City of Santa Fe Springs has determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips;
- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of existing bus service with a frequency of service interval of 15 minutes or less during morning and evening peak hours);
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center;
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.;
- Residential projects with 100 percent affordable housing;
- Community institutions project (public library, fire station, local government);
- Local-serving hotels (e.g., non-destination hotels);
- Local-serving assembly uses (places of worship, community organizations);
- Public parking garages and parking lots;
- Assisted living or senior housing projects; and,
- Affordable, supportive, or transitional housing projects.

⁹⁰ California Strategic Growth Council. <https://sgc.ca.gov/>
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Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of at least one criterion is sufficient for screening purposes. Therefore, the proposed project satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis as it is presumed to cause less than significant transportation impacts. No further VMT analysis is required for the proposed project. *Therefore, the potential impacts are considered to be less than significant.*

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

Primary vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard. An emergency access will connect to Florence Avenue. A maximum of 16 vehicles (passenger car equivalent) will enter the site during the peak hour through the driveways on Florence Avenue from the north by making a right-turn movement. A maximum of 16 vehicles (passenger car equivalent) will enter the site during the peak hour through the driveways on Norwalk Boulevard from the west by making a right-turn movement. This low volume of traffic is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveways along both directions on Norwalk Boulevard and Florence Avenue. *As a result, no impacts will occur.*

D. Would the project result in inadequate emergency access? • No Impact.

The proposed project will not affect emergency access to the project site or to any adjacent parcels since no vehicular access is currently provided. The adjacent properties currently maintain their own fire access. At no time during construction or operation will any local streets, including Florence Avenue and Norwalk Boulevard, be closed to traffic. *As a result, no impacts will result.*

CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in a significant increase in traffic generation in the area given the geographic separation of the four cumulative projects from the proposed project. As a result, no cumulative impacts are anticipated.

MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant impacts would result from the proposed project's approval and implementation. As a result, no mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? • Less Than Significant Impact with Mitigation.*

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will

be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁹¹ A Tribal Resource is defined in the State of California Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrieleño-Tongva Nation. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered during the site’s development. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. The following mitigation is required due to the potential for disturbance of 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-Tongva 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 above mitigation will reduce the impact to levels that are less than significant.

B. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. • Less Than Significant Impact.*

As previously mentioned, the project site is located within the cultural area that was formally occupied by

⁹¹ HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4, 1-DAB-A2.1*. July 24, 2022.

the Gabrieleño-Tongva Nation and it was determined that the site may be situated in an area of high archaeological significance. However, the project site is located within an urbanized area of the city that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. *Nevertheless, the previous mitigation provided in Section 3.18.2. above, the tribal cultural impacts will be reduced to levels that are considered to be less than significant.*

CUMULATIVE IMPACTS

The analysis determined that the potential impacts related to tribal cultural resources are considered to be less than significant with mitigation. However, the potential impacts are considered to be site specific. As a result, no significant cumulative impacts will occur as part of the implementation of the proposed project.

MITIGATION MEASURES

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the following mitigation measure

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-Tongva 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.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			×	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			×	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			×	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			×	
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				×

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? • Less than Significant Impact.*

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will

be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁹²

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1950, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge.

The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over 5 million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.⁹ The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 20.36 mgd. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project. *As a result, the impacts will be less than significant.*

B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? • Less Than Significant Impact.

As previously mentioned, water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Water in the local area is supplied by the SFSWUA. Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from the local well and disinfects this water with chlorine before distributing it to customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. The proposed project is projected to consume approximately 4,498 gallons of water on a daily basis.

According to the City's 2020 Urban Water Management Plan, the City of Santa Fe Springs Water System has approximately 14,830 service connections servicing an area of approximately 8.9 square miles. Over the past five years, the city has not produced groundwater from the central basin, during a five consecutive year drought (2011 to 2016) the city met between 0 and 20 percent of its total demands with supplies from the central basin. However, the City purchased treated central basin water, meeting between 31 and 44 percent of its total demands with purchased groundwater supplies from the central basin. In addition to the proposed project, the city has a diverse water supply portfolio where water supplies may be re-apportioned during a five consecutive year drought to meet the city's water demands.⁹³ As indicated in Table 3-9, the

⁹² HPA Architecture, Inc. *GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1*. July 24, 2022.

⁹³ City of Santa Fe Springs, 2020 Urban Water Management Plan. Department of Public Works, Utilities Services Division. July 2021.

proposed project is projected to consume approximately 4,497.7 gallons of water on a daily basis. The project will connect to an existing 15 inch-water line located along Norwalk Boulevard. The existing water supply facilities and infrastructure will be able accommodate this additional demand. In addition, the tilt-up concrete building will be equipped with water efficient fixtures and drought tolerant plants will be planted throughout the property. *As a result, the impacts will be less than significant.*

Table 3-9
Water Consumption (gals/day)

Use	Unit	Factor	Consumption
Warehouse	99,929 sq. ft.	0.05 gals/day/sq. ft	4,497.7 gals/day
Total Consumption			4,497.7 gals/day

Source: Blodgett Baylosis Environmental Planning.

C. *Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less Than Significant Impact.*

The County of Los Angeles, acting as the Los Angeles County Flood Control District (LACFCD), has the regional, county-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site proposes new internal roadways and hardscape areas that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. *As a result, the potential impacts will be less than significant.*⁹⁴

The project will connect to an existing 15-inch sewer line located along Norwalk Boulevard. The existing sewer lines have sufficient capacity to accommodate the projected flows and adequate sewage collection and treatment are currently available. *As a result, the impacts will be less than significant.*

D. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • Less Than Significant Impact.*

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. Trash collection is provided by CR&R Inc. for disposal into area landfills. Waste is then transferred to either the Mesquite Regional Landfill in Imperial County or to the nearby materials recovery facilities (MRFs). The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day. The Puente Hills Transfer Station and MRF is able to accept 4,440 tons per day of solid waste. Table 3-10 indicates the solid waste generation for the proposed project which would be 892.5 pounds per day.

⁹⁴ California Health and Safety Code. Division 5. Sanitation. Part 3. Chapter 3. County Sanitation Districts Article 1
https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=HSC&division=5.&title=&part=3.&chapter=3.&article=1
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Table 3-10
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	99,929 sq. ft.	8.93 lbs./day/1,000 sq. ft.	892.5 lbs./day
Total Generation			892.5 lbs./day

Source: Blodgett Baylosis Environmental Planning.

Given the remaining capacity at area landfills, the impacts will be less than significant.

E. Would the project comply with federal, state, and local statutes and regulations related to solid waste?
• **No Impact.**

The proposed project, like all other development in Los Angeles County and the City of Santa Fe Springs, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts are anticipated.

CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse impacts on local utilities. The ability of the existing sewer lines, water lines, and other utilities to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and implementation. As a result, no mitigation is required.

3.20 WILDFIRE

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.

The proposed project involves the construction and subsequent occupancy of a new 99,929 square foot industrial building on a 219,234 square foot (5.03 acre) lot. The proposed project's legal address is 10840 Norwalk Boulevard, Santa Fe Springs, California, 90670. The corresponding Assessor Parcel Numbers (APNs) include 8009-022-046 and 8009-022-039. The new building will replace an existing oil well operating and maintenance business which includes a 12,232 square foot office building and a total of 29,680 square feet of maintenance/operations buildings. The proposed partially refrigerated building will include 3,000 square feet of office, 5,200 square feet of upper-level mezzanine, and 91,369 square feet of warehousing space for a total of 99,929 square feet of floor area. The new structural improvements will occupy 45.6% of the lot. Vehicular access to the site will be provided by a two-way driveway that provides access to the east side of Norwalk Boulevard and a second driveway connection with the south side of Florence Avenue. A total of 149 parking stalls will be provided including 95 standard stalls, 15 parallel parking spaces, 23 compact stalls, 5 ADA stalls, and 11 EV/Clean Air Vehicle stalls. A total of 14 dock-high loading positions will be provided along the new building's east elevation. A total of 8,215 square feet will

be dedicated to landscaped areas. The majority of the project site is zoned as Heavy Industrial (M2) though the western portion of the site along Norwalk Boulevard is zoned as Commercial.⁹⁵

The project site and surrounding areas is located in an urbanized area. The proposed project would not result in a closure or alteration of any existing emergency response and evacuation routes that would be important in the event of a wildfire. *As a result, no impacts will occur.*

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • No Impact.*

The project site and surrounding areas are relatively flat land. Furthermore, the project site and the adjacent properties are urbanized and there are no native or natural vegetation found within the project area. The project site is not located in any fire hazard severity zone (refer to Exhibit 3-10). The proposed project will not be exposed to certain criteria pollutant emissions generated by wildland fires given the project site's distance, more than 3 miles, to the nearest fire hazard severity zones. The potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire city as well as the surrounding cities and unincorporated county areas. *As a result, no impacts will occur.*

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • No Impact.*

The project site is not located in any fire hazard severity zone. There is no risk of wildlife within the project site or surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the current Building Code and the Fire Department's recommendations and will not exacerbate wildfire risks. *As a result, no impacts will occur.*

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

The project site is not located in any fire hazard severity zone. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes. *As a result, no impacts will occur.*

⁹⁵ HPA Architecture, Inc. GLC Santa Fe Springs Building Number 4. 1-DAB-A2.1. July 24, 2022.
SECTION 3 • ENVIRONMENTAL ANALYSIS

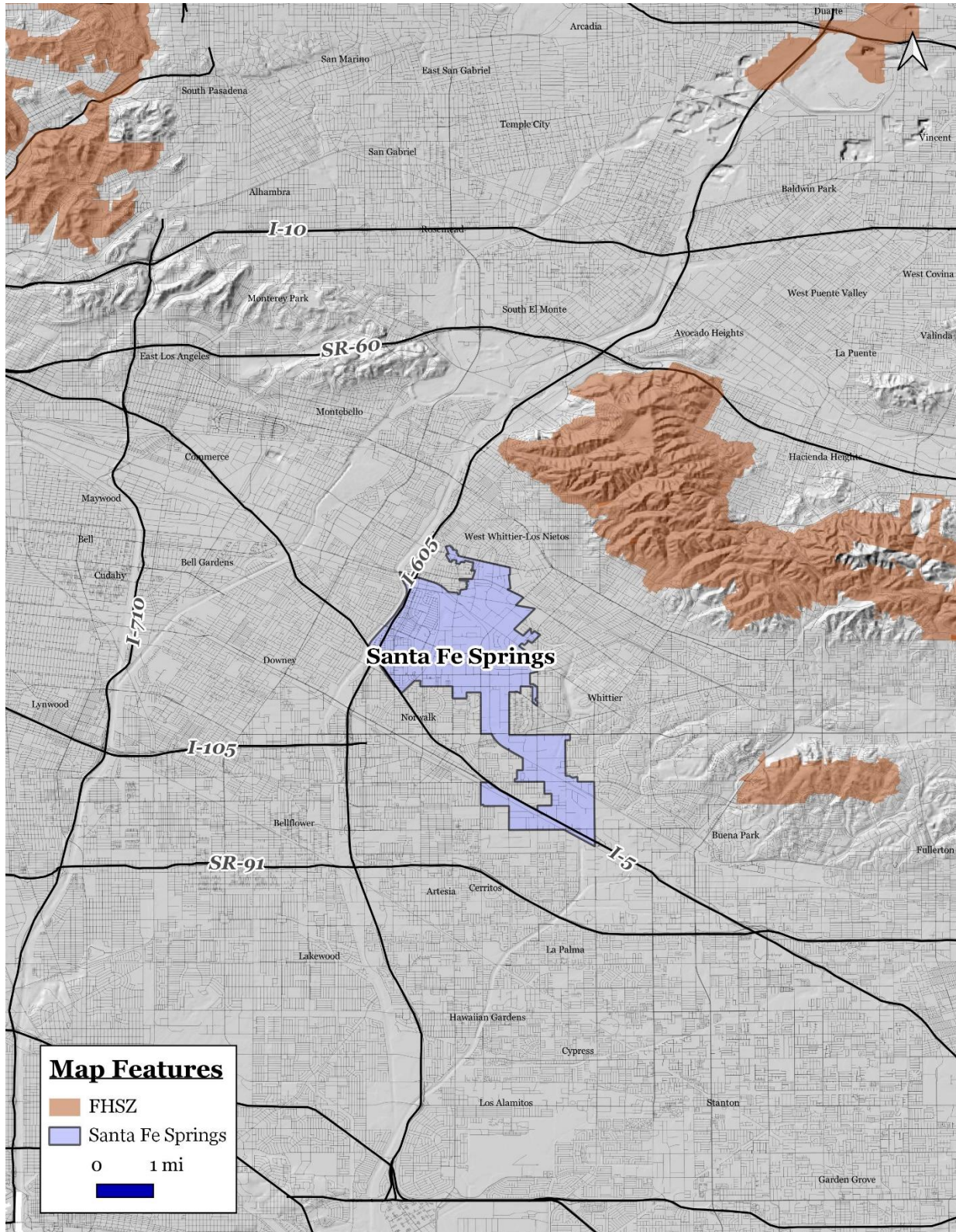


EXHIBIT 3-10 FIRE HAZARD SAFETY ZONE

Source: CALFire

CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse impacts with respect to potential wildfire. As a result, no cumulative impacts related to wildfire will occur.

MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts with respect to wildfire risk would result from the proposed project's approval and implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.



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.

Several 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 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-Tongva Nation as activities that include, but are not limited to, pavement removal, potholing, or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

The following mitigation measure is required which will further reduce construction noise:

Mitigation Measure No. 4 (Noise). The Applicant shall notify the nearby residents within 1,200 feet of the project site along Lakeland 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 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-Tongva Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

SECTION 5 - REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning

2211 S. Hacienda Boulevard, Suite 107
Hacienda Heights, California A 91745

Karla Nayakarathne, Project Manager
Marc Blodgett, Project Principal
Genesis Loyda, Administrator
Alice Ye, Business Developer

5.2 REFERENCES

References are noted using footnotes.



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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – UTILITIES & ENERGY WORKSHEETS

APPENDIX C – TRAFFIC STUDY

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APPENDIX A - AIR QUALITY WORKSHEETS

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-Rail	99.93	1000sqft	2.29	99,929.00	0
Parking Lot	149.00	Space	1.34	58,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - .

Construction Phase - .

Grading - 5.03 acre site

Demolition -

Trips and VMT - .

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	45.00

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tblConstructionPhase	NumDays	230.00	300.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	14.00
tblConstructionPhase	NumDays	18.00	45.00
tblConstructionPhase	NumDays	5.00	14.00
tblConstructionPhase	PhaseEndDate	2/22/2024	4/1/2024
tblConstructionPhase	PhaseEndDate	1/3/2024	4/10/2024
tblConstructionPhase	PhaseEndDate	1/27/2023	2/10/2023
tblConstructionPhase	PhaseEndDate	2/15/2023	2/23/2023
tblConstructionPhase	PhaseEndDate	1/29/2024	3/6/2024
tblConstructionPhase	PhaseEndDate	2/3/2023	2/16/2023
tblGrading	AcresOfGrading	14.00	5.03
tblGrading	AcresOfGrading	21.00	5.03
tblLandUse	LandUseSquareFeet	59,600.00	58,000.00
tblTripsAndVMT	HaulingTripNumber	478.00	40.00

2.0 Emissions Summary

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2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	6.7940	67.2108	54.3578	0.1120	28.8555	3.0427	31.8981	13.9935	2.8095	16.8031	0.0000	10,865.93 50	10,865.93 50	3.1877	0.0964	10,952.85 91
2024	23.8751	24.0795	33.7705	0.0629	1.2730	1.0841	2.3572	0.3414	1.0168	1.3583	0.0000	6,096.342 1	6,096.342 1	1.2279	0.0940	6,155.039 5
Maximum	23.8751	67.2108	54.3578	0.1120	28.8555	3.0427	31.8981	13.9935	2.8095	16.8031	0.0000	10,865.93 50	10,865.93 50	3.1877	0.0964	10,952.85 91

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	6.7940	67.2108	54.3578	0.1120	28.8555	3.0427	31.8981	13.9935	2.8095	16.8031	0.0000	10,865.93 50	10,865.93 50	3.1877	0.0964	10,952.85 91
2024	23.8751	24.0795	33.7705	0.0629	1.2730	1.0841	2.3572	0.3414	1.0168	1.3583	0.0000	6,096.342 1	6,096.342 1	1.2279	0.0940	6,155.039 5
Maximum	23.8751	67.2108	54.3578	0.1120	28.8555	3.0427	31.8981	13.9935	2.8095	16.8031	0.0000	10,865.93 50	10,865.93 50	3.1877	0.0964	10,952.85 91

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.2597	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580
Energy	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645
Mobile	0.5789	0.6544	6.3225	0.0149	1.5700	0.0103	1.5802	0.4184	9.5600e-003	0.4279		1,514.5719	1,514.5719	0.0882	0.0592	1,534.4274
Total	2.8412	0.6777	6.3672	0.0150	1.5700	0.0121	1.5821	0.4184	0.0114	0.4298		1,542.3262	1,542.3262	0.0889	0.0597	1,562.3499

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.2597	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580
Energy	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645
Mobile	0.5789	0.6544	6.3225	0.0149	1.5700	0.0103	1.5802	0.4184	9.5600e-003	0.4279		1,514.5719	1,514.5719	0.0882	0.0592	1,534.4274
Total	2.8412	0.6777	6.3672	0.0150	1.5700	0.0121	1.5821	0.4184	0.0114	0.4298		1,542.3262	1,542.3262	0.0889	0.0597	1,562.3499

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	2/10/2023	5	30	
2	Site Preparation	Site Preparation	1/28/2023	2/16/2023	5	14	
3	Grading	Grading	2/4/2023	2/23/2023	5	14	
4	Building Construction	Building Construction	2/16/2023	4/10/2024	5	300	
5	Paving	Paving	1/4/2024	3/6/2024	5	45	
6	Architectural Coating	Architectural Coating	1/30/2024	4/1/2024	5	45	

Acres of Grading (Site Preparation Phase): 5.03

Acres of Grading (Grading Phase): 5.03

Acres of Paving: 1.34

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 149,894; Non-Residential Outdoor: 49,965; Striped Parking Area: 3,480
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20

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Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Demolition	Excavators	3	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	26.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4452	0.0000	3.4452	0.5216	0.0000	0.5216			0.0000			0.0000
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	2.2691	21.4844	19.6434	0.0388	3.4452	0.9975	4.4428	0.5216	0.9280	1.4496		3,746.9840	3,746.9840	1.0494		3,773.2183

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.8100e-003	0.1641	0.0458	7.7000e-004	0.0233	1.1500e-003	0.0245	6.3900e-003	1.1000e-003	7.4900e-003		84.5912	84.5912	5.1900e-003	0.0135	88.7305
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0320	0.5230	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.2377	148.2377	3.6000e-003	3.3800e-003	149.3345
Total	0.0503	0.1961	0.5688	2.2400e-003	0.1910	2.0900e-003	0.1931	0.0509	1.9700e-003	0.0528		232.8289	232.8289	8.7900e-003	0.0168	238.0650

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3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4452	0.0000	3.4452	0.5216	0.0000	0.5216			0.0000			0.0000
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	2.2691	21.4844	19.6434	0.0388	3.4452	0.9975	4.4428	0.5216	0.9280	1.4496	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.8100e-003	0.1641	0.0458	7.7000e-004	0.0233	1.1500e-003	0.0245	6.3900e-003	1.1000e-003	7.4900e-003		84.5912	84.5912	5.1900e-003	0.0135	88.7305
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0320	0.5230	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.2377	148.2377	3.6000e-003	3.3800e-003	149.3345
Total	0.0503	0.1961	0.5688	2.2400e-003	0.1910	2.0900e-003	0.1931	0.0509	1.9700e-003	0.0528		232.8289	232.8289	8.7900e-003	0.0168	238.0650

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4473	0.0000	18.4473	9.9718	0.0000	9.9718			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	18.4473	1.2660	19.7133	9.9718	1.1647	11.1366		3,687.3081	3,687.3081	1.1926		3,717.1219

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014
Total	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014

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3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4473	0.0000	18.4473	9.9718	0.0000	9.9718			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	18.4473	1.2660	19.7133	9.9718	1.1647	11.1366	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014
Total	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014

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3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4031	0.0000	6.4031	3.3514	0.0000	3.3514			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	6.4031	0.7749	7.1780	3.3514	0.7129	4.0643		2,872.6910	2,872.6910	0.9291		2,895.9182

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0320	0.5230	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.2377	148.2377	3.6000e-003	3.3800e-003	149.3345
Total	0.0474	0.0320	0.5230	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.2377	148.2377	3.6000e-003	3.3800e-003	149.3345

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3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4031	0.0000	6.4031	3.3514	0.0000	3.3514			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	6.4031	0.7749	7.1780	3.3514	0.7129	4.0643	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0474	0.0320	0.5230	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.2377	148.2377	3.6000e-003	3.3800e-003	149.3345
Total	0.0474	0.0320	0.5230	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.2377	148.2377	3.6000e-003	3.3800e-003	149.3345

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3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0279	0.9514	0.3652	4.7300e-003	0.1665	5.2600e-003	0.1717	0.0479	5.0300e-003	0.0530		511.1084	511.1084	0.0189	0.0741	533.6719
Worker	0.2088	0.1406	2.3013	6.4500e-003	0.7377	4.1600e-003	0.7419	0.1957	3.8300e-003	0.1995		652.2460	652.2460	0.0158	0.0149	657.0718
Total	0.2366	1.0921	2.6664	0.0112	0.9042	9.4200e-003	0.9136	0.2436	8.8600e-003	0.2524		1,163.3544	1,163.3544	0.0347	0.0890	1,190.7437

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3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0279	0.9514	0.3652	4.7300e-003	0.1665	5.2600e-003	0.1717	0.0479	5.0300e-003	0.0530		511.1084	511.1084	0.0189	0.0741	533.6719
Worker	0.2088	0.1406	2.3013	6.4500e-003	0.7377	4.1600e-003	0.7419	0.1957	3.8300e-003	0.1995		652.2460	652.2460	0.0158	0.0149	657.0718
Total	0.2366	1.0921	2.6664	0.0112	0.9042	9.4200e-003	0.9136	0.2436	8.8600e-003	0.2524		1,163.3544	1,163.3544	0.0347	0.0890	1,190.7437

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3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0272	0.9555	0.3592	4.6600e-003	0.1665	5.2900e-003	0.1717	0.0479	5.0600e-003	0.0530		503.8355	503.8355	0.0189	0.0732	526.1204
Worker	0.1948	0.1256	2.1423	6.2600e-003	0.7377	3.9800e-003	0.7417	0.1957	3.6600e-003	0.1993		633.1595	633.1595	0.0143	0.0138	637.6422
Total	0.2220	1.0811	2.5015	0.0109	0.9042	9.2700e-003	0.9134	0.2436	8.7200e-003	0.2523		1,136.9949	1,136.9949	0.0333	0.0870	1,163.7626

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3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0272	0.9555	0.3592	4.6600e-003	0.1665	5.2900e-003	0.1717	0.0479	5.0600e-003	0.0530		503.8355	503.8355	0.0189	0.0732	526.1204
Worker	0.1948	0.1256	2.1423	6.2600e-003	0.7377	3.9800e-003	0.7417	0.1957	3.6600e-003	0.1993		633.1595	633.1595	0.0143	0.0138	637.6422
Total	0.2220	1.0811	2.5015	0.0109	0.9042	9.2700e-003	0.9134	0.2436	8.7200e-003	0.2523		1,136.9949	1,136.9949	0.0333	0.0870	1,163.7626

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3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9594	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0590	0.0381	0.6492	1.9000e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		191.8665	191.8665	4.3400e-003	4.1900e-003	193.2249
Total	0.0590	0.0381	0.6492	1.9000e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		191.8665	191.8665	4.3400e-003	4.1900e-003	193.2249

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3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9594	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0590	0.0381	0.6492	1.9000e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		191.8665	191.8665	4.3400e-003	4.1900e-003	193.2249
Total	0.0590	0.0381	0.6492	1.9000e-003	0.2236	1.2000e-003	0.2248	0.0593	1.1100e-003	0.0604		191.8665	191.8665	4.3400e-003	4.1900e-003	193.2249

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3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.9439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	21.1247	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0384	0.0247	0.4220	1.2300e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		124.7132	124.7132	2.8200e-003	2.7300e-003	125.5962
Total	0.0384	0.0247	0.4220	1.2300e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		124.7132	124.7132	2.8200e-003	2.7300e-003	125.5962

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3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.9439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	21.1247	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0384	0.0247	0.4220	1.2300e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		124.7132	124.7132	2.8200e-003	2.7300e-003	125.5962
Total	0.0384	0.0247	0.4220	1.2300e-003	0.1453	7.8000e-004	0.1461	0.0385	7.2000e-004	0.0393		124.7132	124.7132	2.8200e-003	2.7300e-003	125.5962

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5789	0.6544	6.3225	0.0149	1.5700	0.0103	1.5802	0.4184	9.5600e-003	0.4279		1,514.5719	1,514.5719	0.0882	0.0592	1,534.4274
Unmitigated	0.5789	0.6544	6.3225	0.0149	1.5700	0.0103	1.5802	0.4184	9.5600e-003	0.4279		1,514.5719	1,514.5719	0.0882	0.0592	1,534.4274

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-Rail	173.88	173.88	173.88	745,185	745,185
Parking Lot	0.00	0.00	0.00		
Total	173.88	173.88	173.88	745,185	745,185

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-Rail	0.543401	0.061496	0.184986	0.128935	0.023820	0.006437	0.011961	0.008652	0.000812	0.000508	0.024540	0.000745	0.003706
Parking Lot	0.543401	0.061496	0.184986	0.128935	0.023820	0.006437	0.011961	0.008652	0.000812	0.000508	0.024540	0.000745	0.003706

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645
NaturalGas Unmitigated	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	235.449	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645
Total		2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	0.235449	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645
Total		2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003		27.6999	27.6999	5.3000e-004	5.1000e-004	27.8645

6.0 Area Detail

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6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.2597	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580
Unmitigated	2.2597	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3400e-003	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580
Total	2.2597	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3400e-003	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580
Total	2.2597	2.3000e-004	0.0254	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0545	0.0545	1.4000e-004		0.0580

7.0 Water Detail

7.1 Mitigation Measures Water

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8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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APPENDIX B – UTILITIES AND ENERGY WORKSHEETS

INTRODUCTION TO UTILITY SCREENING TABLES

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

Table 1 Definition of Project

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

Tables 2 Summary of Project Impacts

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

Tables 3 through 5 Calculation of Project Impacts

Tables 3 through 7 indicate the results of the analysis.

Table 3 Water Consumption - This Table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name:

Project Name Goodman Santa Fe Springs

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

Land Use	Independent	Factor
Residential Uses	Variable	Total Units
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	Variable	Total Floor Area
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	Variable	Floor Area/Rooms
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	Variable	Total Floor Area
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	99,948
Public/Institutional	Variable	Total Floor Area
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

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

Utilities Consumption and Generation	Factor	Rates
Water Consumption	gallons/day	4,498
Sewage Generation	gallons/day	2,499
Solid Waste Generation	pounds/day	893

Table 3: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Water	Variable	Gals./Day
Single-Family Residential	0	390.00	Gals./Day/Unit	0.0
Medium Density Residential	0	300.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	234.00	Gals./Day/Unit	0.0
Mobile Home	0	234.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Office	0	0.30	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.30	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.30	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.15	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Room	Gals. of Water	Variable	Gals./Day
Specialty Retail Commercial	0	0.15	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.15	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.20	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.50	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.50	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.12	Gals./Day/Sq. Ft.	0.0
Hotel	0	187.50	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Industrial Park	0	0.30	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.30	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.30	Gals./Day/Sq. Ft.	0.0
Warehouse	99,948	0.05	Gals./Day/Sq. Ft.	4,497.7
Public/Institutional Use	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Public/Institutional	0	0.12	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.12	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				4,497.7
Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation).				

Table 4: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	# of Units	Gals. of Effluent	Variable	Gals./Day
Single-Family Residential	0	260.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	156.00	Gals./Day/Unit	0.0
Mobile Home	0	156.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Office	0	0.20	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.20	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.20	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.10	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./# Rooms	Gals. of Effluent	Variable	Gals./Day
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.13	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.33	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.00	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	125	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Industrial Park	0	0.20	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.20	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.20	Gals./Day/Sq. Ft.	0.0
Warehouse	99,948	0.03	Gals./Day/Sq. Ft.	2,498.7
Public/Institutional Use	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				2,498.7
Source: Los Angeles County Sanitation Districts.				

INTRODUCTION TO ENERGY SCREENING TABLES

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

Table 1 Definition of Project

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

Tables 2 Summary of Project Impacts

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

Tables 3 through 4 Calculation of Project Impacts

Tables 3 through 4 indicate the results of the analysis.

Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name: Goodman Santa Fe Springs

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

Land Use	Independent	Factor
Residential Uses	Variable	Total Units
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	Variable	Total Floor Area
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	Variable	Floor Area/Rooms
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	Variable	Total Floor Area
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	99,948
Public/Institutional	Variable	Total Floor Area
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Energy Consumption and Generation

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

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	1,314
Natural Gas Consumption	cubic feet/day	1,287

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	kWh	Variable	kWh/Unit/Day
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	Sq. Ft./Rooms	kWh	Variable	kWh/Sq. Ft./Day
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	99,948	4.80	kWh/Sq. Ft./Year	1,314.4
Public/Institutional	Sq. Ft.	kWh	Variable	kWh/Sq. Ft./Day
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				1,314.4
Sources:				
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).				
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989				

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0	2.90	Cu. Ft./Mo./Room	0.0
Manufacturing Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	99,948	4.70	Cu. Ft./Mo./Sq. Ft.	1,287.0
Public/Institutional Use	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				1,287.0
Sources:				
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993				

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APPENDIX C – TRAFFIC STUDY



15068-01 VMT.docx

August 18, 2022

Ms. Claudia Jiminez
City of Santa Fe Springs
11710 E. Telegraph Road
Santa Fe Springs, CA 90670

GLC SANTA FE SPRINGS BUILDING 4 VEHICLE MILES TRAVELED (VMT) ANALYSIS

Ms. Claudia Jiminez,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the GLC Santa Fe Springs Building 4 development (**Project**), which is located at 10840 Norwalk Boulevard in the City of Santa Fe Springs.

PROJECT OVERVIEW

The Project includes the development of a new 99,929 square foot warehouse building, consisting of 3,000 square feet of office space, 5,200 square feet of mezzanine space, and 91,369 square feet of warehouse space (see Exhibit 1). The proposed Project will replace an existing oil well operating and maintenance business consisting of a 12,232 square foot office building and 29,680 square feet of maintenance/operations buildings. In addition, there was a 30,500 square foot metal canopy that has already been demolished.

The site plan illustrates the proposed 10-story office building and its surroundings. The building is situated at the intersection of Florence Avenue and Norwalk Blvd. The plan includes a detailed layout of the building footprint, parking spaces, and fire lanes. Key features include a 'POTENTIAL OFFICE' area, a 'LOBBY DOOR', and various fire lane markings. The plan is labeled with 'N.A.P.' (Not A Part) in several areas, indicating that certain parts of the plan are not part of the proposed development. The plan also shows the existing street layout and the proposed building footprint.

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) (December of 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the County of Los Angeles has prepared their [Transportation Impact Analysis Guidelines](#) (**County Guidelines**) (2). Based on consultation with the City of Santa Fe Springs, VMT analysis guidelines and thresholds are not yet available. As such, this analysis has utilized the County Guidelines for the review of screening criteria, which is consistent with the OPR's Technical Advisory.

Ms. Claudia Jimenez
City of Santa Fe Springs
August 18, 2022
Page 3 of 6

VMT SCREENING

Consistent with County Guidelines, projects that meet certain screening criteria based on their location and project type may be presumed to result in a less than significant transportation impact. Consistent with the screening criteria identified with the County Guidelines, the following screening criteria may be applicable to the Project:

- Non-Retail Project Trip Generation Screening
- Proximity to Transit Based Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

NON-RETAIL PROJECT TRIP GENERATION SCREENING

The County Guidelines identify that small projects anticipated to generate low traffic volumes (i.e., fewer than 110 daily net new trips) are presumed to have a less than significant impact absent substantial evidence to the contrary.

Existing Traffic

The proposed Project will replace an existing oil well operating and maintenance business, which consists of a 12,232 square foot office building and 29,680 square feet of maintenance and operations buildings. In an effort to understand the existing traffic associated with the current uses, the trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021) (3) for the existing manufacturing use (ITE Land Use Code 140) and the proposed warehousing (ITE Land use Code 150) and high-cube cold-storage warehouse use (ITE Land Use Code 157) (see Table 1).

TABLE 1: TRIP GENERATION RATES

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
Manufacturing ³	140	TSF	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars			0.500	0.150	0.650	0.217	0.493	0.710	4.300
Trucks			0.017	0.013	0.030	0.012	0.018	0.030	0.450
Warehousing ³	150	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
Trucks			0.011	0.009	0.020	0.016	0.014	0.030	0.600
High-Cube Cold Storage Warehouse ³	157	TSF	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
Trucks			0.009	0.021	0.030	0.015	0.015	0.030	0.750

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

Ms. Claudia Jimenez
City of Santa Fe Springs
August 18, 2022
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The following summarizes the proposed land use and vehicle mix:

- Manufacturing – ITE land use code 140 has been used to derive site specific trip generation estimates for both the existing use (41,912 square feet including the office space) and the Project. A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for the proposed Project (25% of the total square footage, or 24,982 square feet). A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- High-Cube Cold Storage Warehouse – ITE land use code 157 has been used to derive site specific trip generation estimates for the proposed Project (75% of the total square footage, or 74,947 square feet). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

The trip generation summary illustrating daily generation estimates for the existing use in actual vehicles are shown on Table 2. As shown in Table 2, the existing use generates a total of 202 daily vehicle trips.

TABLE 2: EXISTING TRIP GENERATION

Existing Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Manufacturing	41,912 TSF							
Passenger Cars:		21	7	28	10	21	31	182
Total Trucks:		3	3	6	3	3	6	20
Total Trips (Actual Vehicles)		24	10	34	13	24	37	202

¹ TSF = thousand square feet

Proposed Project

The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual (11th Edition, 2021) are shown previously on Table 1. The trip generation summary illustrating daily trip generation estimates for the proposed Project in actual vehicles are shown on Table 3 based on 74,947 square feet of high-cube cold storage

Ms. Claudia Jimenez
City of Santa Fe Springs
August 18, 2022
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warehouse use (75%) and 24,982 square feet of warehousing use (25%). As shown in Table 3, the proposed Project is anticipated to generate a total of 204 daily vehicle trips.

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY

Project Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehouse (25%)	24,982 TSF							
Passenger Cars:		3	1	4	1	3	4	28
Total Trucks:		1	1	2	1	1	2	16
High-Cube Cold Storage (75%)	74,947 TSF							
Passenger Cars:		6	0	6	1	5	6	104
Total Trucks:		1	2	3	1	1	2	56
Total Trips (Actual Vehicles)		11	4	15	4	10	14	204

¹ TSF = thousand square feet

Trip Generation Comparison

Table 4 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified on Table 4. As shown, the Project is anticipated to generate a net increase of 2 daily vehicle trips.

TABLE 4: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Project							
Passenger Cars:	9	1	10	2	8	10	132
Total Truck Trips (Actual Vehicles):	2	3	5	2	2	4	72
Total Trips (Actual Vehicles)¹	11	4	15	4	10	14	204
Existing Use							
Passenger Cars:	21	7	28	10	21	31	182
Total Truck Trips (Actual Vehicles):	3	3	6	3	3	6	20
Total Trips (Actual Vehicles)¹	24	10	34	13	24	37	202
Variance							
Passenger Cars:	-12	-6	-18	-8	-13	-21	-50
Total Truck Trips (Actual Vehicles):	-1	0	-1	-1	-1	-2	52
Total Trips (Actual Vehicles)¹	-13	-6	-19	-9	-14	-23	2

¹ Total Trips = Passenger Cars + Truck Trips.

The proposed Project is anticipated to generate a net increase of 2 daily vehicle trips, which does not exceed the 110 daily vehicle trip threshold.

Non-Retail Project Trip Generation screening criteria is met.

Ms. Claudia Jiminez
City of Santa Fe Springs
August 18, 2022
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PROXIMITY TO TRANSIT BASED SCREENING

Consistent with guidance identified in the County Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool, the Project site is shown not to be located within a TPA. (See Attachment A).

Proximity to Transit Based screening criteria is not met.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project meets the Non-Retail Project Trip Generation Screening and would therefore be presumed to result in a less than significant VMT impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Associate

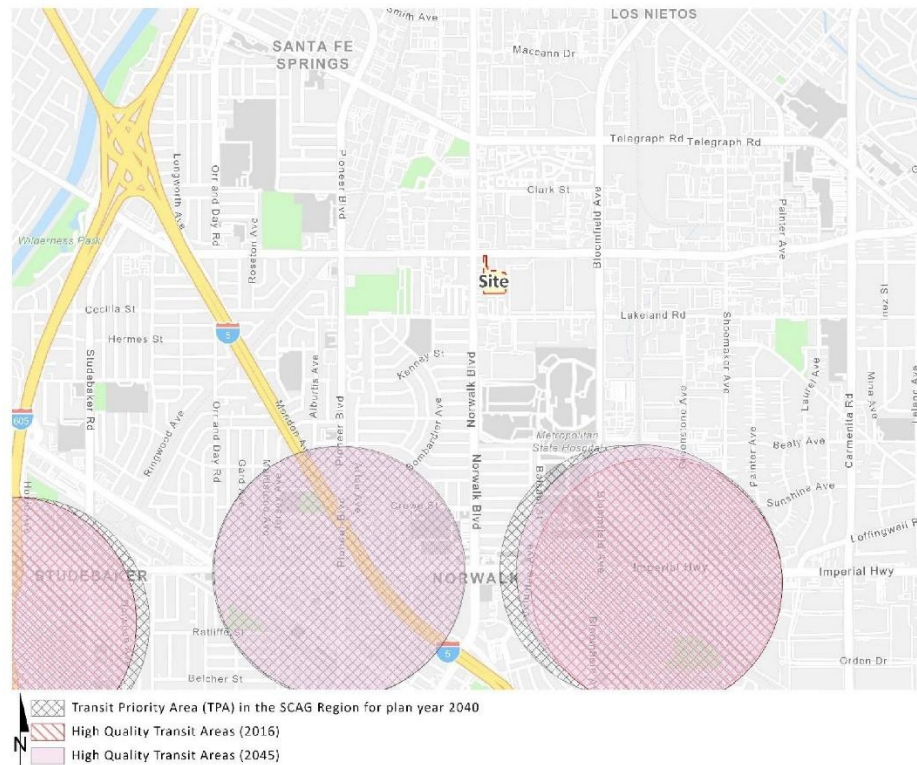
¹ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA*. State of California : s.n., December 2018.
2. **County of Los Angeles.** *Transportation Impact Analysis*. County of Los Angeles : s.n., July 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual*. 11th Edition. 2021.

ATTACHMENT A
TPA MAP





15068-02 TG Letter

August 17, 2022

Ms. Claudia Jimenez
City of Santa Fe Springs
11710 E. Telegraph Road
Santa Fe Springs, CA 90670

GLC SANTA FE SPRINGS BUILDING 4 TRIP GENERATION ASSESSMENT

Ms. Claudia Jimenez,

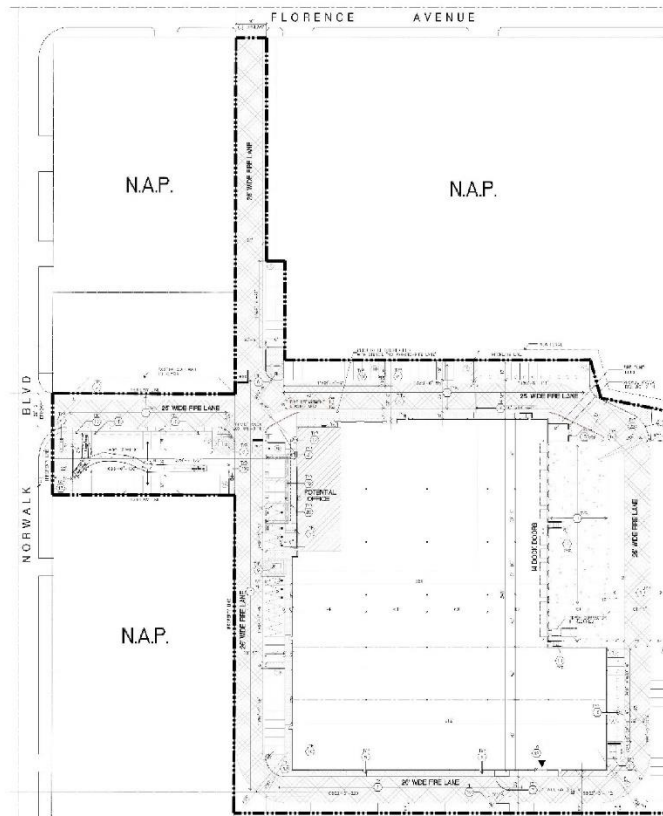
Urban Crossroads, Inc. is pleased to submit this Trip Generation Assessment for the proposed GLC Santa Fe Springs Building 4 development (**Project**), which is located at 10840 Norwalk Boulevard in the City of Santa Fe Springs.

PROPOSED PROJECT

The Project includes the development a of a new 99,929 square foot warehouse building, which consists of 3,000 square feet of office space, 5,200 square feet of mezzanine space, and 91,369 square feet of warehouse space. The proposed Project will replace an existing oil well operating and maintenance business, which consists of a 12,232 square foot office building and 29,680 square feet of maintenance/operations buildings. There was a 30,500 square foot metal canopy that has already been demolished. Access to the site will be accommodated via Florence Avenue to the north and Norwalk Boulevard to the west.

Ms. Claudia Jimenez
City of Santa Fe Springs
August 17, 2022
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EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING TRAFFIC

The proposed Project will replace an existing oil well operating and maintenance business, which consists of a 12,232 square foot office building and 29,680 square feet of maintenance/operations buildings. In an effort to understand the existing traffic associated with the current uses, the trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their [Trip Generation Manual](#) (11th Edition, 2021) for the existing manufacturing use (ITE Land Use Code 140) and the proposed warehousing (ITE Land use Code 150) and high-cube cold-storage warehouse use (ITE Land Use Code 157) (see Table 1).

Ms. Claudia Jimenez
City of Santa Fe Springs
August 17, 2022
Page 3 of 6

TABLE 1: TRIP GENERATION RATES

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
Manufacturing ³	140	TSF	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars			0.500	0.150	0.650	0.217	0.493	0.710	4.300
Trucks			0.017	0.013	0.030	0.012	0.018	0.030	0.450
Warehousing ³	150	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
Trucks			0.011	0.009	0.020	0.016	0.014	0.030	0.600
High-Cube Cold Storage Warehouse ³	157	TSF	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
Trucks			0.009	0.021	0.030	0.015	0.015	0.030	0.750
Passenger Car Equivalent (PCE):									
Manufacturing ³	140	TSF	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars			0.500	0.150	0.650	0.217	0.493	0.710	4.300
Trucks (PCE = 2.0)			0.034	0.026	0.060	0.025	0.035	0.060	0.900
Warehousing ³	150	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
Trucks (PCE = 2.0)			0.022	0.018	0.040	0.032	0.028	0.060	1.200
High-Cube Cold Storage Warehouse ³	157	TSF	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
Trucks (PCE = 2.0)			0.018	0.042	0.060	0.030	0.030	0.060	1.500

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

The following summarizes the proposed land use and vehicle mix:

- Manufacturing – ITE land use code 140 has been used to derive site specific trip generation estimates for both the existing use (41,912 square feet, which includes the office space). A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for the proposed Project (25% of the total square footage, or 24,982 square feet). A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

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- High-Cube Cold Storage Warehouse – ITE land use code 157 has been used to derive site specific trip generation estimates for the proposed Project (75% of the total square footage, or 74,947 square feet). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the existing use in actual and passenger car equivalent (PCE) vehicles are shown on Table 2. As shown in Table 2, the existing use generates a total of 202 two-way trips per day with 34 AM peak hour trips and 37 PM peak hour trips (in actual vehicles). In comparison, the existing use generates a total of 222 PCE two-way trips per day with 34 PCE AM peak hour trips and 37 PCE PM peak hour trips (see also Table 2).

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with that used for other projects within the City (PCE factor of 2.0 for all heavy trucks).

TABLE 2: EXISTING TRIP GENERATION

Existing Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Manufacturing	41,912 TSF							
Passenger Cars:		21	7	28	10	21	31	182
Total Trucks:		3	3	6	3	3	6	20
Total Trips (Actual Vehicles)		24	10	34	13	24	37	202
Passenger Car Equivalent (PCE):								
Manufacturing	41,912 TSF							
Passenger Cars:		21	7	28	10	21	31	182
Total Trucks (PCE):		3	3	6	3	3	6	40
Total Trips (PCE)		24	10	34	13	24	37	222

¹ TSF = thousand square feet

PROPOSED PROJECT

The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual (11th Edition, 2021) are shown previously on Table 1. The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual and PCE vehicles are shown on Table 3 based on 74,947 square feet of high-cube cold storage warehouse use (75%) and 24,982 square feet of warehousing use (25%). As shown in Table 3, the proposed Project is anticipated to generate a total of 204 two-way trips per day with 15 AM peak hour trips and 14 PM peak hour trips (in actual vehicles). In comparison,

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the proposed Project is anticipated to generate a total of 274 PCE two-way trips per day with 16 PCE AM peak hour trips and 16 PCE PM peak hour trips (see also Table 4).

TABLE 3: PROJECT TRIP GENERATION SUMMARY

		AM Peak Hour			PM Peak Hour			
Project Land Use	Quantity Units ¹	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:								
Warehouse (25%)	24.982 TSF							
Passenger Cars:		3	1	4	1	3	4	28
Total Trucks:		1	1	2	1	1	2	16
High-Cube Cold Storage (75%)	74.947 TSF							
Passenger Cars:		6	0	6	1	5	6	104
Total Trucks:		1	2	3	1	1	2	56
Total Trips (Actual Vehicles)		11	4	15	4	10	14	204
Passenger Car Equivalent (PCE):								
Warehouse (25%)	24.982 TSF							
Passenger Cars:		3	1	4	1	3	4	28
Total Trucks (PCE):		1	1	2	1	1	2	30
High-Cube Cold Storage (75%)	74.947 TSF							
Passenger Cars:		6	0	6	1	5	6	104
Total Trucks (PCE):		1	3	4	2	2	4	112
Total Trips (PCE)		11	5	16	5	11	16	274

¹ TSF = thousand square feet

TRIP GENERATION COMPARISON

Table 4 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified at the bottom of Table 4. The trip generation comparison is based on PCE as the existing and proposed uses are truck-intensive uses (since any required operations analysis would use the PCE-based trip generation). As shown on Table 4, the Project is anticipated to generate 52 net new two-way trips per day with a net reduction of 18 AM peak hour trips and net reduction of 21 PM peak hour trips (in PCE).

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TABLE 4: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Project							
Passenger Cars:	9	1	10	2	8	10	132
Total Truck Trips (PCE):	2	4	6	3	3	6	142
Total Trips (PCE)¹	11	5	16	5	11	16	274
Existing Use							
Passenger Cars:	21	7	28	10	21	31	182
Total Truck Trips (PCE):	3	3	6	3	3	6	40
Total Trips (PCE)¹	24	10	34	13	24	37	222
Variance							
Passenger Cars:	-12	-6	-18	-8	-13	-21	-50
Total Truck Trips (PCE):	-1	1	0	0	0	0	102
Total Net Trips (PCE)¹	-13	-5	-18	-8	-13	-21	52

¹ Total Trips = Passenger Cars + Truck Trips.

FINDINGS

The proposed Project on its own is anticipated to generate fewer than 50 peak hour trips and therefore would contribute fewer than 50 peak hour trips to any study area intersection. With the reductions for the existing uses on the site, the Project would generate a net reduction in trips. As such, peak hour intersection operations analysis does not appear to be necessary in addition to the trip generation information disclosed in this assessment.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Principal

DATE: March 9, 2023
TO: Claudia Jimenez, City of Santa Fe Springs
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 15068-03 TA Memo



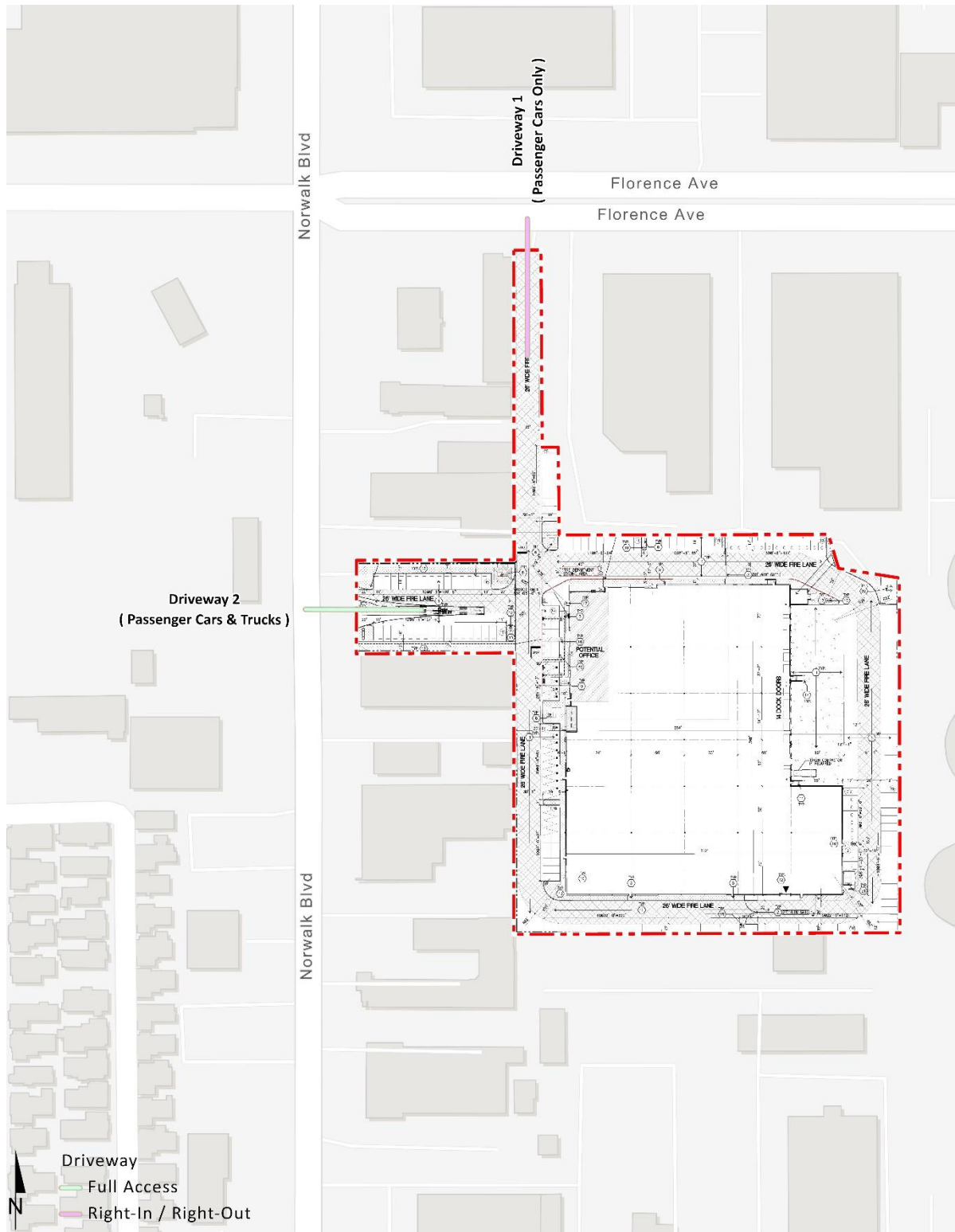
GLC SANTA FE SPRINGS BUILDING 4 FOCUSED TRAFFIC ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following Focused Traffic Assessment for the GLC Santa Fe Springs Building 4 development (**Project**), which is located at 10840 Norwalk Boulevard in the City of Santa Fe Springs. The following focused traffic assessment identifies the Project trip generation, proposed trip distribution patterns, site access, observed peak hour queuing, and truck turns.

PROPOSED PROJECT

The Project includes the development a of a new 99,847 square foot warehouse building, which consists of 3,000 square feet of office space, 5,200 square feet of mezzanine space, 91,287 square feet of warehouse space, and a 360 square foot pump area (see Exhibit 1). The proposed Project will replace an existing oil well operating and maintenance business, which consists of a 12,232 square foot office building and 29,680 square feet of maintenance/operations buildings. There was a 30,500 square foot metal canopy that has already been demolished. Access to the site will be accommodated via Florence Avenue to the north and Norwalk Boulevard to the west. Driveway 1 on Florence Avenue would serve passenger cars/small single unit trucks while Driveway 2 on Norwalk Boulevard would serve passenger cars and heavy trucks.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING TRAFFIC

The proposed Project will replace an existing oil well operating and maintenance business, which consists of a 12,232 square foot office building and 29,680 square feet of maintenance/operations buildings. In an effort to understand the existing traffic associated with the current uses, the trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021) for the existing manufacturing use (ITE Land Use Code 140) and the proposed warehousing (ITE Land use Code 150) and high-cube cold-storage warehouse use (ITE Land Use Code 157) (see Table 1).

TABLE 1: TRIP GENERATION RATES

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
Manufacturing ³	140	TSF	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars			0.500	0.150	0.650	0.217	0.493	0.710	4.300
Trucks			0.017	0.013	0.030	0.012	0.018	0.030	0.450
Warehousing ³	150	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
Trucks			0.011	0.009	0.020	0.016	0.014	0.030	0.600
High-Cube Cold Storage Warehouse ³	157	TSF	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
Trucks			0.009	0.021	0.030	0.015	0.015	0.030	0.750
Passenger Car Equivalent (PCE):									
Manufacturing ³	140	TSF	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars			0.500	0.150	0.650	0.217	0.493	0.710	4.300
Trucks (PCE = 2.0)			0.034	0.026	0.060	0.025	0.035	0.060	0.900
Warehousing ³	150	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
Trucks (PCE = 2.0)			0.022	0.018	0.040	0.032	0.028	0.060	1.200
High-Cube Cold Storage Warehouse ³	157	TSF	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
Trucks (PCE = 2.0)			0.018	0.042	0.060	0.030	0.030	0.060	1.500

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

The following summarizes the proposed land use and vehicle mix:

- Manufacturing – ITE land use code 140 has been used to derive site specific trip generation estimates for both the existing use (41,912 square feet, which includes the office space). A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for the proposed Project (25% of the total square footage, or 24,982 square feet). A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- High-Cube Cold Storage Warehouse – ITE land use code 157 has been used to derive site specific trip generation estimates for the proposed Project (75% of the total square footage, or 74,947 square feet). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the existing use in actual and passenger car equivalent (PCE) vehicles are shown on Table 2. As shown in Table 2, the existing use generates a total of 202 two-way trips per day with 34 AM peak hour trips and 37 PM peak hour trips (in actual vehicles). In comparison, the existing use generates a total of 222 PCE two-way trips per day with 34 PCE AM peak hour trips and 37 PCE PM peak hour trips (see also Table 2).

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with that used for other projects within the City (PCE factor of 2.0 for all heavy trucks).

TABLE 2: EXISTING TRIP GENERATION

Existing Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
Manufacturing	41.912	TSF							
Passenger Cars:			21	7	28	10	21	31	182
Total Trucks:			3	3	6	3	3	6	20
Total Trips (Actual Vehicles)			24	10	34	13	24	37	202
Passenger Car Equivalent (PCE):									
Manufacturing	41.912	TSF							
Passenger Cars:			21	7	28	10	21	31	182
Total Trucks (PCE):			3	3	6	3	3	6	40
Total Trips (PCE)			24	10	34	13	24	37	222

¹ TSF = thousand square feet**PROPOSED PROJECT**

The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual (11th Edition, 2021) are shown previously on Table 1. The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual and PCE vehicles are shown in Table 3 based on 74,885 square feet of high-cube cold storage warehouse use (75%) and 24,962 square feet of warehousing use (25%). As shown in Table 3, the proposed Project is anticipated to generate a total of 204 two-way trips per day with 15 AM peak hour trips and 14 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 274 PCE two-way trips per day with 16 PCE AM peak hour trips and 16 PCE PM peak hour trips (see also Table 4).

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Project Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehouse (25%)	24.962 TSF							
Passenger Cars:		3	1	4	1	3	4	28
Total Trucks:		1	1	2	1	1	2	16
High-Cube Cold Storage (75%)	74.885 TSF							
Passenger Cars:		6	0	6	1	5	6	104
Total Trucks:		1	2	3	1	1	2	56
Total Trips (Actual Vehicles)		11	4	15	4	10	14	204
Passenger Car Equivalent (PCE):								
Warehouse (25%)	24.962 TSF							
Passenger Cars:		3	1	4	1	3	4	28
Total Trucks (PCE):		1	1	2	1	1	2	30
High-Cube Cold Storage (75%)	74.885 TSF							
Passenger Cars:		6	0	6	1	5	6	104
Total Trucks (PCE):		1	3	4	2	2	4	112
Total Trips (PCE)		11	5	16	5	11	16	274

¹ TSF = thousand square feet**TRIP GENERATION COMPARISON**

Table 4 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified at the bottom of Table 4. The trip generation comparison is based on PCE as the existing and proposed uses are truck-intensive uses (since any required operations analysis would use the PCE-based trip generation). As shown on Table 4, the Project is anticipated to generate 52 net new two-way trips per day with a net reduction of 18 AM peak hour trips and net reduction of 21 PM peak hour trips (in PCE).

TABLE 4: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Project							
Passenger Cars:	9	1	10	2	8	10	132
Total Truck Trips (PCE):	2	4	6	3	3	6	142
Total Trips (PCE)¹	11	5	16	5	11	16	274
Existing Use							
Passenger Cars:	21	7	28	10	21	31	182
Total Truck Trips (PCE):	3	3	6	3	3	6	40
Total Trips (PCE)¹	24	10	34	13	24	37	222
Variance							
Passenger Cars:	-12	-6	-18	-8	-13	-21	-50
Total Truck Trips (PCE):	-1	1	0	0	0	0	102
Total Net Trips (PCE)¹	-13	-5	-18	-8	-13	-21	52

¹ Total Trips = Passenger Cars + Truck Trips.

TRIP DISTRIBUTIONS

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Separate distributions have been developed for passenger cars and trucks. Exhibits 2 and 3 illustrate the passenger car and truck trip distribution patterns through the study area intersections, respectively. Truck distribution patterns will be based on allowable City truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is directed to the I-5 Freeway and I-605 Freeway via Norwalk Boulevard, Telegraph Road, and Florence Avenue.

EXHIBIT 2: PROJECT PASSENGER CAR TRIP DISTRIBUTION

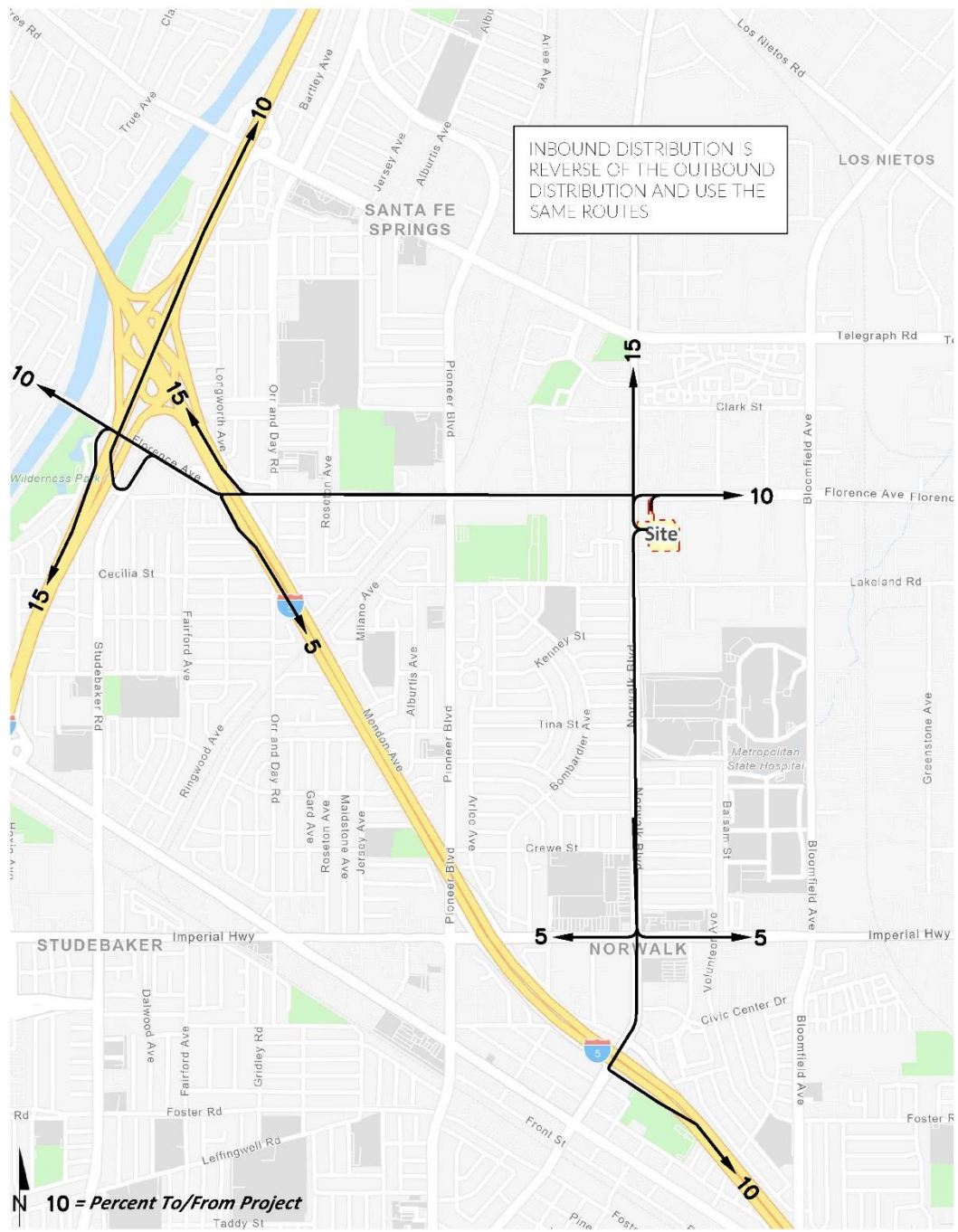
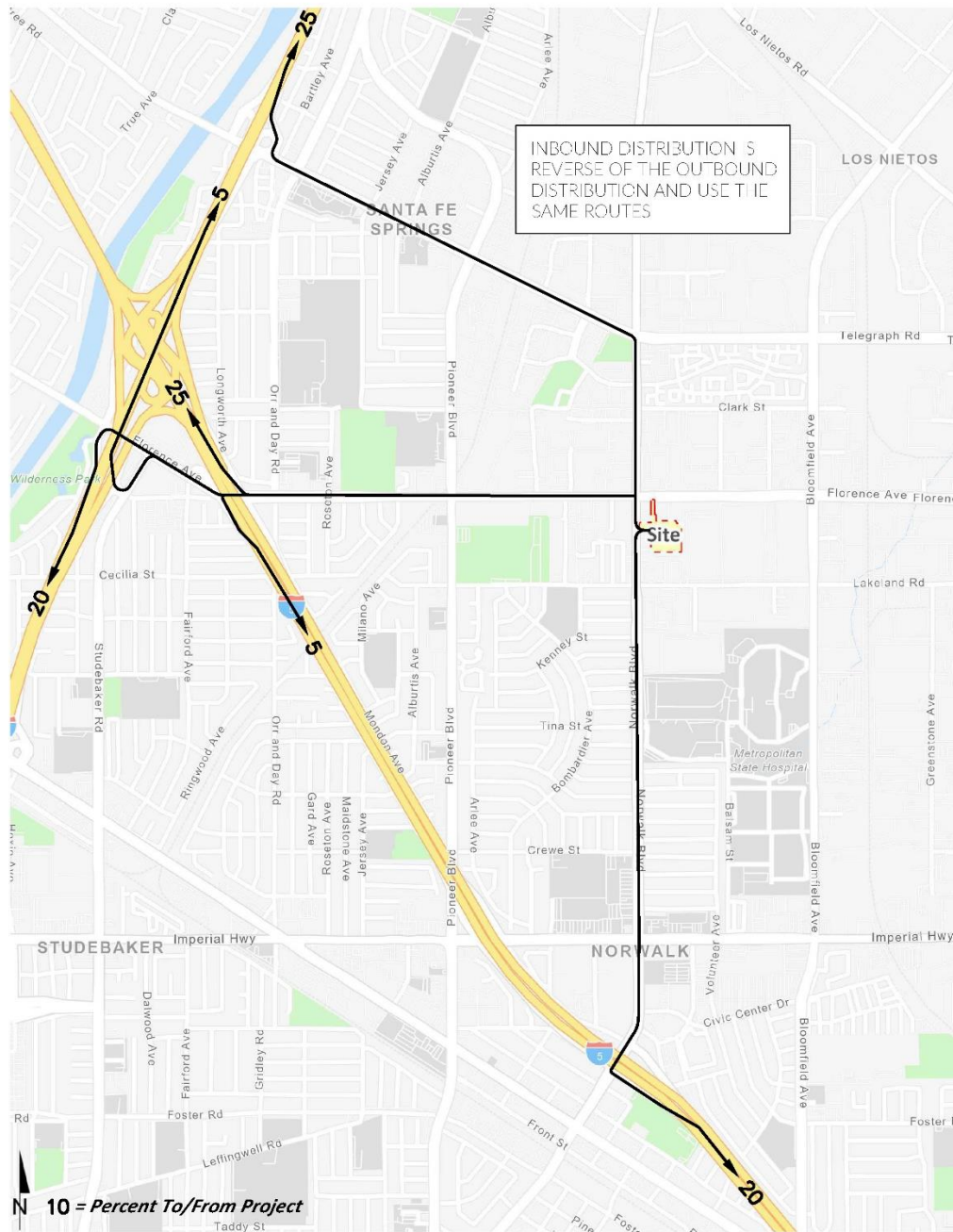


EXHIBIT 3: PROJECT TRUCK TRIP DISTRIBUTION



INTERSECTION OPERATIONS

The intersection operations analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected on December 6, 2022 when local schools were in session and operating on normal bell schedules (timeframe of counts were not affected by the

street sweeping schedule along Florence Avenue). The following peak hours were selected for analysis pursuant to discussions with City staff:

- Weekday AM Peak Hour (peak hour between 6:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 7:00 PM)

The raw manual peak hour turning movement traffic count data sheets are included in Attachment A.

Existing peak hour traffic operations have been evaluated for the study area intersections based on both the Highway Capacity Manual (HCM) methodology (6th Edition). HCM analysis results are expressed as delay in seconds. The intersection operations analysis results are summarized in Table 5 which indicates that the intersection of Norwalk Boulevard and Florence Avenue is currently operating at an acceptable level of service (LOS) during the peak hours. The intersection operations analysis worksheets are included in Attachment B.

TABLE 5: INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

# Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
		AM	PM	AM	PM
1 Norwalk Bl. & Florence Av.	TS	23.4	34.5	C	C

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal.

² TS = Traffic Signal

EXISTING QUEUING

Although the peak hour intersection operations suggests that the intersection operates with average delays that are considered acceptable by City standards, there could still be periodic queuing issues occurring at the intersections. As such, the peak hour queues were observed specifically for the northbound left turn movement at the intersection of Norwalk Boulevard and Florence Avenue during the peak hours of 7:30-8:30 AM and 4:15-5:15 PM. The purpose of reviewing the queues in this movement is excessive queues in this lane may spill back and prevent vehicles (specifically trucks) from entering the site at the proposed driveway on Norwalk Boulevard.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the northbound left turn pocket at Norwalk Boulevard and Florence Avenue. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. As shown in Attachment C, the highest reported queue occurs in the PM peak hour with 203-feet (95th percentile queue).

Since the queue from Synchro is based on a progression analysis tool, the video for the segment of Norwalk Boulevard south of Florence Avenue has also been reviewed for the peak hours of 7:30-8:30 AM and 4:15-5:15 PM. Below is a summary of the observations.

- Between 7:30-8:30 AM, there were 6 separate instances where the northbound left turn queue at Norwalk Boulevard and Florence Avenue exceeded the striped 200-feet of storage and was within the transition. However, these queues cleared on the green for the left turn movement with no residual queues at the end of each cycle. No queues were observed extending beyond the transition area.
- Between 4:15-5:15 PM, there were 4 separate instances where the northbound left turn queue at Norwalk Boulevard and Florence Avenue exceeded the striped 200-feet of storage and was within the transition. However, during one of those instances, the queue was well into the painted median approximately 200-feet further south. This occurred during an approximately 20-minute period between 4:36 PM and 4:57 PM. However, the queues for the other three instances cleared during the green time.
- for the left turn movement with no residual queues at the end of each cycle. No queues were observed extending beyond the transition area for these other instances during the peak hour.

It should be noted that field review observations indicate that, if clear, vehicles are entering the painted median area on approach to the intersection of Norwalk Boulevard and Florence Avenue in order to avoid the queues in the northbound through lanes.

SITE ACCESS & TRUCK TURNS

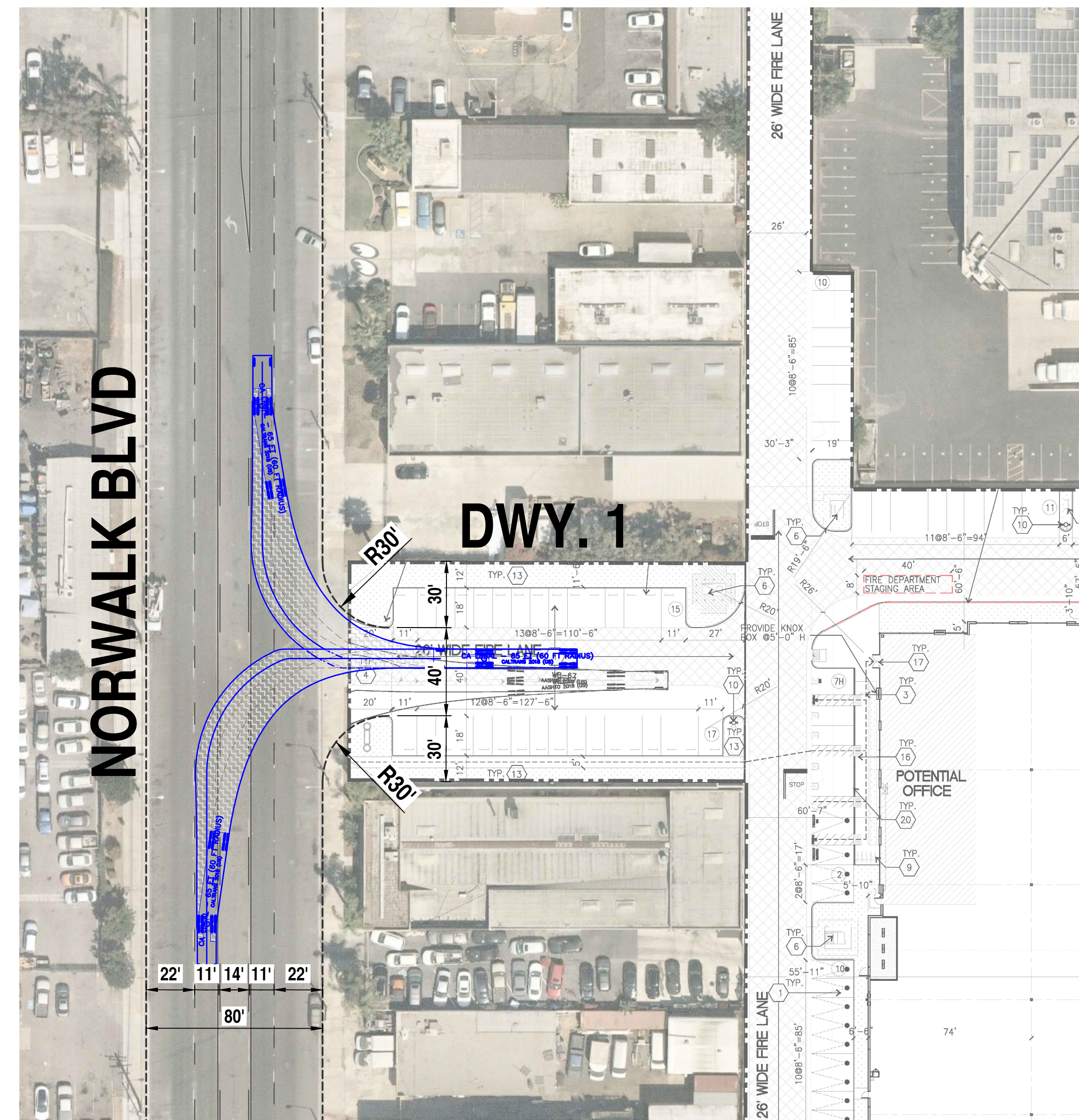
Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan the proposed driveway on Norwalk Boulevard in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see attached Exhibit A). A California Street Legal – 65-foot truck (45-foot trailer) has been utilized for the purposes of this assessment. As shown on Exhibit A, the driveway on Norwalk Boulevard is anticipated to accommodate the ingress and egress of heavy trucks as currently designed. Although not utilized by heavy trucks, Exhibit B shows the truck turns at Driveway 1 on Florence Avenue for single-unit trucks that could potentially use this access. There are no turning issues with the proposed design of Driveway 1.

FINDINGS

Based on the trip generation shown on Table 3 for the Project, it is anticipated that 1-2 trucks could be entering the site during the peak hours. Upon field review of the peak hour operations, it is anticipated that existing PM peak hour queues may block the Project intersection and prevent vehicles from entering into the Project site during a 20 to 30 minute period during the PM peak hour only. Given the limited period during the PM peak hour in which there is a minimal impact to the Project access, no additional mitigation has been recommended.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

OUTBOUND CA LEGAL- 65 FT TRUCKS

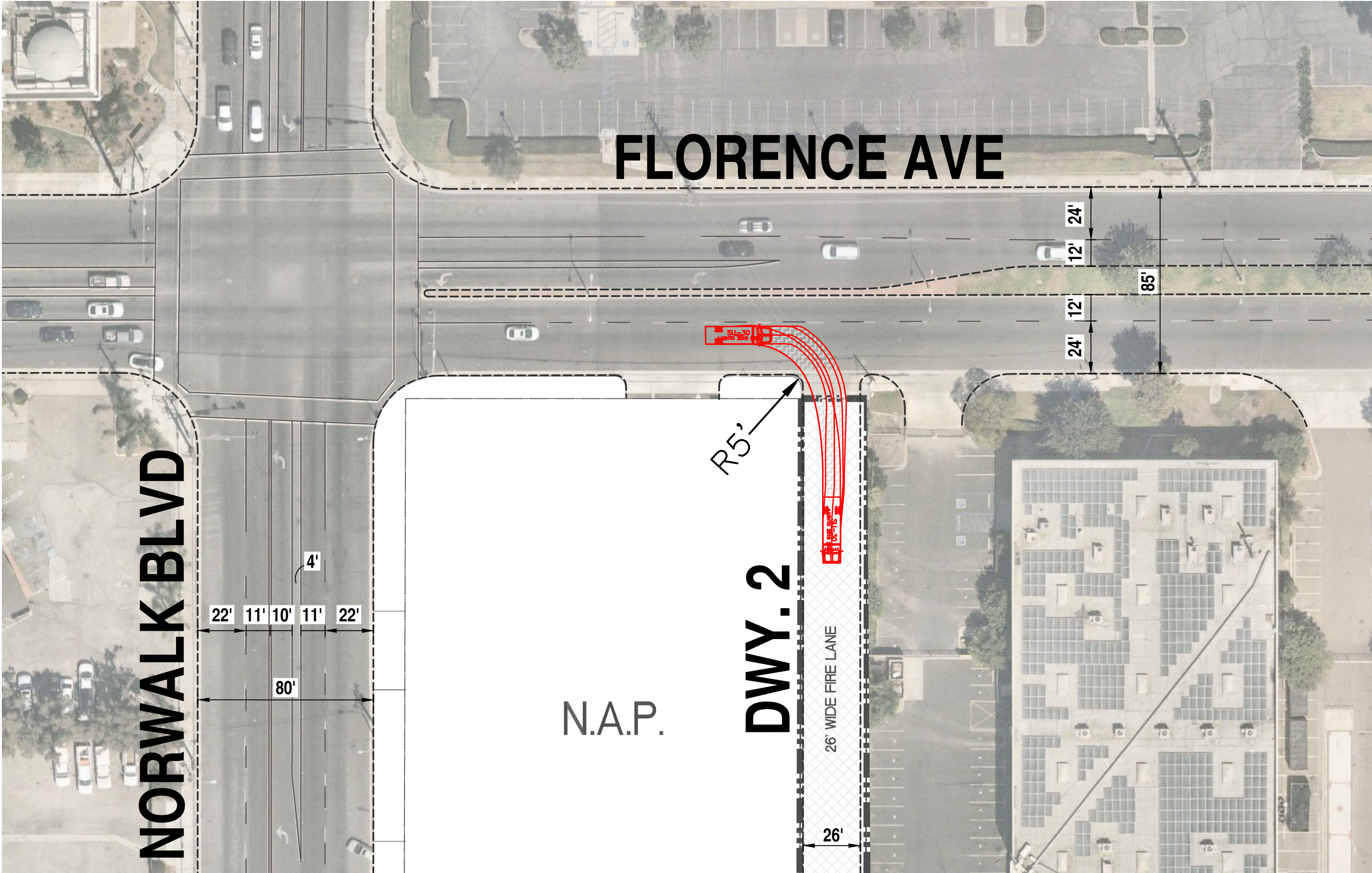


Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 20.9
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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INBOUND SU-30 TRUCKS



OUTBOUND SU-30 TRUCKS

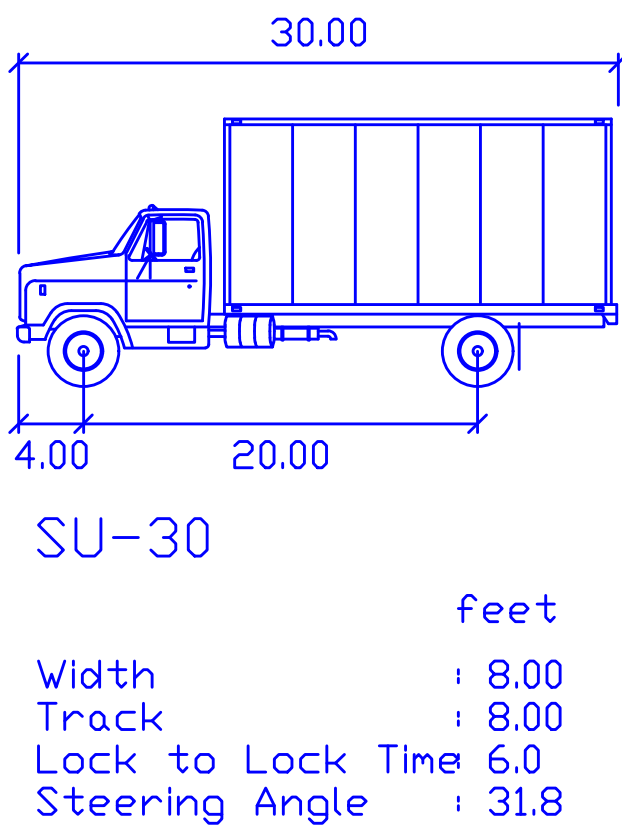
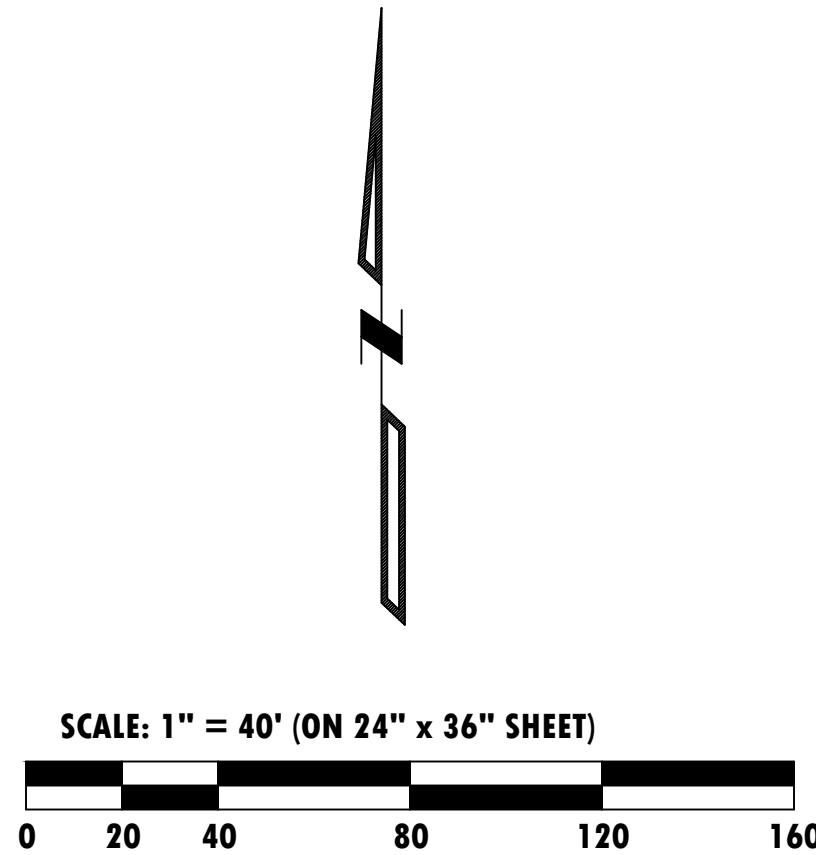
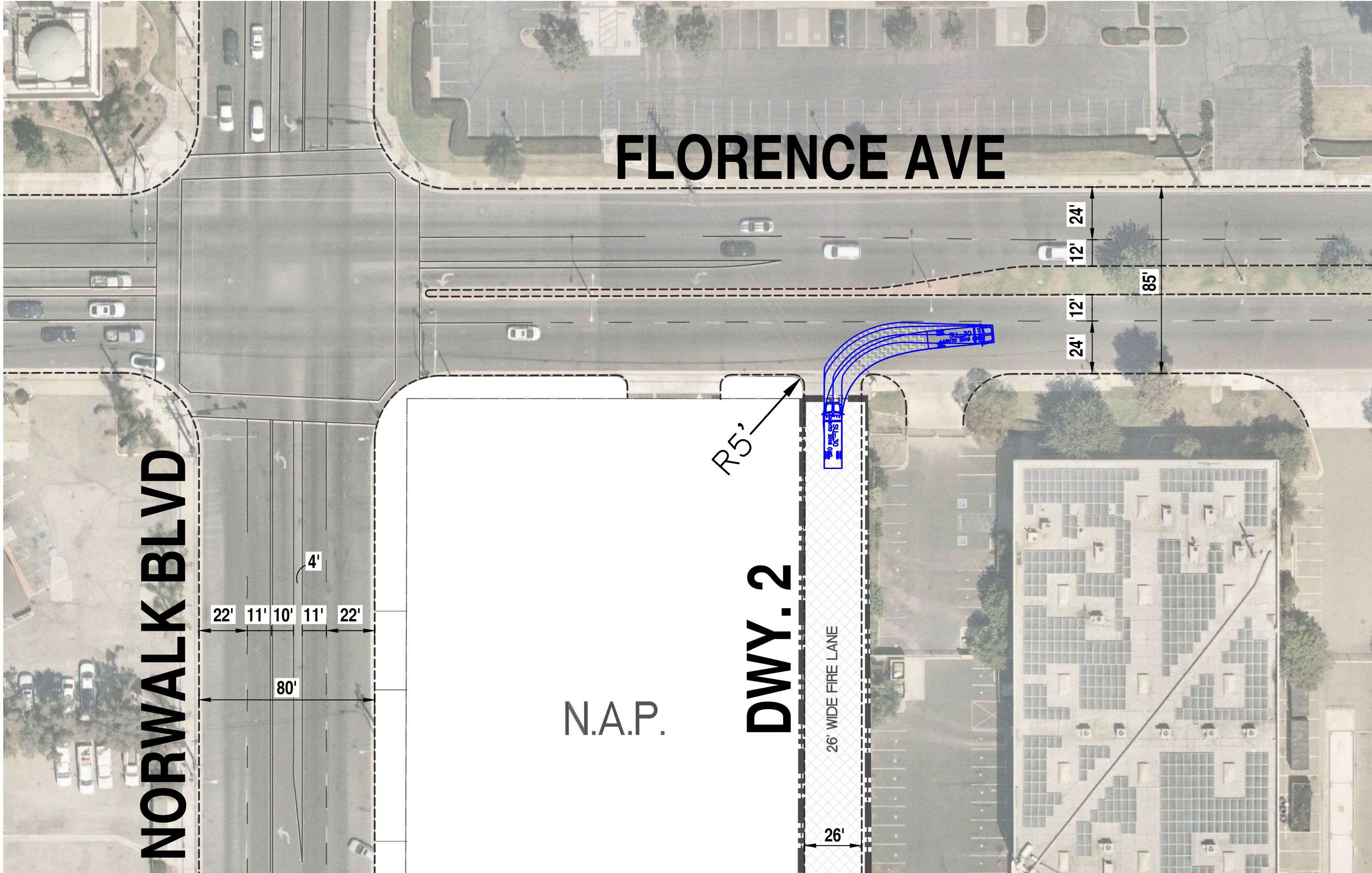


EXHIBIT B: PROJECT DRIVEWAY AT FLORENCE AVE
TRUCK TURNING TEMPLATE

ATTACHMENT A
INTERSECTION COUNTS – DECEMEBER 2022

City of Santa Fe Springs
N/S: Norwalk Boulevard
E/W: Florence Avenue
Weather: Clear

File Name : 01_SFS_Nor_Flo_AM
Site Code : 221076
Start Date : 12/6/2022
Page No : 1

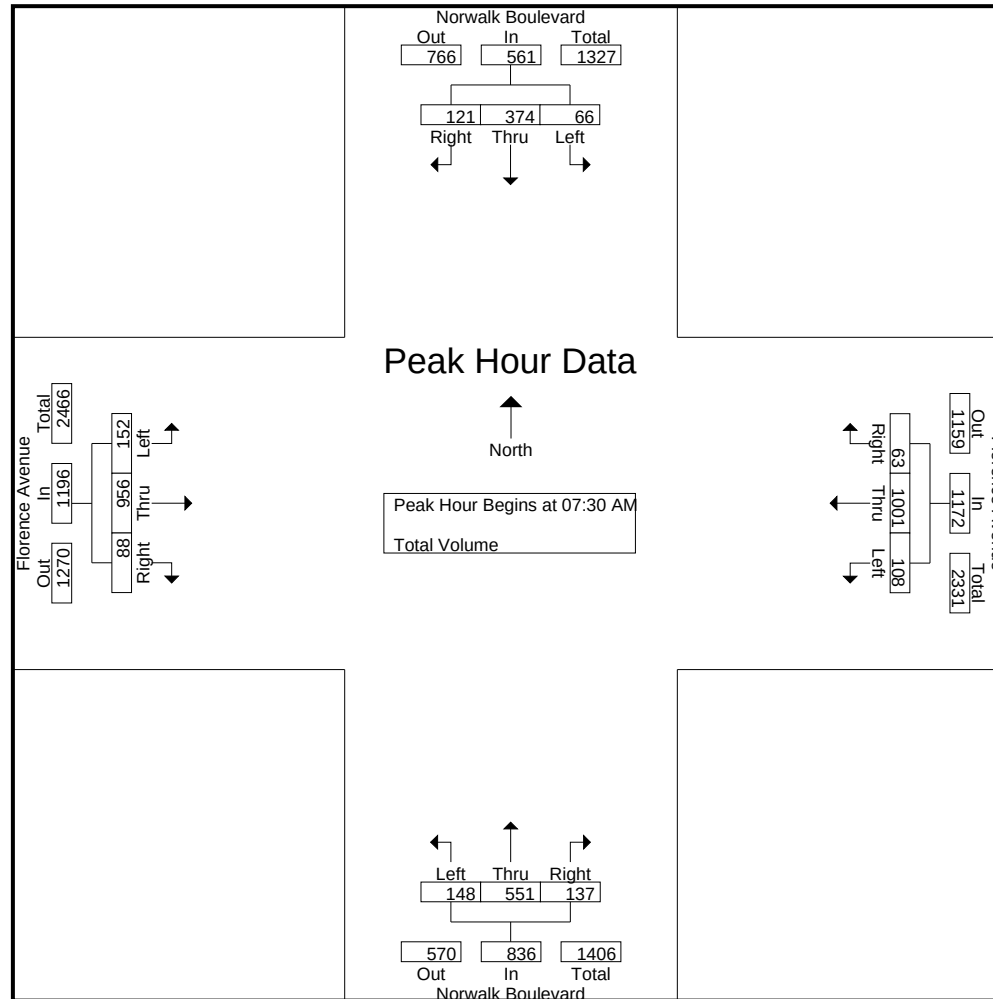
Groups Printed- Total Volume

	Norwalk Boulevard Southbound					Florence Avenue Westbound					Norwalk Boulevard Northbound					Florence Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	6	32	13	6	51	10	194	10	3	214	14	44	15	4	73	13	155	20	10	188	23	526	549
06:15 AM	7	30	11	3	48	6	221	6	4	233	24	62	7	3	93	28	145	23	7	196	17	570	587
06:30 AM	19	59	20	15	98	11	212	6	4	229	19	65	16	11	100	28	186	23	10	237	40	664	704
06:45 AM	18	63	25	10	106	14	258	10	6	282	33	116	24	14	173	49	270	29	11	348	41	909	950
Total	50	184	69	34	303	41	885	32	17	958	90	287	62	32	439	118	756	95	38	969	121	2669	2790
07:00 AM	13	56	34	15	103	19	279	6	2	304	48	96	23	11	167	24	217	27	10	268	38	842	880
07:15 AM	15	77	25	11	117	24	250	5	0	279	35	125	30	9	190	30	232	25	15	287	35	873	908
07:30 AM	14	92	29	11	135	18	284	15	3	317	29	134	29	15	192	27	237	19	7	283	36	927	963
07:45 AM	19	110	28	12	157	35	253	14	8	302	45	153	38	19	236	42	254	20	8	316	47	1011	1058
Total	61	335	116	49	512	96	1066	40	13	1202	157	508	120	54	785	123	940	91	40	1154	156	3653	3809
08:00 AM	14	86	33	12	133	27	235	16	5	278	35	128	38	19	201	49	251	26	15	326	51	938	989
08:15 AM	19	86	31	11	136	28	229	18	5	275	39	136	32	13	207	34	214	23	8	271	37	889	926
08:30 AM	13	87	28	6	128	26	251	10	6	287	22	84	20	11	126	36	273	30	13	339	36	880	916
08:45 AM	16	78	17	8	111	23	192	13	4	228	23	110	25	12	158	31	219	30	14	280	38	777	815
Total	62	337	109	37	508	104	907	57	20	1068	119	458	115	55	692	150	957	109	50	1216	162	3484	3646
Grand Total	173	856	294	120	1323	241	2858	129	50	3228	366	1253	297	141	1916	391	2653	295	128	3339	439	9806	10245
Apprch %	13.1	64.7	22.2			7.5	88.5	4			19.1	65.4	15.5			11.7	79.5	8.8					
Total %	1.8	8.7	3		13.5	2.5	29.1	1.3		32.9	3.7	12.8	3		19.5	4	27.1	3		34.1	4.3	95.7	

	Norwalk Boulevard Southbound				Florence Avenue Westbound				Norwalk Boulevard Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	92	29	135	18	284	15	317	29	134	29	192	27	237	19	283	927
07:45 AM	19	110	28	157	35	253	14	302	45	153	38	236	42	254	20	316	1011
08:00 AM	14	86	33	133	27	235	16	278	35	128	38	201	49	251	26	326	938
08:15 AM	19	86	31	136	28	229	18	275	39	136	32	207	34	214	23	271	889
Total Volume	66	374	121	561	108	1001	63	1172	148	551	137	836	152	956	88	1196	3765
% App. Total	11.8	66.7	21.6		9.2	85.4	5.4		17.7	65.9	16.4		12.7	79.9	7.4		
PHF	.868	.850	.917	.893	.771	.881	.875	.924	.822	.900	.901	.886	.776	.941	.846	.917	.931

City of Santa Fe Springs
N/S: Norwalk Boulevard
E/W: Florence Avenue
Weather: Clear

File Name : 01_SFS_Nor_Flo_AM
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City of Santa Fe Springs
N/S: Norwalk Boulevard
E/W: Florence Avenue
Weather: Clear

File Name : 01_SFS_Nor_Flo_AM
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	Norwalk Boulevard Southbound				Florence Avenue Westbound				Norwalk Boulevard Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	14	92	29	135	19	279	6	304	29	134	29	192	42	254	20	316
+15 mins.	19	110	28	157	24	250	5	279	45	153	38	236	49	251	26	326
+30 mins.	14	86	33	133	18	284	15	317	35	128	38	201	34	214	23	271
+45 mins.	19	86	31	136	35	253	14	302	39	136	32	207	36	273	30	339
Total Volume	66	374	121	561	96	1066	40	1202	148	551	137	836	161	992	99	1252
% App. Total	11.8	66.7	21.6		8	88.7	3.3		17.7	65.9	16.4		12.9	79.2	7.9	
PHF	.868	.850	.917	.893	.686	.938	.667	.948	.822	.900	.901	.886	.821	.908	.825	.923

City of Santa Fe Springs
N/S: Norwalk Boulevard
E/W: Florence Avenue
Weather: Clear

File Name : 01_SFS_Nor_Flo_PM
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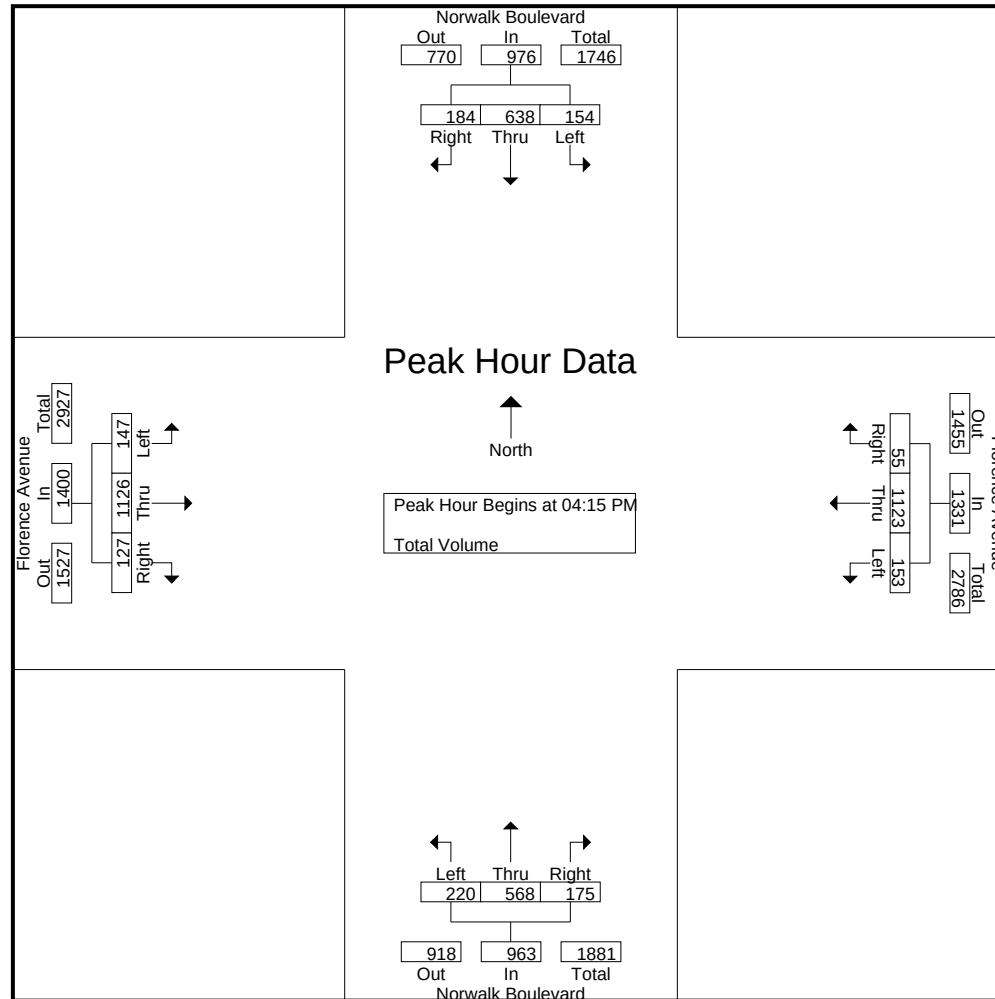
Groups Printed- Total Volume

	Norwalk Boulevard Southbound					Florence Avenue Westbound					Norwalk Boulevard Northbound					Florence Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	29	149	45	15	223	28	253	10	5	291	35	102	21	8	158	31	259	29	14	319	42	991	1033
04:15 PM	25	151	38	13	214	30	253	13	6	296	30	121	43	14	194	39	267	28	13	334	46	1038	1084
04:30 PM	47	186	70	19	303	35	289	11	3	335	54	145	42	13	241	40	278	33	17	351	52	1230	1282
04:45 PM	45	147	39	12	231	43	299	24	7	366	78	175	51	13	304	39	307	29	10	375	42	1276	1318
Total	146	633	192	59	971	136	1094	58	21	1288	197	543	157	48	897	149	1111	119	54	1379	182	4535	4717
05:00 PM	37	154	37	16	228	45	282	7	3	334	58	127	39	8	224	29	274	37	16	340	43	1126	1169
05:15 PM	15	171	36	12	222	31	232	7	4	270	41	115	36	11	192	25	269	21	8	315	35	999	1034
05:30 PM	21	131	43	18	195	34	232	4	2	270	21	127	22	12	170	29	269	18	9	316	41	951	992
05:45 PM	16	101	19	6	136	19	239	4	2	262	24	114	34	18	172	30	254	23	11	307	37	877	914
Total	89	557	135	52	781	129	985	22	11	1136	144	483	131	49	758	113	1066	99	44	1278	156	3953	4109
06:00 PM	23	113	23	12	159	15	219	1	1	235	31	90	28	11	149	25	289	25	10	339	34	882	916
06:15 PM	9	79	32	18	120	22	220	1	0	243	24	70	28	15	122	30	275	9	7	314	40	799	839
06:30 PM	12	93	23	14	128	21	199	11	4	231	17	74	23	14	114	32	235	19	9	286	41	759	800
06:45 PM	3	57	14	7	74	12	146	4	2	162	11	83	19	7	113	26	207	20	9	253	25	602	627
Total	47	342	92	51	481	70	784	17	7	871	83	317	98	47	498	113	1006	73	35	1192	140	3042	3182
Grand Total	282	1532	419	162	2233	335	2863	97	39	3295	424	1343	386	144	2153	375	3183	291	133	3849	478	11530	12008
Apprch %	12.6	68.6	18.8			10.2	86.9	2.9			19.7	62.4	17.9			9.7	82.7	7.6					
Total %	2.4	13.3	3.6		19.4	2.9	24.8	0.8		28.6	3.7	11.6	3.3		18.7	3.3	27.6	2.5		33.4	4	96	

	Norwalk Boulevard Southbound				Florence Avenue Westbound				Norwalk Boulevard Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	25	151	38	214	30	253	13	296	30	121	43	194	39	267	28	334	1038
04:30 PM	47	186	70	303	35	289	11	335	54	145	42	241	40	278	33	351	1230
04:45 PM	45	147	39	231	43	299	24	366	78	175	51	304	39	307	29	375	1276
05:00 PM	37	154	37	228	45	282	7	334	58	127	39	224	29	274	37	340	1126
Total Volume	154	638	184	976	153	1123	55	1331	220	568	175	963	147	1126	127	1400	4670
% App. Total	15.8	65.4	18.9		11.5	84.4	4.1		22.8	59	18.2		10.5	80.4	9.1		
PHF	.819	.858	.657	.805	.850	.939	.573	.909	.705	.811	.858	.792	.919	.917	.858	.933	.915

City of Santa Fe Springs
 N/S: Norwalk Boulevard
 E/W: Florence Avenue
 Weather: Clear

File Name : 01_SFS_Nor_Flo_PM
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City of Santa Fe Springs
 N/S: Norwalk Boulevard
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File Name : 01_SFS_Nor_Flo_PM
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	Norwalk Boulevard Southbound				Florence Avenue Westbound				Norwalk Boulevard Northbound				Florence Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	47	186	70	303	30	253	13	296	30	121	43	194	39	267	28	334
+15 mins.	45	147	39	231	35	289	11	335	54	145	42	241	40	278	33	351
+30 mins.	37	154	37	228	43	299	24	366	78	175	51	304	39	307	29	375
+45 mins.	15	171	36	222	45	282	7	334	58	127	39	224	29	274	37	340
Total Volume	144	658	182	984	153	1123	55	1331	220	568	175	963	147	1126	127	1400
% App. Total	14.6	66.9	18.5		11.5	84.4	4.1		22.8	59	18.2		10.5	80.4	9.1	
PHF	.766	.884	.650	.812	.850	.939	.573	.909	.705	.811	.858	.792	.919	.917	.858	.933

Location: Santa Fe Springs
 N/S: Norwalk Boulevard
 E/W: Florence Avenue



Date: 12/6/2022
 Day: Tuesday

PEDESTRIANS

		North Leg Norwalk Boulevard Pedestrians	East Leg Florence Avenue Pedestrians	South Leg Norwalk Boulevard Pedestrians	West Leg Florence Avenue Pedestrians	
	6:00 AM	0	5	0	0	5
	6:15 AM	0	1	1	0	2
	6:30 AM	0	0	1	1	2
	6:45 AM	0	0	1	0	1
	7:00 AM	1	2	0	0	3
	7:15 AM	1	1	2	0	4
	7:30 AM	0	1	0	1	2
	7:45 AM	1	4	3	0	8
	8:00 AM	0	0	0	0	0
	8:15 AM	0	1	0	0	1
	8:30 AM	0	0	0	0	0
	8:45 AM	0	2	0	0	2
	TOTAL VOLUMES:	3	17	8	2	30

		North Leg Norwalk Boulevard Pedestrians	East Leg Florence Avenue Pedestrians	South Leg Norwalk Boulevard Pedestrians	West Leg Florence Avenue Pedestrians	
	4:00 PM	0	10	2	4	16
	4:15 PM	0	0	1	0	1
	4:30 PM	0	1	3	4	8
	4:45 PM	1	6	4	2	13
	5:00 PM	0	1	1	1	3
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	2	2
	5:45 PM	0	0	0	0	0
	6:00 PM	0	0	0	0	0
	6:15 PM	0	1	1	0	2
	6:30 PM	1	0	0	1	2
	6:45 PM	0	0	1	0	1
	TOTAL VOLUMES:	2	19	13	14	48

Location: Santa Fe Springs
 N/S: Norwalk Boulevard
 E/W: Florence Avenue



Date: 12/6/2022
 Day: Tuesday

BICYCLES

	Southbound Norwalk Boulevard			Westbound Florence Avenue			Northbound Norwalk Boulevard			Eastbound Florence Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	1	0	0	0	0	0	0	0	1	0	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES:	1	4	1	0	0	0	0	1	0	1	1	0	9

	Southbound Norwalk Boulevard			Westbound Florence Avenue			Northbound Norwalk Boulevard			Eastbound Florence Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	1	0	0	0	0	0	1	0	1	1	0	4
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	1	1	0	0	0	1	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	0	0	1	3	0	1	3	0	13

ATTACHMENT B
EXISTING (2022) INTERSECTION ANALYSIS WORKSHEETS

Timings
1: Norwalk Av. & Florence Av.

GLC Santa Fe Springs (JN 15068)

12/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	956	88	108	1001	63	148	551	137	66	374	121
Future Volume (vph)	152	956	88	108	1001	63	148	551	137	66	374	121
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.4	32.4	9.6	32.4	32.4	9.6	32.4	32.4	9.6	32.4	32.4
Total Split (s)	10.2	37.5	37.5	10.5	37.8	37.8	9.6	32.4	32.4	9.6	32.4	32.4
Total Split (%)	11.3%	41.7%	41.7%	11.7%	42.0%	42.0%	10.7%	36.0%	36.0%	10.7%	36.0%	36.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	36.6	31.5	31.5	35.7	29.1	29.1	26.2	21.6	21.6	25.0	19.1	19.1
Actuated g/C Ratio	0.46	0.40	0.40	0.45	0.37	0.37	0.33	0.27	0.27	0.31	0.24	0.24
v/c Ratio	0.74	0.73	0.13	0.51	0.83	0.10	0.50	0.62	0.28	0.28	0.47	0.27
Control Delay	36.9	26.0	1.8	19.9	30.2	0.3	24.6	29.5	5.9	19.6	27.7	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	26.0	1.8	19.9	30.2	0.3	24.6	29.5	5.9	19.6	27.7	5.4
LOS	D	C	A	B	C	A	C	C	A	B	C	A
Approach Delay		25.6			27.6			24.8			22.0	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 79.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.5

Intersection LOS: C

Intersection Capacity Utilization 73.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Norwalk Av. & Florence Av.

			
10.5 s	37.5 s	9.6 s	32.4 s
			
10.2 s	37.8 s	9.6 s	32.4 s

HCM 6th Signalized Intersection Summary
1: Norwalk Av. & Florence Av.

GLC Santa Fe Springs (JN 15068)

12/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	956	88	108	1001	63	148	551	137	66	374	121
Future Volume (veh/h)	152	956	88	108	1001	63	148	551	137	66	374	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	1028	54	116	1076	45	159	592	76	71	402	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	1363	607	275	1313	585	325	831	363	251	775	345
Arrive On Green	0.08	0.38	0.38	0.06	0.37	0.37	0.07	0.23	0.23	0.05	0.22	0.22
Sat Flow, veh/h	1781	3554	1581	1781	3554	1584	1781	3554	1553	1781	3554	1583
Grp Volume(v), veh/h	163	1028	54	116	1076	45	159	592	76	71	402	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	1777	1584	1781	1777	1553	1781	1777	1583
Q Serve(g_s), s	4.1	18.6	1.6	2.9	20.3	1.4	5.0	11.4	2.9	2.2	7.4	3.1
Cycle Q Clear(g_c), s	4.1	18.6	1.6	2.9	20.3	1.4	5.0	11.4	2.9	2.2	7.4	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	1363	607	275	1313	585	325	831	363	251	775	345
V/C Ratio(X)	0.58	0.75	0.09	0.42	0.82	0.08	0.49	0.71	0.21	0.28	0.52	0.23
Avail Cap(c_a), veh/h	279	1538	684	308	1552	692	325	1293	565	279	1293	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	19.8	14.6	15.5	21.2	15.2	21.5	26.1	22.9	21.4	25.6	23.9
Incr Delay (d2), s/veh	2.1	1.9	0.1	0.4	3.1	0.1	0.4	1.2	0.3	0.2	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.1	0.5	1.1	8.0	0.5	2.0	4.6	1.0	0.9	3.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	21.7	14.7	15.9	24.3	15.2	21.9	27.3	23.2	21.6	26.1	24.2
LnGrp LOS	B	C	B	B	C	B	C	C	C	C	C	C
Approach Vol, veh/h	1245		1237				827		554			
Approach Delay, s/veh	21.0		23.2				25.9		25.3			
Approach LOS	C		C				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	33.9	9.6	21.6	10.2	32.8	8.4	22.7				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.9	32.1	5.0	27.0	5.6	32.4	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.9	20.6	7.0	9.4	6.1	22.3	4.2	13.4				
Green Ext Time (p_c), s	0.0	5.3	0.0	2.5	0.0	5.1	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

Timings
1: Norwalk Av. & Florence Av.

GLC Santa Fe Springs (JN 15068)

12/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1126	127	153	1123	55	220	568	175	154	638	184
Future Volume (vph)	147	1126	127	153	1123	55	220	568	175	154	638	184
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.4	32.4	9.6	32.4	32.4	9.6	32.4	32.4	9.6	32.4	32.4
Total Split (s)	9.6	36.5	36.5	9.8	36.7	36.7	11.3	33.2	33.2	10.5	32.4	32.4
Total Split (%)	10.7%	40.6%	40.6%	10.9%	40.8%	40.8%	12.6%	36.9%	36.9%	11.7%	36.0%	36.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effect Green (s)	37.0	31.2	31.2	37.4	31.4	31.4	31.4	23.9	23.9	29.8	23.1	23.1
Actuated g/C Ratio	0.43	0.36	0.36	0.43	0.36	0.36	0.36	0.28	0.28	0.35	0.27	0.27
v/c Ratio	0.84	0.96	0.21	0.85	0.95	0.09	0.98	0.63	0.34	0.63	0.73	0.38
Control Delay	53.9	45.6	4.6	55.2	44.0	0.3	75.4	30.3	6.8	29.1	33.7	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	45.6	4.6	55.2	44.0	0.3	75.4	30.3	6.8	29.1	33.7	9.5
LOS	D	D	A	E	D	A	E	C	A	C	C	A
Approach Delay		42.7			43.4			36.3			28.4	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 86.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 38.6

Intersection LOS: D

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Norwalk Av. & Florence Av.

			
9.8 s	36.5 s	11.3 s	32.4 s
			
9.6 s	36.7 s	10.5 s	33.2 s

HCM 6th Signalized Intersection Summary
1: Norwalk Av. & Florence Av.

GLC Santa Fe Springs (JN 15068)

12/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1126	127	153	1123	55	220	568	175	154	638	184
Future Volume (veh/h)	147	1126	127	153	1123	55	220	568	175	154	638	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1224	77	166	1221	39	239	617	138	167	693	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1305	571	211	1314	585	275	930	406	287	896	391
Arrive On Green	0.06	0.37	0.37	0.06	0.37	0.37	0.08	0.26	0.26	0.07	0.25	0.25
Sat Flow, veh/h	1781	3554	1554	1781	3554	1584	1781	3554	1549	1781	3554	1550
Grp Volume(v), veh/h	160	1224	77	166	1221	39	239	617	138	167	693	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1554	1781	1777	1584	1781	1777	1549	1781	1777	1550
Q Serve(g_s), s	4.7	27.9	2.8	4.9	27.7	1.3	6.7	13.0	6.1	5.9	15.2	6.0
Cycle Q Clear(g_c), s	4.7	27.9	2.8	4.9	27.7	1.3	6.7	13.0	6.1	5.9	15.2	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1305	571	211	1314	585	275	930	406	287	896	391
V/C Ratio(X)	0.76	0.94	0.13	0.79	0.93	0.07	0.87	0.66	0.34	0.58	0.77	0.35
Avail Cap(c_a), veh/h	210	1318	576	211	1327	591	275	1178	514	287	1145	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	25.6	17.7	20.6	25.4	17.1	26.7	27.6	25.1	22.4	29.1	25.7
Incr Delay (d2), s/veh	13.8	12.7	0.1	16.3	11.6	0.0	23.4	1.0	0.5	2.0	2.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	12.9	0.9	2.8	12.7	0.5	3.2	5.3	2.1	2.4	6.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	38.3	17.8	36.9	37.0	17.1	50.2	28.6	25.6	24.4	31.7	26.2
LnGrp LOS	C	D	B	D	D	B	D	C	C	C	C	C
Approach Vol, veh/h	1461		1426				994		995			
Approach Delay, s/veh	36.8		36.4				33.4		29.7			
Approach LOS	D		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	36.2	11.3	26.5	9.6	36.4	10.5	27.3				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.2	31.1	6.7	27.0	5.0	31.3	5.9	27.8				
Max Q Clear Time (g_c+I1), s	6.9	29.9	8.7	17.2	6.7	29.7	7.9	15.0				
Green Ext Time (p_c), s	0.0	0.9	0.0	3.5	0.0	1.2	0.0	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			34.5									
HCM 6th LOS			C									

ATTACHMENT C
EXISTING (2022) QUEUING ANALYSIS WORKSHEETS

Queues

GLC Santa Fe Springs (JN 15068)

1: Norwalk Av. & Florence Av.

12/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	163	1028	95	116	1076	68	159	592	147	71	402	130
v/c Ratio	0.74	0.73	0.13	0.51	0.83	0.10	0.50	0.62	0.28	0.28	0.47	0.27
Control Delay	36.9	26.0	1.8	19.9	30.2	0.3	24.6	29.5	5.9	19.6	27.7	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	26.0	1.8	19.9	30.2	0.3	24.6	29.5	5.9	19.6	27.7	5.4
Queue Length 50th (ft)	43	241	0	30	255	0	57	147	0	24	94	0
Queue Length 95th (ft)	#148	355	13	65	#376	0	99	202	42	50	135	35
Internal Link Dist (ft)		887			1193			1277			1258	
Turn Bay Length (ft)	140			160			200			200		
Base Capacity (vph)	219	1457	725	233	1470	731	320	1225	634	256	1225	633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.71	0.13	0.50	0.73	0.09	0.50	0.48	0.23	0.28	0.33	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

GLC Santa Fe Springs (JN 15068)

1: Norwalk Av. & Florence Av.

12/21/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	160	1224	138	166	1221	60	239	617	190	167	693	200
v/c Ratio	0.84	0.96	0.21	0.85	0.95	0.09	0.98	0.63	0.34	0.63	0.73	0.38
Control Delay	53.9	45.6	4.6	55.2	44.0	0.3	75.4	30.3	6.8	29.1	33.7	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	45.6	4.6	55.2	44.0	0.3	75.4	30.3	6.8	29.1	33.7	9.5
Queue Length 50th (ft)	49	344	0	51	341	0	86	153	6	58	179	19
Queue Length 95th (ft)	#155	#514	36	#161	#510	0	#203	208	54	100	240	71
Internal Link Dist (ft)	887			1193			1277			1258		
Turn Bay Length (ft)	140				160				200			
Base Capacity (vph)	191	1279	650	195	1287	658	245	1143	618	266	1110	591
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.96	0.21	0.85	0.95	0.09	0.98	0.54	0.31	0.63	0.62	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

MITIGATION MONITORING & REPORTING PROGRAM

GOODMAN SANTA FE SPRINGS SPE LLC PROJECT

**10840 NORWALK BOULEVARD
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

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

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

OCTOBER 19, 2021

SFSP 077

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MITIGATION MONITORING & REPORTING PROGRAM

INTRODUCTION & FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings:

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

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

SUMMARY OF MITIGATION MEASURES

Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

Mitigation Measure No. 1 (Aesthetic-light & Glare). The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security 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 and submitted to the Planning Department for review and approval. As part of the building permit process as required by the City's Municipal Code. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the following mitigation measure

Mitigation Measure No. 2 (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-Tongva 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 consultation with the Gabrieleno Band of Mission Indians indicated the following mitigation measures must be implemented:

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the

Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

- A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project for the respectful reburial of the human remains and/or ceremonial objects, project site, the landowner shall arrange a designated site location within the footprint of the
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

MITIGATION MONITORING MATRIX

The monitoring and reporting for the mitigation measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1.

Table 1 Mitigation Monitoring Program			
Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Aesthetic-light & Glare). The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security 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 and submitted to the Planning Department for review and approval. As part of the building permit process as required by the City's Municipal Code. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.	City of Santa Fe Springs Planning and Development Department • <i>(The Applicant is responsible for implementation)</i>	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (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 Gabrieleno-Tongva 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.	City of Santa Fe Springs Planning and Development Department • <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the start of any construction related activities.</i> • Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. TCR1, TCR2, & TCR-3 (Tribal Cultural Resources). The consultation with the Gabrieleno Band of Mission Indians indicated the following mitigation measures must be implemented:	City of Santa Fe Springs Planning and Development Department • <i>(The Applicant is responsible for implementation)</i>	<i>Prior to the issuance of any Grading Permits</i> • Mitigation ends at the completion of the construction phase.	Date: Name & Title:





City of Santa Fe Springs

Planning Commission Meeting

March 13, 2023

CONSENT ITEM

Compliance Review of Alcohol Sales Conditional Use Permit Case No. 15

Compliance review report for Alcohol Sales Conditional Use Permit Case No. 15 to allow the continued sale of alcoholic beverages for off-site consumption at Bob's Market located at 11605 Carmenita Road in the C-4, Community Commercial, Zone. (Sebastián Sambrano)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject alcohol sales use is in compliance with all of the conditions of approval and request that this matter be brought back before March 13, 2028, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the Applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

Bob's Market has been operating in the City of Santa Fe Springs since 1982. The market is within a commercial strip development just north of the intersection of Meyer Road and Carmenita Road. The market provides retail consumer goods, a butcher shop, soft drinks, and alcoholic beverages.

In accordance with the City's Zoning Regulations, the Applicants applied for and were granted Alcohol Sales Conditional Use Permit (ASCUP) Case No. 15 by the Planning Commission and City Council at their respective meetings of June 10 and June 13, 2002. The Permit allows the Applicant to sell alcoholic beverages for off-site consumption. Previous compliance reviews have been done for the premises with favorable outcomes; the last compliance review occurred approximately five-years ago.

This matter is before the Planning Commission because another compliance review is due to determine if the business, along with the alcoholic beverage sale use, is being conducted in compliance with the conditions of approval and all applicable laws.

CALLS FOR SERVICE

There have been some calls for service to this location and to the overall commercial strip. The calls were related to petty thefts and disturbances. The records, however, did not show if the calls were directly related to the sale of alcoholic beverages.

COMPLIANCE REVIEW REPORT

As it is customary on all compliance reviews, staff conducted an on-site inspection of the Applicant's operation and the site to ensure compliance with the conditions of approval as set forth in the initial approval of this Permit. Staff checked with the residential units to the west and found that the market and its alcohol sales activities do not pose a negative impact to the general area. Staff also found that the operation continues to be maintained and operated in full compliance with the City's Zoning Regulations and with the Conditions of Approval. Staff further checked with the Department of Alcoholic Beverage Control (ABC) and found that the establishment is in full compliance with all of the ABC regulations as they pertain to a Type 21 License (Off-Sale General).

Considering this favorable track record, and the fact that the Applicant has complied with all of the initial conditions of approval, Staff believes that changes to the conditions of approval are not warranted at this time. Based on their findings, Staff recommends another compliance review within five years, no later than February 8, 2028.

CONDITIONS OF APPROVAL

Recommended changes to the conditions are shown in bold and italic fonts.

1. That the sales of alcoholic beverages shall not be permitted only during the business hours, seven days a week or as required by the Alcohol Beverage Code.
2. That the Type 20 and 21 Alcoholic Beverage Commission licenses, shall be restricted to the sale for consumption of alcoholic beverages for off-site consumption only.
3. That it shall be the responsibility of the ownership to assure that no alcoholic beverages purchased on the subject site shall be consumed on the subject site, parking lot, and/or the adjacent properties.
4. That the Applicant shall be responsible for maintaining control of litter on the subject property that was generated by the market.
5. That the Applicant shall not sell, furnish, or give any alcohol to any habitual drunkard or to any obviously intoxicated person, as set forth in Section 25602 (a) of the State Business and Professions Code.
6. That the Applicant shall not allow any person who is intoxicated, or under the influence of any drug, to enter, be at, or remain upon the licensed premises.
7. That the Applicant shall not have upon the subject premises any alcoholic beverage(s) other than the alcoholic beverage(s) which the licensee is

authorized to sell under the licensee's license.

8. That the owner and/or his employees shall not sell, furnish, or give any alcoholic beverage to any person under 21 years of age.
9. That the owner and/or his employees shall not permit any person under 21 years of age to sell alcoholic beverages.
10. That the owner and/or his employees shall not allow any person to loiter on the subject premises, shall report all such instances to the police, and shall continue to maintain signs prohibiting loitering.
11. That the owner, corporate officers and managers, shall cooperate fully with all city officials, law enforcement personnel, and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
12. That a copy of these conditions shall be posted and maintained with a copy of the City's Business License and Fire Department Permits in a place conspicuous to all employees of the location.
13. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject Permit to another owner/applicant or licensee, the Director of Police Services shall be notified in writing of said intention not less than (60) days prior to signing of the agreement to sell, lease or sublease.
14. ***That this Permit shall be subject to a compliance review in five years, no later than March 13, 2028, to determine if the alcoholic beverage activity is still operating in strict compliance with the original conditions of approval. At which time the Applicant may request an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.***
15. That all other applicable requirements of the City Zoning Ordinance, Uniform Building Code, Uniform Fire Code, the determinations of the City and State Fire Marshall, and all other applicable regulations shall be strictly complied with.
16. It is hereby declared to be the intent that if any provision of this permit is violated or held to be invalid, or if any law, statute, or ordinance is violated the Permit shall be subject to the revocation process.

A handwritten signature in black ink, appearing to read 'Dino Torres', is written over the printed name and title.

Dino Torres
Director of Police Services

Attachment(s)

1. Location Map
2. Site Pictures



Location Map

Bob's Market
11605 Carmenita Road

Site Picture





City of Santa Fe Springs

Planning Commission Meeting

March 13, 2023

CONSENT ITEM

Compliance Review of Alcohol Sales Conditional Use Permit Case No. 79

Compliance review report for Alcohol Sales Conditional Use Permit Case No. 79 to allow the continued alcohol beverage sales use for on-site consumption in association with an existing ramen restaurant operating as HiroNori Craft Ramen at 10574 Norwalk Boulevard, within the M-2, Heavy Manufacturing, Zone and within the Consolidated Redevelopment Project Area. (Hiro Igarashi and Nori Akasaka for HiroNori Craft Ramen)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject alcohol sales use is in compliance with all of the conditions of approval and request that this matter be brought back before March 13, 2028, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the Applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

HiroNori Craft Ramen is a Japanese-themed restaurant located at 10574 Norwalk Boulevard. The restaurant specializes in ramen, a noodle served in different varieties of broth (chicken, beef, etc.).

HiroNori's serves alcoholic beverages at their other 6-locations in Southern California, and in 2021 decided to also provide alcohol beverages (mostly beer and sake) at this location in Santa Fe Springs. Accordingly, and in compliance with Section 155.628 of the City's Zoning Regulations, HiroNori Ramen applied for and was approved for Alcohol Sales Conditional Use Permit Case No. 79 by the Planning Commission and the City Council at their respective meetings of September 13, and October 4, 2021. Thereafter, the Department of Alcoholic Beverage Control (ABC) licensed granted the establishment a Type 41 (On-Sale Beer and Wine) License.

This matter is before the Planning Commission because the initial conditions of approval required a compliance review within one-year of the granting of this Permit. From here on, a five-year compliance review will be provided.

CALLS FOR SERVICE

The restaurant establishment occupies a portion of a multi-tenant development. Calls for service have been generated for the overall premises, but calls were not directly tied to the restaurant itself or to their alcoholic beverage sales activities.

COMPLIANCE REVIEW REPORT

As it is customary on all compliance reviews, staff conducted an on-site inspection of the Applicant's operation and the site to ensure compliance with the conditions of approval as set forth in the initial approval of this Permit. Staff found that the use is currently being maintained and operated in full compliance with all of the City's Zoning Regulations, and with the Conditions of Approval. Staff also checked with ABC and found that the establishment is in full compliance with all of their regulations as they pertain to a Type 41 License.

Considering that the Applicant has complied with all of the initial conditions of approval, Staff believes that changes to the original conditions of approval are not warranted at this time. Based on their findings, Staff recommends another compliance review within five years, no later than March 13, 2028.

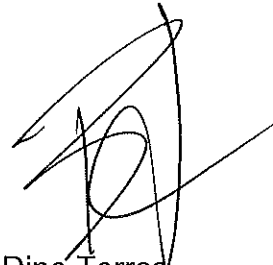
CONDITIONS OF APPROVAL

Recommended changes to the conditions are shown in bold and italic fonts.

1. That the Applicant understands and accepts that this Permit is solely for the sale of alcoholic beverages in relationship with a bona-fide restaurant use and that this Permit shall become void and terminated if the restaurant use is terminated, closed, or modified to another type of use.
2. That the sale of alcoholic beverages shall only be permitted during the normal business hours each day of the week, or as permitted by the Alcohol Beverage Code.
3. That the Type 41 Alcoholic Beverage License, allowing the on-site sale of alcoholic beverages in connection with a public eating place, shall be restricted to the sale for consumption of alcohol beverages on the subject site only; the use shall not sell alcoholic beverages for transport and/or for consumption off the subject premise.
4. That it shall be the responsibility of the ownership to ensure that all alcoholic beverages purchased by customers on the subject site shall be consumed within the business establishment; all stored alcoholic beverages shall be kept in a locked and secured area that is not accessible to patrons.
5. That the applicant shall be responsible for maintaining control of litter on the subject property and the immediate parking area as a result of the business.

6. That the applicant and/or his employees shall not allow any person who is intoxicated, or under the influence of any drug, to enter, be at, or remain upon the licensed premises.
7. That there will be a corporate officer or manager on the licensed premises during all public business hours, who will be responsible for the business operations. The general manager and any newly/subsequently hired manager(s), of the licensed premise shall obtain and maintain an ABC Manager's Permit.
8. That the applicant shall not have upon the subject premises any other alcoholic beverage(s) other than the alcoholic beverage(s) which the licensee is authorized to sell under the licensee's license.
9. That the applicant and/or any of his employees shall not sell, furnish, or give any alcoholic beverage to any person under 21 years of age.
10. That solicitation of drinks is prohibited; that is, an employee of the licensed premises shall not solicit alcoholic drinks from customers.
11. That the applicant and/or his employees shall not permit any person less than 21 years of age to sell alcoholic beverages.
12. That all buildings, structures, walls, fences, and similar appurtenances shall be maintained in good appearance and condition at all times.
13. That streamers, pennants, whirling devices or similar objects that wave, float, fly, rotate or move in the breeze shall be prohibited. Banner permits are available from the Department of Planning.
14. That the façade windows shall be free of advertisements, marketing devices, beer logos, menus, signs, and/or any other displays. Upon approval by the Department of Planning, 25% of the window space area may be used for temporary displays.
15. That buildings, lighting posts, fences, walls, and utility cabinets 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 the color of the existing and/or adjacent surfaces.
16. That a copy of these conditions shall be posted and maintained with a copy of the City Business License, in a place conspicuous to all employees of the location.

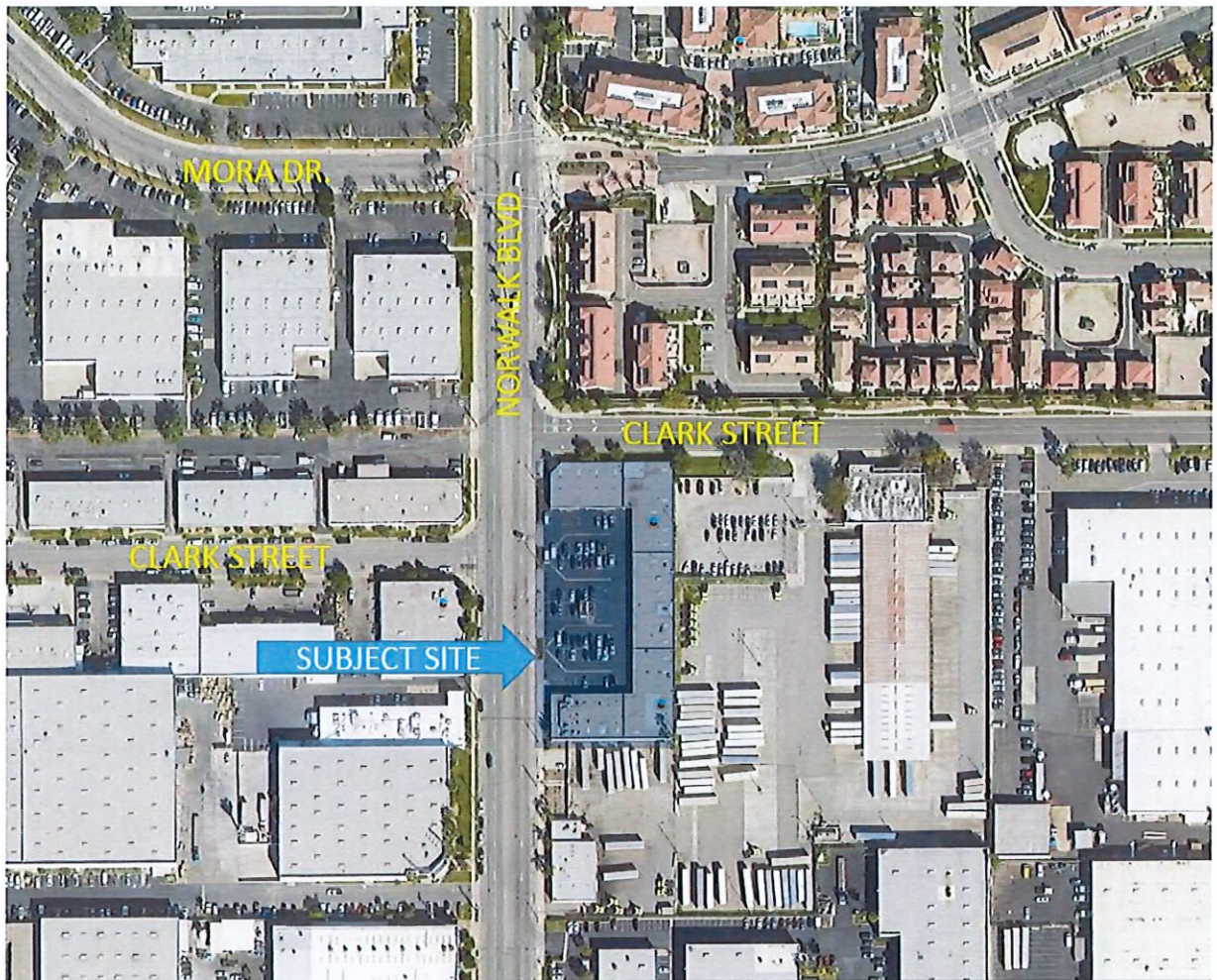
17. That the applicant shall maintain digital video cameras and shall allow Whittier Police Officers and any of their representatives to view the security surveillance video footage immediately upon their request.
18. That the applicant and/or his employees shall not allow any person to loiter on the subject premises, shall report all such instances to the Whittier Police Department; and, shall continue to maintain signs, as approved by the Department of Police Services, prohibiting loitering.
19. That security personnel shall not perform any law enforcement functions; instead, security personnel shall report immediately to the Whittier Police Department all incidents in which a person could be charged with a misdemeanor or a felony offense.
20. That security personnel, as well as the owner, corporate officers and managers, shall cooperate fully with all city officials, and law enforcement personnel and, shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
21. That in the event the applicant intends to sell, lease or sublease the subject business operation or transfer the subject Permit to another owner/applicant or licensee, the Director of Police Services shall be notified in writing of said intention not less than (60) days prior to signing of the agreement to sell lease or sublease.
22. ***That this Permit shall be subject to a compliance review in five years, no later than March 13, 2028, to determine if the alcoholic beverage activity is still operating in strict compliance with the original conditions of approval. At which time the Applicant may request an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.***
23. That all other applicable requirements of the City Zoning Ordinance, Uniform Building Code, Uniform Fire Code, the determinations of the City and State Fire Marshall, the security plan and all other applicable regulations shall be strictly complied with.
24. It is hereby declared to be the intent, that if any provision of this permit is violated or held to be invalid, or if any law, statute, or ordinance is violated, this Permit shall be subject to the revocation process at which time, the Permit may become terminated and the privileges granted hereunder shall lapse.

A handwritten signature in black ink, appearing to read 'Dino Torres', with a large, stylized 'D' and 'T'.

Dino Torres
Director of Police Services

Attachment(s)

1. Location Map
2. Site Pictures



Location Map

ASCUP 79

HiroNori Ramen
10574 Norwalk Boulevard