



City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE PLANNING COMMISSION

October 9, 2017

6:00 p.m.

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

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

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

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

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

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

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

Commissioners Aranda, Arnold, Jimenez, Mora, and Ybarra.

4. ORAL COMMUNICATIONS

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

5. PUBLIC HEARING

Categorical Exemption - CEQA Guidelines §15301 and 15303 (Class 1 and 3)

Development Plan Approval (DPA) Case No. 919-1 & Conditional Use Permit (CUP) Case No. 776-1

DPA 919-1: To amend the existing approval to allow the installation of seven (7) new 7,000-gallon steel storage tanks, measuring approximately 8'-1/2" in height by 20' in length; and CUP 776-1: To amend the existing approval, which allowed for the storage of lubricants in excess of 100,000-gallons or more, from 108,000 gallons to 162,000 gallons, on property located at 12904 Park Street (APN: 8011-017-025), within the M-2, Heavy Manufacturing, Zone. (Van De Pol Enterprises, LLC)

6. PUBLIC HEARING

Adoption of Mitigated Negative Declaration

Development Plan Approval Case No. 922 and Modification Permit Case No. 1279

DPA Case No. 922: A request for approval to allow for the construction of a new ±71,743 sq. ft. concrete tilt-up industrial building and appurtenant improvements; and MOD Case No. 1279: A request for approval to allow: a 2' reduction of the required 37' front yard setback along Marquardt Avenue for property located at 14013 Marquardt Avenue (APN: 8059-029-006 and 007), within the M-2, Heavy Manufacturing, Zone. (VB-Marquardt, LLC)

7. PUBLIC HEARING

CEQA Categorical Exemption - Class 5 (Minor Alterations in Land Use Limitations)

Lot Line Adjustment No. 2017-02

A request for approval to allow the consolidation of two (2) existing parcels that make up the subject property at 14013 Marquardt Avenue (APN: 8059-029-006 and 007), into a single parcel measuring ±3.52-acres, in the M-2, Heavy Manufacturing, Zone. (VB-Marquardt, LLC)

8. PUBLIC HEARING

CEQA Categorical Exemption - Class 21 (Enforcement Actions by Regulatory Agencies)

Revocation of Conditional Use Permit Case No. 507

A request to revoke Conditional Use Permit Case No. 507, which granted approval to allow the operation and maintenance of a paper recycling facility located at 14051 Marquardt Avenue, within the M-2, Heavy Manufacturing, Zone. (Pan Pacific Fiber, Inc.)

9. PUBLIC HEARING

Categorically Exempt – CEQA Guideline Section 15332, Class 32

Development Plan Approval Case No. 926

DPA Case No. 926: A request for approval to allow the construction of a ±23,264 sq. ft. concrete tilt-up industrial building addition at 10370 Slusher Drive (APN: 8009-007-042), within the M-2, heavy manufacturing, zone. (PPF Industrial 12016 Telegraph Road LP)

10. PUBLIC HEARING

CEQA Categorical Exemption - Class 5 (Minor Alterations in Land Use Limitations)

Lot Line Adjustment No. 2017-03

A request for approval to allow the consolidation of four (4) existing parcels that make up the subject property (APNs: 8168-013-027, 008) into a single parcel measuring ±7.0 acres located at 8820-8832 Dice Road in the M-2, Heavy Manufacturing Zone. (David Knell for Air Liquide)

11. CONSENT ITEMS

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

A. CONSENT ITEM

Entertainment Conditional Use Permit Case No. 14

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

B. 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 in the ML, Light Manufacturing Zone at 11900 Telegraph Road, within the Consolidated Redevelopment Project Area. (Hani Tabello, Maggie's Pub)

C. CONSENT ITEMAlcohol 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 Nishimoto Trading Company, LTD, located at 13409 Orden Drive in the M-2, Heavy Manufacturing, Zone, within the Consolidated Redevelopment Project Area. (Nishimoto Trading Company, LTD)

D. CONSENT ITEMAlcohol 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)

E. CONSENT ITEMAlcohol Sales Conditional Use Permit Case No. 67

Compliance Review Report for Alcohol Sales Conditional Use Permit Case No. 67 to allow the operation and maintenance of an alcoholic beverage use involving the wholesale distribution of beer and wine, at OB USA, Inc. located in the M-2, Heavy Manufacturing, Zone at 13152 Imperial Highway within the Consolidated Redevelopment Project Area. (OB USA, Inc.)

F. CONSENT ITEMConditional Use Permit Case No. 660-1

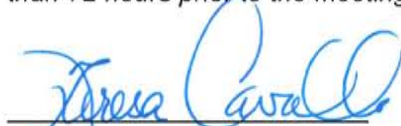
Review for compliance with conditions of approval related to the operation and maintenance of an unmanned wireless telecommunications facility (71-6" high faux utility pole and related equipment) located at 9945 Freeman Ave (AKA 12714 Los Nietos, APN 8011-007-800) within the M-2, Heavy Manufacturing Zone. (Phoenix Tower International / T-Mobile)

12. ANNOUNCEMENTS

- ♦ Commissioners
- ♦ Staff

13. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda has been posted at the following locations; 1) City Hall, 11710 Telegraph Road; 2) City Library, 11700 Telegraph Road; and 3) Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.



Commission Secretary

October 5, 2017

Date



PUBLIC HEARING

Categorical Exemption - CEQA Guidelines §15301 and 15303 (Class 1 and 3)

Development Plan Approval (DPA) Case No. 919-1 & Conditional Use Permit (CUP)

Case No. 776-1

DPA 919-1: To amend the existing approval to allow the installation of seven (7) new 7,000-gallon steel storage tanks, measuring approximately 8'-1/2" in height by 20' in length; and *CUP 776-1*: To amend the existing approval, which allowed for the storage of lubricants in excess of 100,000-gallons or more, from 108,000 gallons to 162,000 gallons, on property located at 12904 Park Street (APN: 8011-017-025), within the M-2, Heavy Manufacturing, Zone. (Van De Pol Enterprises, LLC)

RECOMMENDATIONS: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case No. 919-1 and Conditional Use Permit Case No. 776-1 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 objective of the Zoning Regulations and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's request meets the criteria set forth in §155.739 of the Zoning Regulations, for the granting of Development Plan Approval; and
- Find that the applicant's request meets the criteria set forth in §155.716 of the Zoning Regulations, for the granting of a Conditional Use Permit; and
- Find that the applicant's proposed project meets the criteria for "Existing Facilities" and "New Construction or Conversion of Small Structures" pursuant to the California Environmental Quality Act (CEQA); therefore, the proposed project is determined to be a categorically-exempt project, pursuant to Section 15301-Class 1 and Section 15303-Class 3 of CEQA; consequently, no other environmental documents are required by law; and
- Approve Development Plan Approval Case No. 919-1 and Conditional Use Permit Case No. 776-1, subject to the conditions of approval as contained with the Staff Report.

BACKGROUND

The subject site, comprised of a single parcel (APN: 8011-017-025) measuring approximately 2.81-acres, is located at the end of the cul-de-sac on Park Street (just west of Shoemaker Avenue) at 12904 Park Street. The subject site is zoned M-2, Heavy Manufacturing, and has been utilized for the bulk storage and distribution of fuel and lubricants since 1981. Cosby Oil Company recently sold their lubricant division to the applicant (Van De Pol Enterprises LLC) in 2015. However, they still own and operate their fuel division on-site. Cosby Oil continues to utilize a 3,976 sq. ft. area along the north side of the existing building for their administrative office.

Last October, after purchasing the lubricant division from Cosby Oil, Van De Pol Enterprises, Inc. made a few improvements to the lubricant operations to be more efficient and to better accommodate their anticipated future growth. Van De Pol obtained approval of DPA Case No. 919 to allow the installation of two new 6,750-gallon metal storage tanks and the relocation of two existing 6,750-gallon metal storage tanks, measuring approximately 8'-10" in height by 22' in length. Concurrently, Van Del Pol obtained approval of CUP Case No. 776, to allow the storage of lubricants in excess of 100,000-gallons or more since Van Del Pol had increased their oil storage capacity from 75,500-gallons to 106,000-gallons.

Van De Pol has continued to see their business grow this year and recently added two more lubricant suppliers. With the addition of the new suppliers, and their individualized products, Van De Pol needs to add new bulk storage tanks to keep all of the products separate. In addition, by adding new tanks, Van De Pol can significantly decrease the number of lubricant totes that are currently stored on-site, while adding 49,000 gallons to the existing capacity.

The applicant, Van Del Pol, it therefore seeking approval to amend the two previously approved entitlements:

Development Plan Approval (DPA 919-1) – A request to amend the existing DPA approval to allow the installation of seven (7) new 7,000-gallon steel storage tanks, measuring approximately 8'-1/2" in height by 20' in length; and

Conditional Use Permit (CUP 776-1) – A request to amend the existing CUP approval to allow the storage of lubricants in excess of 100,000-gallons or more, from 108,000 gallons to 162,000 gallons.

DEVELOPMENT PLAN APPROVAL (DPA 919-1)

As stated previously, Van De Pol has continued to see their business grow this year and recently added two more lubricant suppliers. As a result, needs to add new bulk

storage tanks to keep the products separate. Van Del Pol is therefore requesting approval to amend the existing Development Plan Approval (DPA 919), to allow the installation of seven (7) new 7,000-gallon steel storage tanks, measuring approximately 8'-1/2" in height by 20' in length. The new tanks will help reduce the number of lubricant totes that are currently stored on-site, while adding 49,000 gallons to the existing capacity.

Site Plan (Sheet CS)

The applicant is proposing to install seven new 7,000-gallon steel storage tanks within an existing tank containment area along the northeast corner of the subject site. Including the seven new tanks, there will be a total of 11 tanks within said containment area. It should be noted, however, that the seven new tanks will measure approximately 8'-1/2" in height by 20' in length, while the four existing storage tanks are slightly larger at approximately 8'-3" in diameter and 22' in length.

Floor Plan (Sheet A1)

The existing building measures approximately 16,520 sq. ft. Although there are no proposed improvements to the building, Van De Pol is planning to re-arrange the interior space to gain an additional 5,000 gallons of packaged products inside the existing warehouse. Including the 49,000 gallons from the seven new storage tanks, Van De Pol will add a total of 54,000 gallons to their existing storage capacity.

Tank and Fence Elevation (Sheet CS)

According to the tank elevations, the subject metal tanks will be approximately 8'-1/2" in diameter and 20' in length. Similar to the four existing tanks, the seven proposed tanks will be fully screened from view by a 10'-high fence with privacy slats.

Parking Requirements (Sheet CS)

The proposed tanks will be located within an existing fenced containment area. Existing parking and/or driveways will not be impacted by the proposed project.

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.

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

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

Findings:

The proposed project is located within the M-2, Heavy Manufacturing, Zone.

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

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
 2. Since the proposed project is industrial, rather than residential or commercial in nature, the land is therefore being maintained for industrial uses.
 3. The subject site has been utilized for the bulk storage and distribution of fuel and lubricants since 1981 (over 35 years).
 4. The proposed project complies with all development standards set forth in the M-2 Zone.
- (B) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.

Findings:

The proposed improvements include the installation of seven new above-ground tanks within an existing fenced containment area at the northeast corner of the project site. All tanks will stand horizontally and have an approximate dimension of 8'-1/2" in diameter and 20 feet in length. It should be noted that the tank will be fully screened from public view by a 10'-high fence with privacy slats. As a result, it is staff opinion that the proposed tanks will not have an adverse visual impact on the building or to the general appearance of the area.

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

Findings:

The proposed metal storage tanks are small and of similar dimensions as the four

existing tanks that are also in the same containment area. At 8'-1/2" in height and 20 feet in length, the seven new tanks are slightly smaller than the four tanks that are currently in the containment area. Additionally, both the existing and new tanks stand horizontally and area fully screen from public view by a 10'-high fence with privacy slats.

Although steel is an appropriate material for tanks and silos, it is not particularly consistent with the architecture and design of the existing building; however, staff believes the applicant has made a noteworthy effort to screen the proposed tanks from public view using an appropriate material given the location and height of the proposed tanks. As designed, it is staff opinion that the placement of metal tanks, along with the design of the containment area, will not have an adverse visual impact on the existing building or to the general appearance of the area.

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

Findings:

As mentioned previously, there is a 10' high fence with slats along the perimeter of the tank containment area. The slats also match the existing building color. Given the location and height of the proposed tanks, it is staff opinion that the proposed fence screen is both appropriate and in harmony with the entire development.

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

Findings:

The subject metal tanks will be fully screened with a 10' high fence with slats which match the color of the existing building on-site. Aside from the subject metal tanks, the project does not involve the construction of any new building or exterior structures. As a result, staff believes the proposed improvements will blend in with the existing building and the general area.

- (F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Findings:

As evident from previous findings, staff has had considerable discussions with the applicant regarding the placement and screening of the proposed metal tanks to ensure that they would blend in with the existing building and general area and not

have an adverse effect on surrounding properties. Staff believes the applicant has made a noteworthy effort on the placement and screening of the proposed tanks to help minimize its view from the public.

CONDITIONAL USE PERMIT (CUP 776-1)

As part of their request, Van De Pol Enterprises, Inc., is requesting approval to amend the existing Conditional Use Permit (CUP 776) to allow the storage of lubricants in excess of 100,000-gallons or more, from 108,000 gallons to 162,000 gallons.

Details of the Proposed Use

As stated previously, Van De Pol Enterprises, Inc., purchased the lubricants division from Cosby Oil in 2015. Last year, Van De Pol received approval to make some improvements to the existing facility to be more efficient, and to better accommodate their anticipated future growth. However, Van De Pol has continued to see their business grow this year and recently added two more lubricant suppliers. With the addition of the new suppliers, and their individualized products, Van De Pol needs to add new bulk storage tanks to keep all of the products separate. By adding seven (7) new 7,000-gallon storage tanks, Van De Pol can significantly decrease the number of lubricant totes that are currently stored on-site, while adding 49,000 gallons to the existing capacity.

Within the warehouse, which is already provided with a fire sprinkler system, Van De Pol is planning to re-arrange the interior space to gain an additional 5,000 gallons of packaged products inside the existing warehouse. Including the 49,000 gallons from the new storage tanks, Van De Pol will add a total of 54,000 gallons to their existing storage capacity. In all, the facility will now have an overall storage capacity of 162,000-gallons. It should be noted that there is no blending or refining of products at this facility.

Hours of Operation

The hours of operation will remain unchanged. Van De Pol generally operate Monday – Friday from 7:00am – 5:00pm. Occasionally, deliveries may be made on the weekend should a customer run out of lubricant product. Since most businesses are closed on the weekends, the occasional weekend delivery should not have any detrimental effects to persons or properties in the vicinity.

Employee Count

Van De Pol Enterprises, Inc., anticipates a total of 16 employees will be needed to operate the Santa Fe Springs facility. With over 41 parking stalls available on-site, excluding additional truck parking, there is more than enough parking to accommodate for future growth.

Trucks and Truck Traffic

The company currently has four to five delivery trucks that are utilized Monday through Friday. An additional truck occasionally make deliveries on Saturdays, on an as needed basis only. The operations consist of drivers loading their delivery trucks between 5:00am – 6:00am and leaving for deliveries once loaded. They return from their routes at approximately 1:00pm – 2:00pm. Although the applicant is proposing to increase the existing storage capacity of lubricants by 49,000-gallons, the additional capacity is not expected to equally impact traffic trips. Operationally, the above-ground tanks will be used to replace the multiple totes that are currently used in the existing operation. In fact, time for delivery of the lubricant will decrease since product will be pumped into a larger tank and not a large number of smaller totes. Potential traffic impacts, therefore, is considered minimal.

CONDITIONAL USE PERMIT - COMMISSION'S CONSIDERATION.

Pursuant to Section § 155.716 of the Zoning Regulations, in studying any application for conditional use permit, the Commission shall give consideration to the following:

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

The subject site is located within the M-2 (Heavy Manufacturing) Zone and is generally surrounded by various industrial, office, and warehouse uses. The subject site has also been utilized for the bulk storage and distribution of fuel and lubricants since 1981 (over 35 years). With the exception of the installation of the seven (7) new above-ground storage tanks, all other improvements are within the building's interior. It should be noted that similar to the four existing tanks, the seven proposed tanks will be fully screened from view by a 10'-high fence with privacy slats and with proper containment.

Due to the nature and extent of the proposed project, the resulting effects to persons or property are so minor that a passerby may not even notice the proposed changes. Staff, therefore, finds that the expanded lubricant operations, if conducted in strict compliance with the conditions of approval and the City's municipal code, will not be detrimental to persons or property in the immediate vicinity.

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

As stated previously, the proposed improvements include the installation of seven new above-ground storage tanks along the northeast corner of the project site. The proposed tanks are small and of the same dimensions of the existing tanks. The

tanks are approximately 8'-3" in diameter and 22' in length and are placed behind a 10' high fence with slats that will match the existing building color. All tanks will also be within a bermed containment area. All other improvements are within the building's interior. Staff, therefore, finds that the proposed improvements will preserve the general appearance and welfare of the community.

STAFF REMARKS

Based on the findings set forth in the staff report, Staff finds that the applicant's request meets the criteria set forth in §155.739 and §155.716 of the City's Zoning Regulations for the granting of Development Plan Approval and Conditional Use Permit, respectively.

STREETS AND HIGHWAYS

The subject site has frontage on Park Street. Park Street is local industrial street.

ZONING AND LAND USE

The subject property is zoned M-2 (Heavy Manufacturing). The property has a General Plan Land Use designation of Industrial.

The zoning, General Plan and land use of the surrounding properties are as follows:

<i>Direction</i>	<i>Zoning District</i>	<i>General Plan</i>	<i>Land Use</i>
North	M-2, Heavy Manufacturing	Industrial	Vacant – Oil Field
South	M-2, Heavy Manufacturing	Industrial	12909 Sandoval Street – CFS (USA) Inc. (Administrative Office – Sales Marketing / Customer Service)
East	M-2, Heavy Manufacturing	Industrial	12908 Park Street – SRF Machine Engineering. (Industrial Design) 12917 Park Street – Surface Modification Systems, Inc. (Engineering, Machining, Grinding, Specialized Welding)
West	M-2, Heavy Manufacturing	Industrial	Vacant – Oil Field

LEGAL NOTICE OF PUBLIC HEARING

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

Legal notice of the Public Hearing for the proposed project was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject

property on September 28, 2017. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on September 28, 2017, and published in a newspaper of general circulation (Whittier Daily News) September 28, 2017, 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.

ENVIRONMENTAL DOCUMENTS

Upon review of the proposed project, staff finds the project is categorically exempt and qualifies for a Class 1 Existing Facilities Exemption (refer to CEQA Guidelines §15301), and a Class 3 New Construction or Conversion of Small Structures Exemption (refer to CEQA Guidelines §15303).

Existing Facilities Exemption

The subject site has been utilized for the bulk storage and distribution of fuel and lubricants since 1981. The only change is an addition of seven (7) new tanks within the existing containment area, which would increase the existing oil storage capacity by approximately 49,000-gallons. Other improvements, which is estimated to increase the storage capacity by another 5,000-gallons, will be within the building's interior. Thus the proposed project would be considered a negligible expansion of the existing use.

New Construction or Conversion of Small Structures

As mentioned previously, the proposed project involves the installation of seven (7) new above-ground tanks. All seven above-ground tanks will be positioned horizontally and will have an approximate diameter of 8'-1/2" and a length of 20'-0". Additionally, the tanks will be placed within an existing fenced containment area and fully screened behind an existing 10'-0" high fence with slats. The proposed tanks, therefore, will not have a significant effect on the environmental due to their relatively small size and the level of screening provided by the fenced containment.

For the reasons mentioned, staff believes the proposed project would be inconspicuous to nearby properties and its occupants and thus would not be detrimental to persons or property in the immediate vicinity. Consequently, additional environmental analysis is therefore not necessary to meet the requirements of the CEQA. If the Commission agrees, staff will be filing a Notice of Exemption (NOE) within 5 days following actions by the Planning Commission.

AUTHORITY OF PLANNING COMMISSION:**Development Plan Approval**

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

Conditional Use Permit

The Planning Commission has the authority, subject to the procedures set forth in this subchapter, to grant a Conditional Use Permit whenever it finds that the granting of said permit is consistent with the requirements, intent and purpose of this chapter. The Commission may grant a Conditional Use Permit subject to such conditions as the Commission finds are warranted by the circumstances involved. This may include the dedication and development of streets adjoining the property and other improvements. All such conditions shall be binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, use and maintenance of all land and structures within the development.

CONDITIONS OF APPROVAL:**ENGINEERING / PUBLIC WORKS DEPARTMENT:**

(Contact: Robert Garcia 562-868-0511 x7545)

1. That the applicant shall remove and construct the portion of the cracked driveway approach along Park Street per City Standard Plan No. R-6.2.
(Condition still applicable)
2. 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. **(Condition still applicable)**
3. 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.
(Condition still applicable)

4. 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). **(Condition still applicable)**
5. The applicant shall remove the existing damaged portion of the parkway drain culvert and install new parkway drain culvert with steel reinforced Portland cement concrete per satisfactory to the City Engineer. Culvert to be per Los Angeles County Public Works Standard Plan No. 1, 2, and 3. **(Condition still applicable)**

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

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

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)**(Contact: Richard Kallman 562.868-0511 x3701)**

7. Applicant shall provide plan submittals for the proposed ~~relocated~~ and future tanks and their containment area. **(Revised condition)**
8. Plans shall be submitted for the storage of Class IIIB Liquids and protected under NFPA 30, Flammable and Combustible Liquids Code. NO increases to storage area will be allowed until storage plan has been approved. **(Condition is Ongoing)**

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)**(Contact: Tom Hall 562.868-0511 x3715)**

9. 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. **(Condition is Ongoing)**

10. That the applicant shall complete and submit the Chemical Hazard Classification & Occupancy Rating package to the EPD prior to storing new or increasing existing amounts of hazardous materials on the property. The building occupancy rating, based on the information provided, will be designated by the Building Department. **(Condition is Ongoing)**
11. That the applicant shall update the Spill Prevention Control and Countermeasures (SPCC) plan to reflect any changes necessary as a result of the increased amount of petroleum product stored at this location. **(Condition is Ongoing)**
12. That the applicant shall update the Hazardous Materials Inventory in the California Environmental Reporting System (CERS) within 30 days of increasing the amount of hazardous materials stored at this location. **(Condition is Ongoing)**

WASTE MANAGEMENT:

(Contact: Teresa Cavallo 562.868.0511 x7309)

13. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City. **(Condition is Ongoing)**
14. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309. **(Condition is Ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Cuong Nguyen 562.868-0511 x7359)

15. That the Applicant understands and agrees that approval of **to amend** Development Plan Approval (DPA) Case No. 919 to allow the installation of ~~two new 6,750-gallon~~ **seven new 7,000 gallon** metal storage tanks and the relocation of ~~two existing 6,750-gallon metal storage tanks~~, measuring approximately ~~8'-10"~~ **8'-1/2"** in height by ~~22'~~ **20"** in length, is still contingent upon approval of **to amend** Conditional Use Permit (MOD) Case No. 776 to

allow the storage of lubricants in excess of 100,000-gallons or more, **from 108,000 gallons to 162,000 gallons. (Revised condition)**

16. That, as described by the Applicant in the provided application materials, no blending or refining of products shall occur on-site. **(Condition is ongoing)**
17. That a rectangular area surrounding tanks 7-4017 and related containment shall be provided with a minimum 10' high fence with slats. Said fence shall be subject to approval from both the Fire-Rescue and Planning Departments prior to installation. **(Revised condition)**
18. That all packaged products stored outside shall be confined to the existing bermed and fenced area located just east of the existing building and also along the southwest corner of the site. Additionally, said outdoor storage activities shall remain below the existing fence line. **(Condition is ongoing)**
19. That all proposed tanks shall be constructed of quality material and shall be immediately repaired, or otherwise replaced, when and if the material becomes deteriorated, warped, discolored or rusted. **(Condition is ongoing)**
20. That subject lubricant operations shall be generally limited to the following hours of operation: Monday through Friday from 7:00am and 5:00pm. Saturday and Sunday deliveries do occasionally occur should a customer unexpectedly run out of lubricant product. **(Condition is ongoing)**
21. That a sufficient number of approved outdoor trash enclosures shall be provided for the development, subject to the approval of the Director of Planning or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ feet in width nor than 6 feet in height. *(Calculations are subject to change)*. **(Condition still applicable)**
22. That the existing unpermitted mobile office, currently located along the northwest corner of the site, shall be immediately removed or otherwise properly permitted. It should be noted that office trailers are only permitted on a temporary basis for a period of no more than two years. **(Condition still applicable)**
23. That the subject site, with the exception of the required changes identified in conditions 21 and 22, shall be maintained substantially in accordance with the site plan, floor plan, and elevations submitted by the Applicant and on file with the case. **(Condition is ongoing)**

24. That a minimum of 39 parking stalls shall be provided and continually maintained on-site at all times. Said parking stalls shall be legibly marked off 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. **(Condition is ongoing)**
25. That if changes to the original **current** plans **dated 08/7/2017 2:41:04 PM** (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. *It should be noted that certain changes may also require approvals from other departments.* **(Revised condition)**
26. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning. **(Condition is ongoing)**
27. That all existing landscaped areas shall be continually maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings. **(Condition is ongoing)**
28. That the Planning Department shall first review and approve all new sign proposals for the subject site. At minimum, the sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on a minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(Condition is ongoing)**
29. That the Applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Park Street, use said street as a staging area, or to backup onto the street from the subject property. **(Condition is ongoing)**
30. That the Applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909. **(Condition is ongoing)**
31. That prior to issuance of building permits, the Applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:
 - a. Covenants.

1. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described above and except as Applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, Applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq **(Condition is ongoing)**
2. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of Applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.
 - b. Applicant understands and agrees that it is the responsibility of the Applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards. **(Condition is ongoing)**
 - c. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the Applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the Applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City,

Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the Applicant to comply with such regulatory requirements. **(Condition is Ongoing)**

32. That prior to occupancy, the Applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org). **(Condition satisfied)**
33. That the Applicant, Van De Pol Enterprises, Inc., 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.* **(Condition is ongoing)**
34. That the Applicant, Van De Pol Enterprises, Inc., 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. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org. **(Condition is ongoing)**
35. That Conditional Use Permit (CUP) Case No. 776 shall be subject to a compliance review in one (1) year, no later than ~~October 17, 2017~~ **October 9, 2018**, to ensure the subject use is still operating in strict compliance with the conditions of approval as stated in the staff report. **(Revised condition)**
36. That the Applicant, Van De Pol Enterprises, Inc., agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to all entitlements and approvals issued by the City in connection with the Project or relating to the environmental review

and determination for the Project, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the Applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(Condition is ongoing)**

37. That the Applicant agrees and understands that all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with. **(Condition is ongoing)**
38. That if there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the conditional use permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the subject conditional use permit. **(Condition is ongoing)**
39. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse. **(Condition is ongoing)**


Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Current Site Plan
3. Proposed Site Plan
4. Tank Section & Containment
5. Letter Requesting to Amend Existing DPA and CUP
6. Radius Map for Public Hearing Notice
7. Public Hearing Notice

Aerial Photograph



CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH – 12904 Park Street

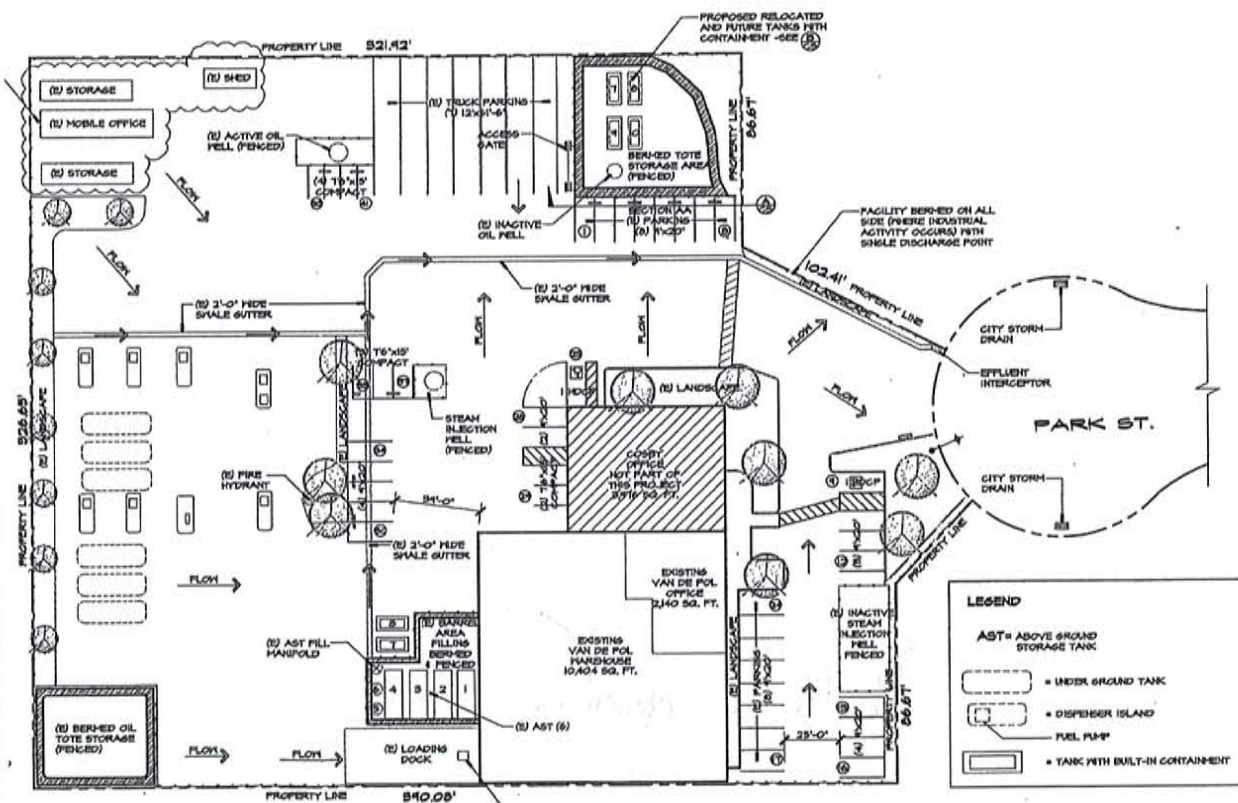
PROJECT

Development Plan Approval Case No. 919-1; and
Conditional Use Permit Case No. 776-1

APPLICANT

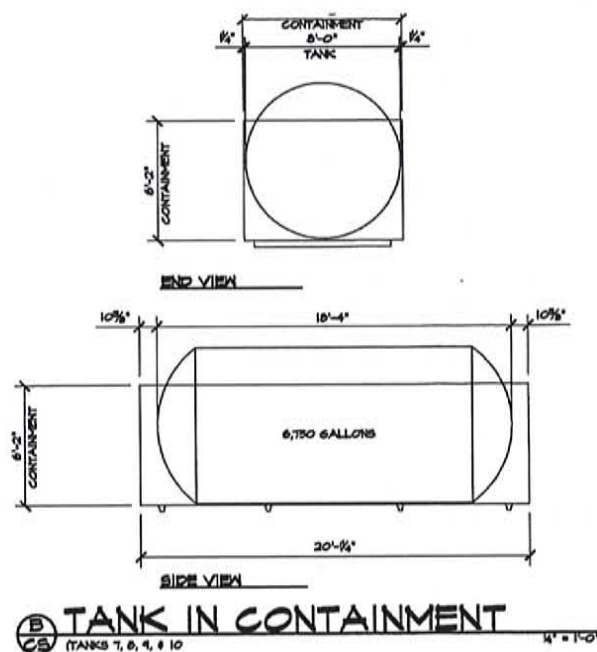
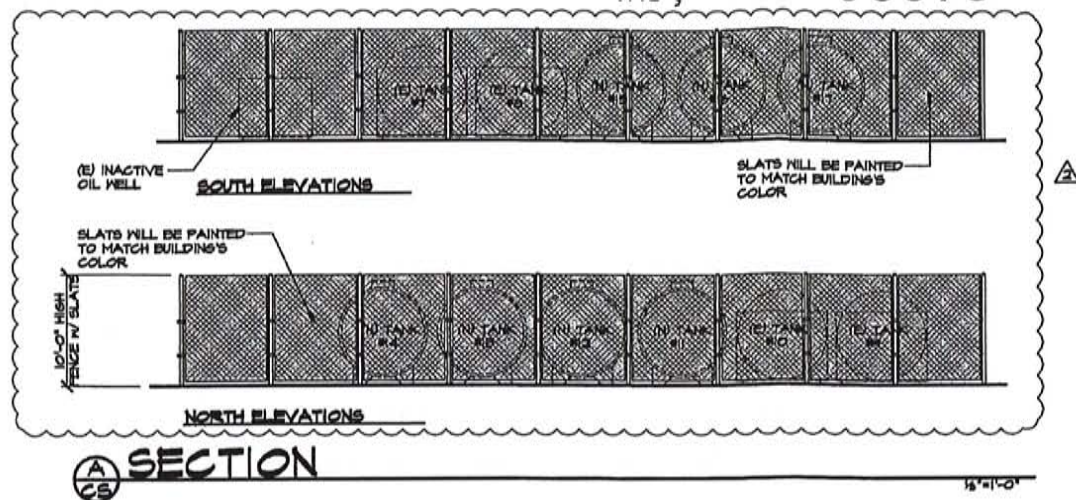
Van De Pol Enterprises, LLC

Current Site Plan



[illegible]

Tank Section and Containment



Letter Requesting to Amend Existing DPA & CUP



VAN DE POL PETROLEUM • Family & Locally Owned Since 1947 •

July 7, 2017

Mr Cuong Nguyen

City of Santa Fe Springs – Planning Department

11710 Telegraph Road

Santa Fe Springs, CA 90670

RE: Lubricant Tank Additions at 12904 E Park Street

Dear Mr. Nguyen,

Enclosed is the updated proposed site plan for 12904 E Park Street identifying the location for the additional tanks that we would like to add beginning in October, 2017. We would like to start with 2 additional tanks, # 11 and 12, and then add the additional tanks over the next 6 – 9 months.

I have also enclosed a description of the reason for the request with specific information about the tanks and that there would be no impact on ingress or egress to the facility. Actually, there would be less delivery time since we will not be filling individual totes but pumping into much larger bulk tanks.

Please let me know if we have to file any other documents and what additional approval we will need beyond our current Conditional Use Permit and DPA.

Also enclosed is the check required for filing and review..

Best Regards,

Ron Van De Pol - President

Received

JUL 11 2017

Planning Department

Letter Requesting to Amend Existing DPA & CUP (Cont.)

Lubricant Bulk Storage expansion: 1904 E Park St, Santa Fe Springs, CA

Van De Pol Enterprises, Inc. is seeking to expand their lubricant bulk storage capacity at its approved facility. Currently the lubricant bulk storage is in above ground steel tanks in containment areas or tanks in individual containment inside containment areas. 275 gallon plastic caged totes are also used for bulk storage and stored in containment areas or in the warehouse.

Our business has grown and we have added 2 other lubricant suppliers. With the addition of these suppliers and their individualized products, we need to add bulk storage which allows us to keep products separate. The addition of new tanks will also allow us to significantly decrease the number of lubricant totes that are currently stored in our warehouse and outside in fenced and asphalted bermed containment areas. Over the next year, we would like to increase the number of double walled steel tanks and add potential capacity of an additional 49,000 gallons.

These tanks (7 - 7,000 gallon) would be added to the fenced and bermed area on the north side of the property (tanks # 11-17). This site was the location where we received approval for our previous tank moving request approved in October, 2016, DPA Case #919. Currently tanks #7-10 are in this contained/fenced area. We are proposing to add tanks #11 - 17 over the next year, beginning in September, 2017.

These tanks will not exceed the height of the surrounding slatted fence and are equivalent in size to the tanks already approved for this location. Tanks # 7-10 are tanks inside metal containment and are 6,750 gallons each. These new tanks will be double walled, UL 142 tanks mounted on skids and are 7,000 gallons each. This is primarily a change in storage type and provides better protection against spills or puncture of the plastic totes.

Addition of the tanks will not cause an increase in traffic, either incoming or outgoing. Time for delivery of the lubricant would decrease since product will be pumped into a larger tank and not a large number of smaller totes.

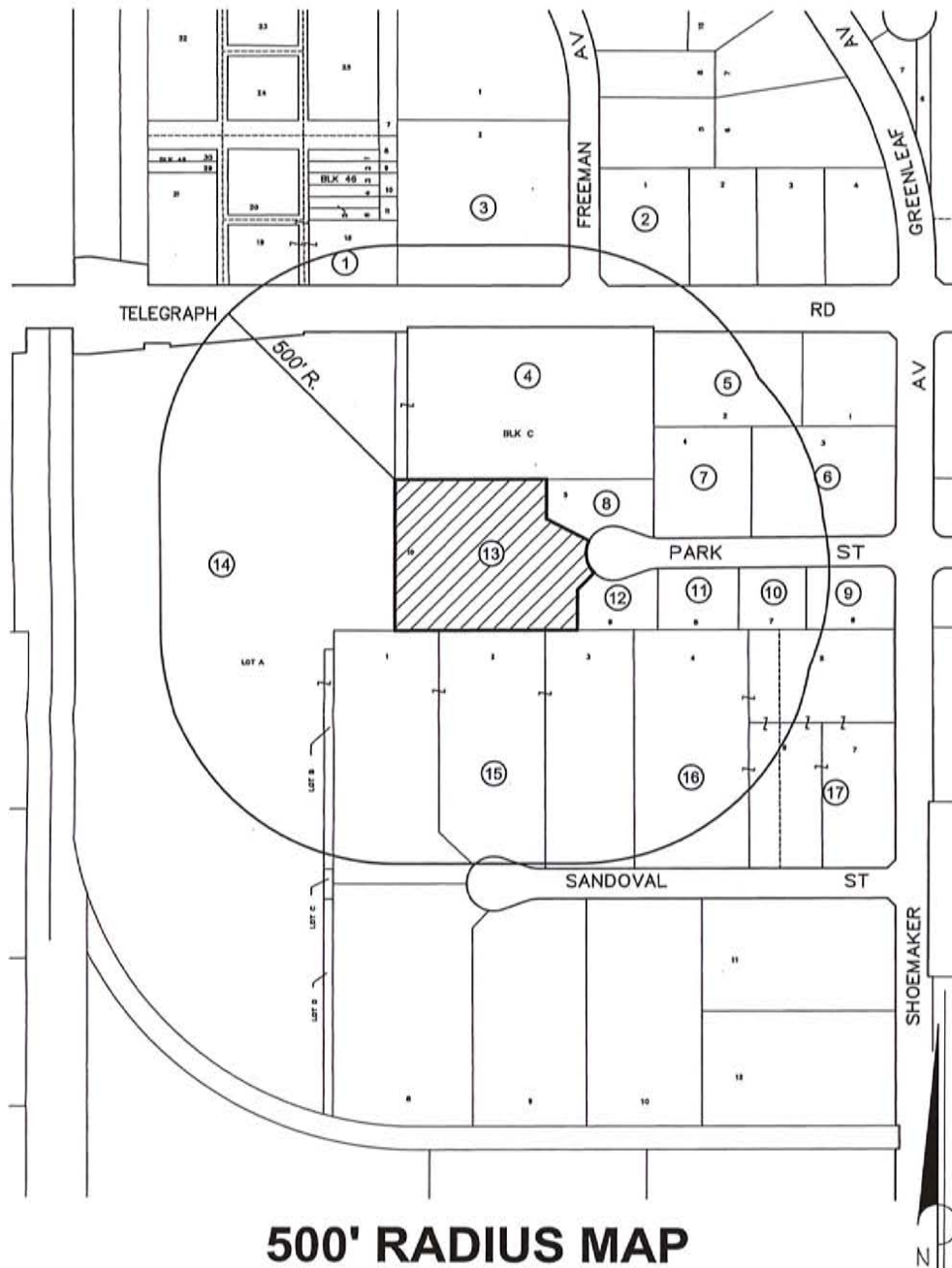
This proposed addition of Tanks # 11 - 17 will ultimately increase the outside bulk storage in contained areas from the current approved 69,000 gallons to 118,000 gallons. The warehouse packaged goods products will only increase about 5,000 gallons from 39,000 gallons with additional product/supplier offerings..

Received

JUL 11 2017

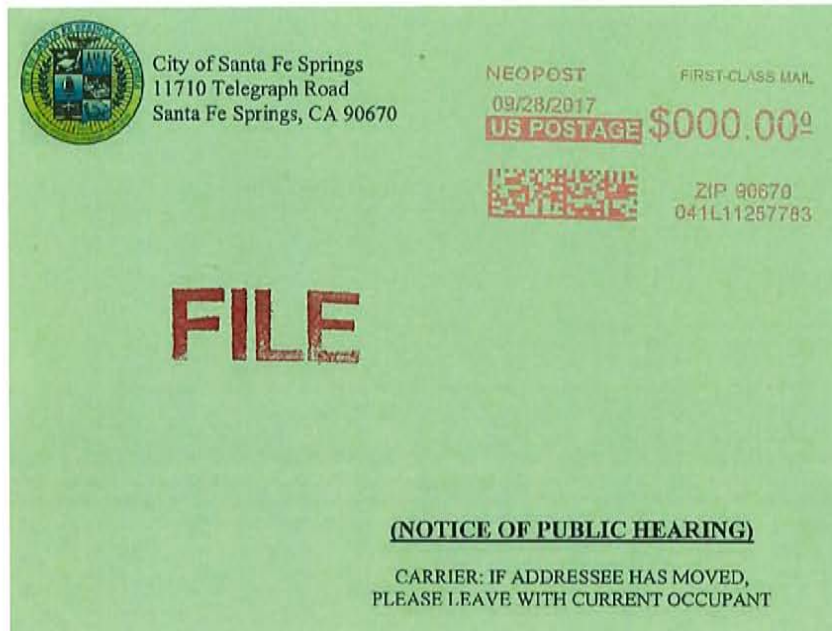
Planning Department

Radius Map for Public Hearing Notice



500' RADIUS MAP

Public Hearing Notice



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

NOTICE IS HEREBY GIVEN that the Santa Fe Springs Planning Commission will take action on the matter below at a regular meeting on Monday, October 9, 2017 at 6:00 p.m., in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant: Van De Pol Enterprises, LLC

Address: 12904 Park Street (APN: 8011-017-025)

Zone: M-2, Heavy Manufacturing, Zone.

Project: Development Plan Approval (DPA) Case No. 919-1 & Conditional Use Permit (CUP) Case No. 776-1. **DPA 919-1:** To amend the existing approval to allow the installation of seven (7) new 7,000-gallon steel storage tanks, measuring approximately 8'-1/2" in height by 20' in length; and **CUP 776-1:** To amend the existing approval, which allowed for the storage of lubricants in excess of 100,000-gallons or more, from 108,000 gallons to 162,000 gallons.

CEQA Status: Upon review an analysis of the project, along with consultation of an outside environmental firm, staff finds the project is categorically exempt and qualifies for a General Rule Exemption (refer to CEQA Guidelines §15061 (b)(3)), a Class 1 Existing Facilities Exemption (refer to CEQA Guidelines §15301), a Class 3 New Construction or Conversion of Small Structures Exemption (refer to CEQA Guidelines §15303), and a Class 11 (refer to CEQA Guidelines §15311). Additionally, the Project is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

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



PUBLIC HEARING

Adoption of Mitigated Negative Declaration

Development Plan Approval Case No. 922 and Modification Permit Case No. 1279

DPA Case No. 922: A request for approval to allow for the construction of a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building and appurtenant improvements; and
MOD Case No. 1279: A request for approval to allow: a 2' reduction of the required 37' front yard setback along Marquardt Avenue for property located at 14013 Marquardt Avenue (APN: 8059-029-006 and 007), within the M-2, Heavy Manufacturing, Zone. (VB-Marquardt, LLC)

RECOMMENDATIONS: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case No. 922, Modification Permit Case No. 1279, 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 Regulations and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's request meets the criteria set forth in Section 155.739 of the Zoning Regulations, for the granting of Development Plan Approval; and
- Find that the applicant's request meets the criteria set forth in Sections 155.695 and 155.696 of the City Zoning Regulations for the granting of a Modification Permit; and
- Approve and adopt the proposed Mitigated Negative Declaration with Traffic Study which, based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse effect on the environment; and
- Approve the proposed Mitigation Monitoring and Reporting Program (MMRP) for the proposed project (DPA 922 & MOD 1279); and
- Approve Development Plan Approval Case No. 922 and Modification Permit Case No. 1279, subject to the conditions of approval as contained within the Staff Report.

LOCATION / BACKGROUND

The subject property, located at 14013 Marquardt Avenue, comprised of two (2) parcels (APN: 8059-029-006 and 007) measuring 153,167 sq. ft. (3.52 acres), is located at the west side of Marquardt Avenue. The property is zoned M-2 (Heavy Manufacturing) and is currently developed with two (2) abandoned structures that were previously occupied by a paper recycling company (Pan Pacific Fiber, Inc.). Industrial uses are located to the north, south, east, and west of the property. Residential uses are located approximately 125 feet northwest of the subject property, within La Mirada city limit.

The applicant, VB-Marquardt, LLC, is proposing to clear the site and thereafter construct a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building on the subject property. In accordance with the City's Zoning Regulations, a Development Plan Approval is required for the construction of a new $\pm 71,743$ sq. ft. building. It should be noted that the applicant is concurrently requesting consideration and approval for a Lot Line Adjustment to allow the consolidation of two (2) parcels (APN: 8059-029-006 and 007) that make up the subject property, into one parcel; and a Modification Permit to allow the reduction of the required front yard setback.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA 922) – Request for approval to allow the construction of a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building and appurtenant improvements at 14013 Marquardt Avenue.

Modification Permit (MOD 1279) – Request for approval to allow a 2' reduction of the required 37' front yard setback along Marquardt Avenue.

Lot Line Adjustment (LLA 2017-02) – Request for approval to allow the consolidation of two (2) existing parcels that make up the subject property (APN: 8059-029-006 and 007), into a single parcel measuring ± 3.52 -acres. *Further details of the proposed LLA, including but not limited to required findings and conditions of approval, is provided in a separate staff report.*

DEVELOPMENT PLAN APPROVAL (DPA 922):

As stated previously, the applicant is requesting approval to allow the construction of a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building at 14013 Marquardt Avenue.

Site Plan

The applicant is proposing to construct a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building at 14013 Marquardt Avenue (APN: 8059-029-006 and 007). The proposed industrial building will be setback a minimum 35' from the front property line along Marquardt Avenue. The proposed development will provide two 38' wide driveways

along Marquardt Avenue for ingress and egress. Parking for the subject property is distributed throughout the north, south, east, and west portion of the property.

The site plan meets the minimum development standards required for properties within the M-2 Zone, with the exception of not providing the minimum front yard setback required along Marquardt Avenue. With the proposed overall building height of 37', based on a 1-to-1 ratio, the minimum setback along Marquardt Avenue should be 37'. Although the applicant did provide a 37' setback along a portion of Marquardt Avenue, the Code requires the entire setback be 37' minimum. The applicant is therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 2' from the standard setback requirement of 37', based on the proposed building height.

Floor Plan

The floor plan indicates that the proposed industrial building will measure 71,743 sq. ft., with 5,000 sq. ft. designated as first floor office area, 5,000 sq. ft. designated as office mezzanine, 2,736 sq. ft. designated as storage mezzanine, and the remaining 59,007 sq. ft. designated for warehouse/manufacturing use.

Elevations

The elevations indicate that the proposed industrial building will have a contemporary design. The entry to the office area (east elevation) is provided with extensive glazing, color variation, pop-outs, height variation, and material used. The remaining elevations have been provided with a combination of the aforementioned architectural treatments, which results in an aesthetically pleasing building.

Landscape Requirement

For maximum value, the majority of the landscaping will be provided along the setback areas that adjoins the street (Marquardt Avenue). Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area. The minimum landscape requirement for the project, based on the overall street frontage of 471'-5" and 35,000 sq. ft. of parking area, is 13,875 sq. ft. According to the conceptual landscape plan, the applicant will be providing an overall total of 15,103 sq. ft. of landscaping throughout the site. The project, therefore, exceeds the minimum requirement set forth in the City's Zoning Regulation.

Parking Requirements

A total of 109 parking stalls will be provided for the new building: 77 standard stalls, 27 compact stalls, and 5 accessible stalls. As proposed, the project is required to provide a total of 109 parking stalls.

- 1 stall per 500 square feet for the first 20,000 square feet = 40 stalls, and 1 stall per 750 square feet for the next 51,743 square feet = 69 stalls. The proposed project, therefore, meets the minimum parking requirements set forth by the City's zoning regulations.

Loading/ Roll Up Doors

According to the plan, the proposed building will have a total of nine (9) loading doors, two (2) grade level doors and seven (7) dock high doors, along the north elevation. All loading doors are strategically placed so that they will not be directly visible from Marquardt Avenue. Additionally, the applicant will provide a 14'-high decorative block wall to provide additional screening for on-site truck activities.

Per City's Zoning Regulation, all off-street truck loading areas, zones, ramps, doors, wells or docks shall be designed to provide and maintain a minimum unobstructed area of 120 feet to allow for proper truck maneuvering on-site. According to the site plan, the two grade level roll up doors do not have a minimum unobstructed area of 120 feet. Staff is therefore planning to require, as a condition of approval, that the said grade level loading door cannot be utilized for truck loading/unloading activities. Furthermore, the loading doors meet the minimum 75' setback requirement from the property line adjoining a public street.

Trash Enclosures

According to the site plan, four 8' x 12'-6" (100 square feet) trash bins will be located within a 6' high enclosure located along the northerly property line. The proposed trash enclosure is strategically placed behind the proposed 14'-high screen wall and thus will not be visible or accessible to the public.

MODIFICATION PERMIT (MOD 1279):

As part of their request, the applicant is requesting approval of a Modification Permit (MOD) to allow a 2' reduction of the required 37' front yard setback along Marquardt Avenue.

The typical front yard setback required for M-2 zoned properties is 20 feet, unless the property fronts onto a major or secondary highway, which then requires a minimum setback of 30 feet. Nevertheless, a property containing a building with a height greater than the minimum front yard setback distance, shall be one foot for each foot of the building, or portion thereof. As proposed, the required setback along Marquardt Avenue is 37 feet, based on the proposed building height.

Although, the project does not meet the standard setback requirement as defined by the City's Zoning Regulations, it should be noted that the applicant has designed the project to provide a setback equal to a one-to-one ratio for any portion(s) of the building that exceed the normal setback.

COMMISSION'S CONSIDERATIONS

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.

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

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

Findings:

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

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
2. Since the proposed development (concrete tilt-up industrial building) is industrial, rather than residential or commercial in nature, the land is, therefore, being maintained for industrial uses.
3. Because the project involves the construction of a new and attractive industrial building on a site that contains abandoned structures, the assessed value of the property will significantly improve, thus leading to a likely increase in property values for both the subject property and neighboring properties.
4. The proposed industrial project will provide a positive contribution to the local job market as the 71,743 sq. ft. development should bring in several new job opportunities for nearby residents.

- (B) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.

Findings:

The subject parcel has been abandoned for years. The proposed project/building will be a significant improvement to the subject site. The proposed building has been designed with variation in the provided setback, height, materials, and color. The result is an attractive project with a contemporary building that is comparable to other high quality industrial projects in Santa Fe Springs.

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

Findings:

The subject property will be properly situated with landscaping along the Marquardt Avenue frontage. The proposed building will contain a warehouse component with an incidental office area. Additionally, the design of the new building provides quality architectural design (demonstrated by glazing, pop-outs, and variations in height, materials, and color). These architectural design elements break up the mass of the building, and present an attractive, distinctive façade to visitors. Therefore, as designed, the new building is suitable for all of its intended users, and the distinctive design of the building represents the architectural principles of proportion and harmony.

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

Findings:

Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's Zoning Regulations. For instance, the truck wells and dock doors have been strategically placed so that they will not be directly visible from the public right-of-way. Nevertheless, the entire truck yard area will be located behind a proposed 14' high decorative block wall. Additionally, the proposed landscape areas exceed the minimum requirements set forth by the City's Zoning Regulations. Lastly, the proposed trash enclosures have all been strategically placed behind the adjacent building, and therefore, will not be accessible or visible to the public.

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

Findings:

As stated previously, the proposed building is contemporary and attractive. The architect used multiple variations in height, setback, materials and color. The style and architecture of the proposed building is consistent with other high quality buildings in the general area.

- (F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Findings:

Pursuant to Section 155.736 of the Zoning Regulations, "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

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

MODIFICATION PERMIT – REQUIRED SHOWING BY APPLICANT.

Pursuant to Section 155.695 of the City's Zoning Regulations, before any modification shall be grant, the Planning Commission shall satisfy itself that the applicant has shown the all of the following conditions apply:

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

Findings:

Although, they were built in the 1950s and 70s, select properties south of the railroad tracks, fronting Rosecrans Avenue, all have setbacks of approximately 11' or less, and the property to the east at 14022 Marquardt Avenue is setback approximately 10'. As proposed, the subject building will be setback 35' along Marquardt Avenue. The proposed setback, although it does not meet the standard setback requirement, will still be significantly greater than the nearby buildings to the south and a majority of the buildings to the east.

The Planning Commission would not be granting special privileges to the applicant since similar requests have been granted in the past. The chart provided on the following page identifies similar Modification Permits recently granted for a deviation of the setback requirements.

Table – Recent Setback Reduction Approval

Case	Location	Approval Date
MOD 1270	12636 Los Nietos Road	July 2016
MOD 1266	12070 Altamar Place	May 2016
MOD 1263	9211 Sorensen Avenue	August 2016

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

Findings:

Although, the building heights for the proposed buildings could technically be reduced to align with the provided setback, doing so would make the buildings less marketable since higher ceiling heights are attractive to buyers and lessees alike. The alternative would be to reduce the size of the building, however, that would make the project financial infeasible.

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

Findings:

The unique circumstance is its irregular shape, thus making it more difficult to design and locate the building compared to a standard rectangular lot. As a result, it is more difficult for the applicant to develop a marketable building while meeting City's setback requirement.

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

Findings:

The modification permit, if granted would not be detrimental to other persons or properties in the area. As mentioned previously, the proposed project will still maintain a greater setback than their adjacent neighbors to the south and a majority of buildings to the east. Additionally, although the buildings do not provide the required setback at a one-to-one ratio of the overall building height, the applicant still provides a setback equal to a one-to-one ratio for any portion(s) of the subject building that exceeds the normal setback along the street facing elevation.

MODIFICATION PERMIT – COMMISSION'S CONSIDERATION.

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

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

Findings:

The unique circumstance is its irregular shape, thus making it more difficult to design and locate the building compared to a standard rectangular lot. The aforementioned hardship is related to the property's physical circumstance and not just a mere inconvenience.

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

Findings:

Although buildings with higher ceiling heights would generate higher sale and/or rent prices, it is not the sole reason the building is taller. The higher building height also allows for various architectural features and height variations which provides for more attractive project that will be an enhancement to the overall area.

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

Findings:

As mentioned previously, because the subject property is located on an irregular shaped lot, it is more difficult to develop a project that meets all required development standards compared to a standard rectangular lot. The aforementioned circumstance was not created by the applicant or any person having an interest in the property.

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

Findings:

It is not often that a property is located on an irregular shaped lot. This circumstance makes this property unique and thus these conditions are not generally applicable to most properties here in the City or surrounding properties.

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

Findings:

The requested modification, if approved, will allow various architectural features and height variations throughout the project. It is staff's opinion that these added enhancements to the building design results in a more attractive project that will actually be an enhancement to the overall area.

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

Findings:

The proposed modification will not increase congestion or endanger the public safety. As detailed in the proposed Mitigated Negative Declaration prepared for the project, the proposed industrial building is anticipated to generate approximately 325 daily trips with approximately 27 trips occurring during the AM peak hour and 29 trips occurring during the PM peak hour. The proposed project will increase traffic in the surrounding area, but no changes to the existing level of service (LOS) ratings at any of the evaluated intersection will occur. Therefore, the project will result in no significant impacts and will not require any mitigated measures. The expected bridge being proposed at the Rosecrans Avenue and Marquardt Avenue crossing will initially cause limited access, but once completed, the bridge will substantially improve traffic safety in the area.

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

STAFF REMARKS

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

STREETS AND HIGHWAYS

The subject site has frontage on Marquardt Avenue. Marquardt Avenue is designated as a "Secondary Arterial" within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

Table 1 – Current Zoning, General Plan and Land Use

Surrounding Zoning, General Plan Designation, Land Use			
Direction	Zoning District	General Plan	Land Use (Address/Business Name)
North	M-2-BP, Heavy Manufacturing – Buffer Parking, Zone	Industrial	<u>Metal Manufacturing</u> (14001 Marquardt Ave/DME, Inc.)
South	M-2, Heavy Manufacturing, Zone	Industrial	<u>Disabled Veterans Facility</u> (13733 Rosecrans Ave/Disabled American Veterans) <u>Construction Equipment</u> (13729 Rosecrans Ave/H&E Equipment Services)

East	M-2, Heavy Manufacturing, Zone	Industrial	Motorcycle Parts Manufacturing (13861 Rosecrans Ave/Vance & Hines)
	M-2-BP, Heavy Manufacturing – Buffer Parking, zone		Industrial Use (14022 Marquardt Ave/Various Industrial Uses)
West	M-2, Heavy Manufacturing, Zone	Industrial	Repair Garage/Manufacturing (14011 Marquardt Ave/Fleetworks)

LEGAL NOTICE OF PUBLIC HEARING

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

Legal notice of the Public Hearing for the proposed Development Plan Approval, Modification Permit and related Environmental Documents was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on September 28, 2017. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on September 28, 2017, and published in a newspaper of general circulation (Whittier Daily News) on September 28, 2017, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

ENVIRONMENTAL DOCUMENTS

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

Phases in the Environmental Review Process:

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

1. The first phase consists of preliminary review of a project to determine whether it is subject to CEQA
2. If the project is subject to CEQA, the second phase involves the preparation of an Initial Study to determine whether the project may have a significant environment effect.

3. The third phase involves the preparation of an Environmental Impact Report (EIR) if the project may have a significant environmental effect of a Negative Declaration or Mitigated Declaration if no significant effects will occur.

Phase 1: The first phase is to determine if the proposed project is subject to CEQA. CEQA applies to an activity that (a) involves the exercise of an agency's discretionary powers, (b) has the potential to result in a direct or reasonable foreseeable indirect physical change in the environment, and (c) falls within the definition of a "project" as defined in CEQA Guidelines Section 15378. City Staff and Blodgett/Baylosis Environmental Planning the proposal and determined that the project is subject to CEQA

Phase 2: The second phase involves the preparation of an Initial Study. An Initial Study is a preliminary analysis to determine whether an EIR or a Negative Declaration or Mitigated Negative Declaration is needed. If the Initial Study concludes that the proposed project may have a significant effect on the environment that cannot be mitigated, an EIR should be prepared. If no potentially significant impacts are identified, then a Negative Declaration can be prepared. If potentially significant impacts are identified that can be mitigated, then a Mitigated Negative Declaration can be prepared with mitigated measures conditioned as part of the project's approval to reduce potentially significant impacts to levels of insignificance. To facilitate the Commission's determination whether "effects" are potentially significant, the Commission should focus on scientific and factual data. Unfortunately, CEQA does not provide a definitive definition of what constitutes a "significant effect" as a substantial or potentially substantial adverse change in the physical environment. City Staff and Blodgett/Baylosis Environmental Planning determined, through the preparation of the Initial Study, that there were no potentially significant environmental effect that could not be mitigated to a level of insignificance and, therefore, a Mitigated Negative Declaration was prepared.

Phase 3: A Mitigated Negative Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes a copy of the Initial Study justifying this finding. Included within the Initial Study are mitigation measures to avoid potentially significant effects. City Staff and Blodgett/Baylosis Environmental Planning determined that although the proposed project could have a significant effect on the environment, revisions in the project have been made by or agreed to by the project applicant or mitigation measures are being implemented to reduce all potentially significant effects to levels of insignificance. As a result, a Mitigated Negative Declaration was prepared for the project.

Draft MND Review:

The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett/Baylosis Environmental Planning, as to the potential environmental impacts of

the proposed project on the environment. The Draft Initial Study/Mitigated Negative Declaration was circulated for the required 20-day public review and comments from September 18, 2017 to October 8, 2017. The Notice of Intent to Adopt a Mitigated Negative Declaration was posted with the Los Angeles County Clerk. A copy of the Initial Study/Mitigated Negative Declaration was also mailed to surrounding cities for their review and comment.

When reviewing the Mitigated Negative Declaration/Initial Study, the focus of the review should be on the project's potential environmental effects. If persons believe that the project may have a significant effect, they should, (a) Identify the specific effect; (b) Explain why they believe the effect would occur, and; (c) Explain why they believe the effect would be significant.

Individuals who believe there are significant effects as outlined above, should also explain the basis for their comments and submit data or reference offering facts, reasonable assumptions based on facts or expert opinion supported by facts in support of the comments. Pursuant to CEQA Guidelines, an effect shall not be considered significant in the absence of substantial evidence.

Potentially Affected Environmental Factors:

The draft Initial Study/Mitigated Negative Declaration has identified several factors that may be potentially affected by the subject project which include: *Air Quality; Cultural Resources; Hazards and Hazardous Materials; and Hydrology and Water Quality*. These factors and their respective pertinent issues are discussed and analyzed within the Initial Study/Mitigated Negative Declaration. Mitigations, where necessary, were implemented to help ensure potential impacts are reduced to a less than significant level. A detailed analysis can be found in the Initial Study/Mitigated Negative Declaration and corresponding Mitigated Monitoring and Reporting Program.

Mitigation Monitoring:

The monitoring and reporting on the implementation of these measures, including the monitoring action, monitoring agency, and the period for implementation, are identified in the Mitigation and Monitoring Program (attachment #11).

Responses to Initial Study/Mitigated Negative Declaration:

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

AUTHORITY OF PLANNING COMMISSION:

Development Plan Approval:

The Planning Commission may grant, conditionally grant or deny approval of a proposed development plan and/or modification request based on the evidence

submitted and upon its own study and knowledge of the circumstances involved and subject to such conditions as the Commission deems are warranted by the circumstances involved. These conditions may include the dedication and development of streets adjoining the property and other improvements. All conditions of Development Plan Approval shall be: binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, use and maintenance of all land and structures within the development.

Modification Permit

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

CONDITIONS OF APPROVAL

ENGINEERING / PUBLIC WORKS DEPARTMENT: (Contact: Robert Garcia 562.868-1511 x7545)

1. That the applicant shall pay a flat fee of \$ 40,306 to reconstruct/resurface the existing street frontage to centerline for Marquardt Avenue.
2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Marquardt Avenue street frontage. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.
3. 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.
4. That the applicant shall pay to the City, \$45,000 for the design, engineering, installation and inspection of (3) street lights on Marquardt Avenue. The City will design and cause construction of said street lights.
5. 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.

6. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Marquardt Avenue. Storm drain plans shall be approved by the City Engineer.
7. 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 (1) Fire hydrant.
8. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study (including a sewer flow test) shall be submitted along with the sanitary sewer plans.
9. All buildings shall be connected to the sanitary sewers.
10. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.
11. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.
12. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, 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.
13. The applicant shall submit a traffic study prepared by a Professional Engineer. The traffic study shall show the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures including installation of traffic signals and/or modifications, the installation of additional left turn lanes or deceleration lanes, the lengthening of left turn lanes or other median modifications, etc. that are warranted based on

the study, the applicant and/or developer shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements.

14. That 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.
15. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.
16. That the applicant shall pay the water trunkline connection fee of \$3,250 per acre upon application for water service connection or if utilizing any existing water service.
17. 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.
18. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.
19. That upon completion of public improvements constructed by developer, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.
20. 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).
21. The owner/developer shall provide at no cost to the City, one conformed copy of the recorded lot line adjustment from the County Recorder's Office. The conformed copy of the recorded lot line adjustment shall be forwarded to the Department of Public Works, Engineering Division.

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

22. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.
23. That the applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.
24. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.
25. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces. This condition applies to the side of the wall facing the railroad tracks.

26. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at each entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on 2'x4' (minimum) 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.
27. That during the construction phase, the contractor shall maintain the parcel free of trash, construction debris, and/or any overgrown weeds or foliage.

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

28. That all buildings over 5,000 sq ft shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.
29. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.
30. That if on-site fire hydrants are required by the Fire Department, a minimum flow must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25.
31. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.
32. 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.
33. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Tom Hall 562.868-0511 x3715)

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

WASTE MANAGEMENT :

(Contact : Teresa Cavallo 562.868-0511 x7309)

38. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.
39. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.
40. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Vince Velasco 562.868-0511 x7353)

41. Approval of the subject Development Plan Approval (DPA) Case No. 922 is still contingent upon approval of Modification Permit (MOD) Case No. 1279 to allow a 2' reduction of the front yard setback requirement along Marquardt Avenue and approval of Lot Line Adjustment (LLA) Case No. 2017-02 to allow the

consolidation of two (2) existing parcels that make up the subject property (APN: 8059-029-006 and 007), into a single parcel measuring ±3.37-acres.

42. The Mitigation Monitoring Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Mitigated Negative Declaration, shall be made part of the conditions of approval for Development Plan Approval Case No. 922. The Mitigation Monitoring Program is listed as an attachment to this staff report.
43. The owner/developer 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.
44. During construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:
 - a. Name of the development/project.
 - b. Name of the development company.
 - c. Address or Address range for the subject site.
 - d. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.)
45. The applicant, VB-Marquardt, LLC, shall provide 3" conduit for fiber optics (or other smart technologies) from the telecommunications or electrical room and terminate at a pull box inside the property line. A "conduit" plan shall be submitted to the Planning Department and thereafter reviewed and approved by the City's IT department, Public Works department and Planning department, prior to the issuance of Building permit(s). At minimum, the conduit plan must include the plot plan, the location of the telecommunications/electrical room, conduit, pull box, and property lines.
46. The applicant, VB-Marquardt, LLC, agrees and understands that all existing overhead utilities within the development shall be placed underground.
47. The fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp of approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

48. The Department of Planning and Development requires that the double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; however, the area in front of the OS and Y valves shall not be screened. The screening shall also only be applicable to the double-check detector assembly and shall not include the fire department connector (FDC). Notwithstanding, the Deputy Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.
49. Prior to submitting plans to the Building Division for plan check, the applicant shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning or designee.
- a. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:
- A roof plan showing the location of all roof-mounted equipment;
 - Elevations of all existing and proposed mechanical equipment; and
 - 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.

50. The applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. *Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*
51. 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).*

52. The applicant, VB-Marquardt, LLC, shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting can also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.
53. The electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the prior approval of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department).
54. All fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval from both the Fire and Planning Departments.
55. The applicant shall clarify on the construction drawings that all roof drains (facing the street), shall be provided along the interior walls and not along the exterior of the building.
56. The Planning Department shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on a minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.
57. A sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ feet in width nor than 6 feet in height. (*Calculations are subject to change*).
58. Approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.

59. The Applicant, VB-Marquardt, 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, the following:
- a. Current maps, routes and schedules for public transit routes serving the site; and
 - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
 - c. Ridesharing promotional material supplied by commuter-oriented organizations; and
 - d. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
 - e. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
60. Preferential parking spaces shall be reserved for potential carpool/vanpool vehicles without displacing handicapped and customer parking needs. Vanpool space(s) shall be legibly marked off on the pavement or identified by a sign and also conveyed to employees through the required transportation information board. Also, the preferential carpool/vanpool parking shall be identified on the site plan at the time of plan check submittal. This is required to both meet the requirements of section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
61. An area shall be designated for bicycle parking and bicycle racks shall be provided. Bike racks shall be provided to accommodate bicycles at the ratio of 4 bicycles for the first 50,000 square feet and 1 bicycle for each additional 50,000 square feet. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
62. The applicant, VB-Marquardt, LLC, understands and agrees that compliance with condition of approval number 59-61 must be obtained prior to issuance of a certificate of occupancy.
63. The proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

64. The development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.
65. A minimum of 109 parking stalls shall be provided and maintained at all times.
66. All parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All compact spaces shall be further identified by having the words "compact" or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.
67. The applicant shall design and construct meandering sidewalks along the front setback area of the entire development. Said meandering sidewalk must be reviewed and approved by the Planning Department and Public Works Department prior to construction.
68. The applicant understands if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. *It should be noted that certain changes may also require approvals from other departments.*
69. The final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.
70. All activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services and the Deputy Fire Marshall.
71. The applicant, VB-Marquardt, LLC, shall not allow commercial vehicles, trucks and/or truck tractors to queue on Marquardt Avenue, use said streets as a staging area, or to backup onto the street from the subject property.
72. The applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.
73. Prior to issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:
 - a. Covenants.
 1. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation

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

2. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.
 - b. Applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.
 - c. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.
74. Prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required

accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

75. The applicant, VB-Marquardt, LLC, shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. *Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.*
76. The applicant, VB-Marquardt, LLC, shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be 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. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.
77. The applicant, VB-Marquardt, LLC, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to all entitlements and approvals issued by the City in connection with the Project and from any CEQA challenges relating to the environmental review and determination for the Project, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.
78. 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.
79. It is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

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



Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Site Plan
3. Floor Plans
4. Elevations
5. Colored Rendering
6. Development Plan Application
7. Modification Permit Application
8. Public Hearing Notice
9. Radius Map for Public Hearing Notice
10. Draft Mitigated Negative Declaration (*previously delivered to PC on 9/27/2017*)
11. Mitigation Monitoring and Reporting Program

Q:\Planning\Staff\Intern\Vince\Cases\DPA 922_MOD 1279_LLA 2017-02 Marquardt\14013 Marquardt Ave\DPA 922 & MOD 1279 Staff Report

Aerial Photograph



CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 922,
MODIFICATION PERMIT CASE NO. 1279, &
LOT LINE ADJUSTMENT NO. 2017-02

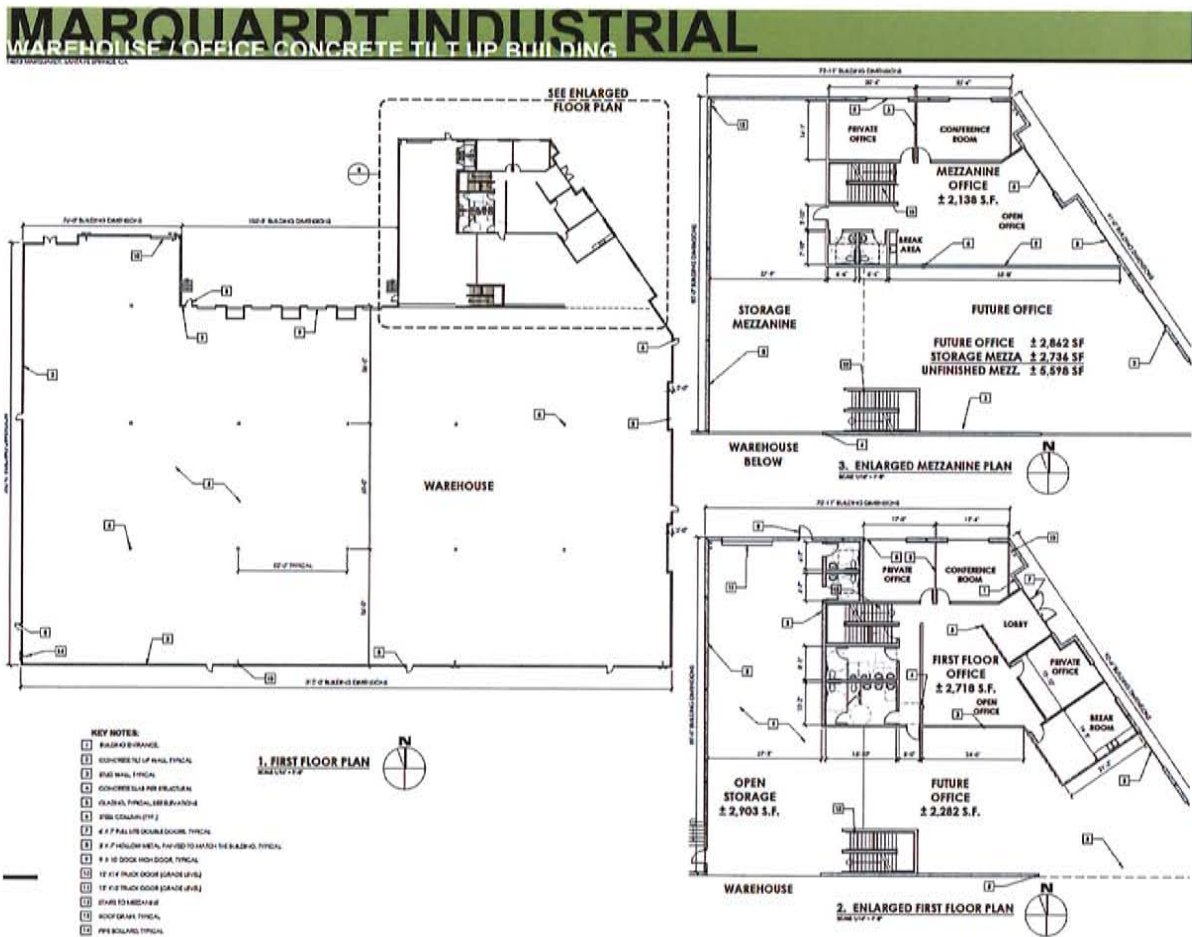


NORTH

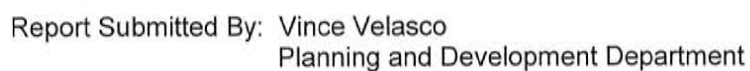
14013 Marquardt Avenue
(Applicant: VB-Marquardt)

[illegible]

Floor Plans



MARQUARDT INDUSTRIAL
WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING



Colored Rendering



Development Plan Approval Application



City of Santa Fe Springs

Application for

DEVELOPMENT PLAN APPROVAL (DPA)

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:

Provide street address or Assessors Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:

14013 Marquardt, Santa Fe Springs CA

APN: 8059-029-006 & 8059-029-007

RECORD OWNER OF THE PROPERTY:

Name: VB-Marquardt, LLC

Phone No: 562-948-4850

Mailing Address: 7901 Crossway Drive, Pico Rivera, CA 90660

Fax No: 562-948-1735

E-mail: jdevling@cegconstruction.com

THE APPLICATION IS BEING FILED BY:☐ Record owner of the property☒ Authorized agent of the owner (written authorization must be attached to application)

Status of Authorized Agent:

Engineer/Architect: ☒

Attorney: _____

Purchaser: _____

Lessee: _____

Other (describe): _____

DESCRIBE THE DEVELOPMENT PROPOSAL (See reverse side of this sheet for information as to required accompanying plot plans, floor plans, elevations, etc.)

1 New approximately 71,750 SF concrete tilt up warehouse / office building with a footprint of approximately 64,499 SF and a 7,251 SF mezzanine

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.**RECEIVED**

JAN 20 2017

Planning Dept.

Signed: _____



Signature

Print name

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

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Development Plan Approval."

Development Plan Approval Application (Cont.)

DPA Application
Page 2 of 2

PROPERTY OWNERS STATEMENT

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

Name (please print): VB-Marquardt, LLC
 Mailing Address: 7901 Crossway Drive, Pico Rivera, CA 90660
 Phone No: 562-948-4850
 Fax No: 562-948-1735 E-mail: jdevling@cegconstruction.com
 Signature: [Signature]

Name (please print): TRACY JOHN CHALMERS
 Mailing Address: 7901 S. CROSSWAY DR. PICO RIVERA CA 90660
 Phone No: (562) 948-4850
 Fax No: [Signature] E-mail: TCHALMERS@CEGCONSTRUCTION.COM
 Signature: [Signature]

CERTIFICATION

STATE OF CALIFORNIA)
 COUNTY OF LOS ANGELES) ss.

I, TRACY J CHALMERS, being duly sworn, depose and say that I am the petitioner in this application for a Development Plan Approval, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

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

(seal)

SEE ATTACHED CA ACKNOWLEDGEMENT.

On _____ before me, _____
 Personally appeared _____
 personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

 Notary Public

FOR DEPARTMENT USE ONLY

CASE NO: DPA 922
 DATE FILED: 1/20/2017
 FILING FEE: \$4,046
 RECEIPT NO: 10L1463
 APPLICATION COMPLETE? Yes

Development Plan Approval Application (Cont.)

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

State of California

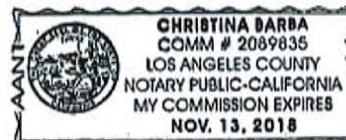
County of Los Angeles

On January 19, 2017 before me, Christina Barba, Notary Public
(Insert Name of Notary Public and Title)
personally appeared Tracy J. Chalmers

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature [Signature] (Seal)

Modification Permit Application

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

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

Location of property (ies) involved (Provide street address or if no address, give distance from nearest street intersection): 14013 MARQUARDT AVE.

Legal description of property: SEE EXHIBIT 'A' ATTACHED

Record Owner of Property:

Name: VB-MARQUARDT, LLC Phone No: 562-948-48-50
Mailing Address: 7901 CROSSWAY DRIVE, PICO RIVERA, CA

Fax No: 562-948-035 E-mail: jdevlin@vbcconstruction.com

The application is being filed by:

☒ Record Owner of the Property
☐ Authorized Agent of the Owner
(Written authorization must be attached to application)

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

Describe the modification requested: ALLOW A PORTION OF THE
BUILDING TO BE BUILT TO BE 37' HIGH. THE SETBACK FOR THE
BUILDING IS 35'.
7'

NOTE

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

Modification Permit Application (Cont.)

MOD Application
Page 2 of 3

JUSTIFICATION STATEMENT

BEFORE A MODIFICATION CAN BE GRANTED, THE PLANNING COMMISSION MUST BE SATISFIED THAT ALL OF THE FOLLOWING CONDITIONS APPLY. YOUR ANSWERS SHOULD JUSTIFY YOUR REQUEST FOR A MODIFICATION

JUSTIFICATIONS TO NO. 1 & 2 ARE REQUIRED FOR RESIDENTIALLY ZONED PROPERTIES:

1. Explain how the modification request, if granted, will allow you to utilize your house in a more beneficial manner.

N/A

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

N/A

JUSTIFICATIONS TO NOS. 3-6 ARE REQUIRED FOR PROPERTIES OTHER THAN RESIDENTIAL:

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

EXISTING REGULATIONS WOULD REQUIRE TO EITHER LOWER THE BUILDING HEIGHT BY 2' OR INCREASE THE BUILDING SETBACK TO 37', THE SHAPE OF THE LOT IS IRREGULAR AND THE BUILDING FOOTPRINT WOULD BE REDUCED CAUSING A FINANCIAL HARDSHIP.

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

THE SHAPE OF THE LOT IS IRREGULAR AND THE BUILDING AREA IS LESS THAN THE DESIRED COVERAGE FOR THIS TYPE OF DEVELOPMENT, COMPLIANCE WILL FURTHERMORE REDUCE BUILDING SIZE CAUSING A FINANCIAL HARDSHIP

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

THE PORTION OF THE BUILDING FACING THE SETBACK WILL BE 35' COMPLYING PARTIALLY WITH THE 1:1 SETBACK TO HEIGHT RATIO, ONLY THE BACK OF THE BUILDING WOULD BE 37' HIGH, AT THIS LOCATION, THE SETBACK HAS BEEN INCREASED TO 64'

6. Describe how the requested modification would not be detrimental to other persons or properties in the area, nor to the public welfare in general.

THE PROJECT CONSISTS OF A NEW "CLASS A" TILUP BUILDING AESTHETICALLY PLEASING WITH ANIMATION AND ARCHITECTURAL FEATURES THAT WILL ENHANCE THE LOOK OF THE BUILDING, ALSO THE PORTION OF THE BUILDING CLOSEST TO THE STREET IS SET BACK 35' WITH A HEIGHT OF 35', THEN THE SETBACK INCREASES FROM 35' UP TO 130', THE PERCEPTION OF INCREASED HEIGHT WILL DIMINISH WITH THE INCREASED SETBACK.

Modification Permit Application (Cont.)MOD Application
Page 3 of 3**PROPERTY OWNERS STATEMENT**

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

Name (please print): VB MARQUARDT, LLC
 Mailing Address: 1701 CROSSWAY DRIVE, PICO RIVERA CA 90060
 Phone No: (602) 948-4850
 Fax No: (602) 948-1736 E-mail: _____
 Signature: _____

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

CERTIFICATION

STATE OF CALIFORNIA)
 COUNTY OF LOS ANGELES)ss.

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

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

SEE ATTACHED CA ACKNOWLEDGEMENT
 On _____ before me, _____
 Personally appeared _____
 personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

 Notary Public

FOR DEPARTMENT USE ONLY	
CASE NO:	_____
DATE FILED:	_____
FILING FEE:	_____
RECEIPT NO:	_____
APPLICATION COMPLETE?	_____

Modification Permit Application (Cont.)**ACKNOWLEDGMENT**

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

State of California
County of LOS ANGELES

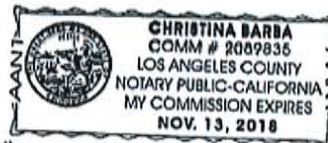
On MAY 23, 2017 before me, CHRISTINA BARBA, NOTARY PUBLIC
(Insert name and title of the officer)

personally appeared JAMES N. DEVLING
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature CB (Seal)



Modification Permit Application (Cont.)

VB-MARQUARDT, LLC

May 23, 2017

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

RE: 14013 Marquardt Ave., Santa Fe Springs

To Whom It May Concern:

I hereby authorize James N. Devling to execute the Modification Permit for the subject project on behalf of VB-Marquardt, LLC.

I hereby authorize OC Engineering to file the Modification Permit on behalf of VB-Marquardt, LLC.

Sincerely,



Robert Minsky, Manager

Public Hearing Notice

FILE



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**CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL CASE NO. 922
MODIFICATION PERMIT CASE NO. 1279
LOT LINE ADJUSTMENT CASE NO. 2017-02
REVOCATION OF CONDITIONAL USE PERMIT CASE NO. 507
& ENVIRONMENTAL DOCUMENTS**

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

DEVELOPMENT PLAN APPROVAL CASE NO. 922: Request for approval to allow the construction of a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building at 14013 Marquardt Avenue.

MODIFICATION PERMIT CASE NO. 1279: Request for approval to allow a 2' reduction of the required front yard setback along Marquardt Avenue.

LOT LINE ADJUSTMENT CASE NO. 2017-02: Request for approval to allow the consolidation of two (2) existing parcels that make up the subject property (APN: 8059-029-006 and 007), into a single parcel measuring ± 3.52 -acres.

REVOCATION OF CONDITIONAL USE PERMIT CASE NO. 507: In accordance with Section 155.811(D), Staff is recommending to the Planning Commission to revoke and nullify Conditional Use Permit Case No. 507 because the use for which approval was granted has ceased to exist.

ENVIRONMENTAL DOCUMENTS: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-2, Heavy Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: VB-Marquardt, LLC/ 14013 Marquardt Avenue (APN: 8059-029-006 and 007)

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

William K. Rounds, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Richard J. Moore • Juanita Trujillo • Joe Angel Zamora
Interim City Manager
Don R. Powell

Public Hearing Notice (Cont.)

mandatory 20-day public review period, starting on September 18, 2017 and ending on October 8, 2017.

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

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items listed above. If you challenge the nature of this proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs City Clerk, Planning Commission or City Council at, or prior to, the Public Hearing.

FURTHER INFORMATION on this item may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, Santa Fe Springs, California 90670 or by telephone or e-mail: (562) 868-0511, extension 7353, VinceVelasco@santafesprings.org.

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

Date of Report: October 4, 2017

Mitigation Monitoring and Reporting Program

**CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE**

MITIGATION MONITORING AND REPORTING PROGRAM

**MARQUARDT INDUSTRIAL DEVELOPMENT
14013 MARQUARDT AVENUE
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

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

REPORT PREPARED BY:

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

SEPTEMBER 15, 2017

NISP 045

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

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2. Findings of the Environmental Assessment	3
3. Findings Related to Mitigation Monitoring	3
4. Mitigation Measures	4
5. Mitigation Monitoring	6

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

1. OVERVIEW OF THE PROJECT

The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial building within a 3.52-acre (153,167 square feet) site located at 14013 Marquardt Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 71,743 square feet. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Parking will be provided on surface parking areas and will include 109 stalls. Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The proposed building will have a maximum height of 37 feet. Lastly, a total of 15,103 square feet will be dedicated for landscaping.

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project will not result in significant adverse environmental impacts upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

4. MITIGATION MEASURES

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

Mitigation Measure No. 1 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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

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

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

Mitigation Measure No. 3 (Hazards & Hazardous Materials). An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 4 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

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

Mitigation Measure No. 5 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 6 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 7 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

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

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
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5. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1.

TABLE 1 MITIGATION-MONITORING PROGRAM			
Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (The Applicant is responsible for implementation)	During the project's construction phase. • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.	City of Santa Fe Springs Planning and Development Department and the Los Angeles County Natural History Museum (LACNHM) • (The Applicant is responsible for implementation)	Prior to the start of any construction related activities. • Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s).	Date: Name & Title:
Mitigation Measure No. 3 (Hazards & Hazardous Materials). An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an Asbestos Operations and Maintenance Program should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.	City of Santa Fe Springs Planning and Development Department • (The Applicant is responsible for implementation)	Prior to demolition of existing buildings. • Mitigation ends when surveys are complete.	Date: Name & Title:

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

<p style="text-align: center;">TABLE 1 MITIGATION-MONITORING PROGRAM</p>			
Measure	Enforcement Agency	Monitoring Phase	Verification
<p>Mitigation Measure No. 4 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.</p>	<p>City of Santa Fe Springs Planning and Development Department and Chief Building Official</p> <p>•</p> <p>(The Applicant is responsible for implementation)</p>	<p>Prior to the issuance of any building permits</p> <p>•</p> <p>Mitigation ends at the completion of the construction phase.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 5 (Hydrology & Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.</p>	<p>City of Santa Fe Springs Planning and Development Department, City Engineer, and Chief Building Official</p> <p>•</p> <p>(The Applicant is responsible for implementation)</p>	<p>Prior to issuance of a grading permit.</p> <p>•</p> <p>Mitigation ends upon the submittal and approval of the NOI, and WDID notification or other proof of filing.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>Mitigation Measure No. 6 (Hydrology & Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.</p>	<p>City of Santa Fe Springs Planning and Development Department, City Engineer, and Chief Building Official</p> <p>•</p> <p>(The Applicant is responsible for implementation)</p>	<p>Prior to issuance of a grading permit.</p> <p>•</p> <p>Mitigation ends upon the submittal and approval of the SWPPP.</p>	<p>Date:</p> <p>Name & Title:</p>

Mitigation Monitoring and Reporting Program (Cont.)

CITY OF SANTA FE SPRINGS • MITIGATION MONITORING AND REPORTING PROGRAM
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

TABLE 1 MITIGATION-MONITORING PROGRAM			
Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 7 (Hydrology & Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	City of Santa Fe Springs Planning and Development Department and City Engineer • <i>(The Applicant is responsible for implementation)</i>	<i>During the project's construction phase.</i> • <i>Mitigation ends at the completion of the construction phase.</i>	Date: Name & Title:
Mitigation Measure No. 8 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	City of Santa Fe Springs Planning and Development Department and City Engineer • <i>(The Applicant is responsible for implementation)</i>	<i>During the project's construction phase.</i> • <i>Mitigation ends at the completion of the construction phase.</i>	Date: Name & Title:

EXECUTIVE SUMMARY INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

**MARQUARDT INDUSTRIAL DEVELOPMENT
14013 MARQUARDT AVENUE
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

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

REPORT PREPARED BY:

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

SEPTEMBER 15, 2017

SFSP 045

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1. INTRODUCTION

The attached Initial Study evaluates the environmental impacts associated with the construction and operation of a new industrial building within a 3.52-acre (153,167 square feet) site located at 14013 Marquardt Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 71,743 square feet. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Parking will be provided on surface parking areas and will include 109 stalls. Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The proposed building will have a maximum height of 37 feet. Lastly, a total of 15,103 square feet will be dedicated for landscaping. The City of Santa Fe Springs is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review. The construction of the proposed industrial building is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process. The project Applicant is VB - Marquardt – LLC , 7901 Crossway Drive, Pico Rivera, CA, 90660.

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study. Questions and/or comments should be submitted to the following individual:

Vince Velasco, Planning Consultant
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511

2. PROJECT LOCATION

The project site is located in the southern portion of the City of Santa Fe Springs, along Marquardt Avenue. The location of Santa Fe Springs in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2. The project site's legal address is 14013 Marquardt Avenue, Santa Fe Springs, California 90670. The project site is located on the west side of Marquardt Avenue in between Rosecrans Avenue to the south and Bora Drive to the north. Vehicular access to the project site will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The Assessor Parcel Numbers (APN) applicable to the site are 8059-029-006 and 8059-029-007. A vicinity map is provided in Exhibit 3.

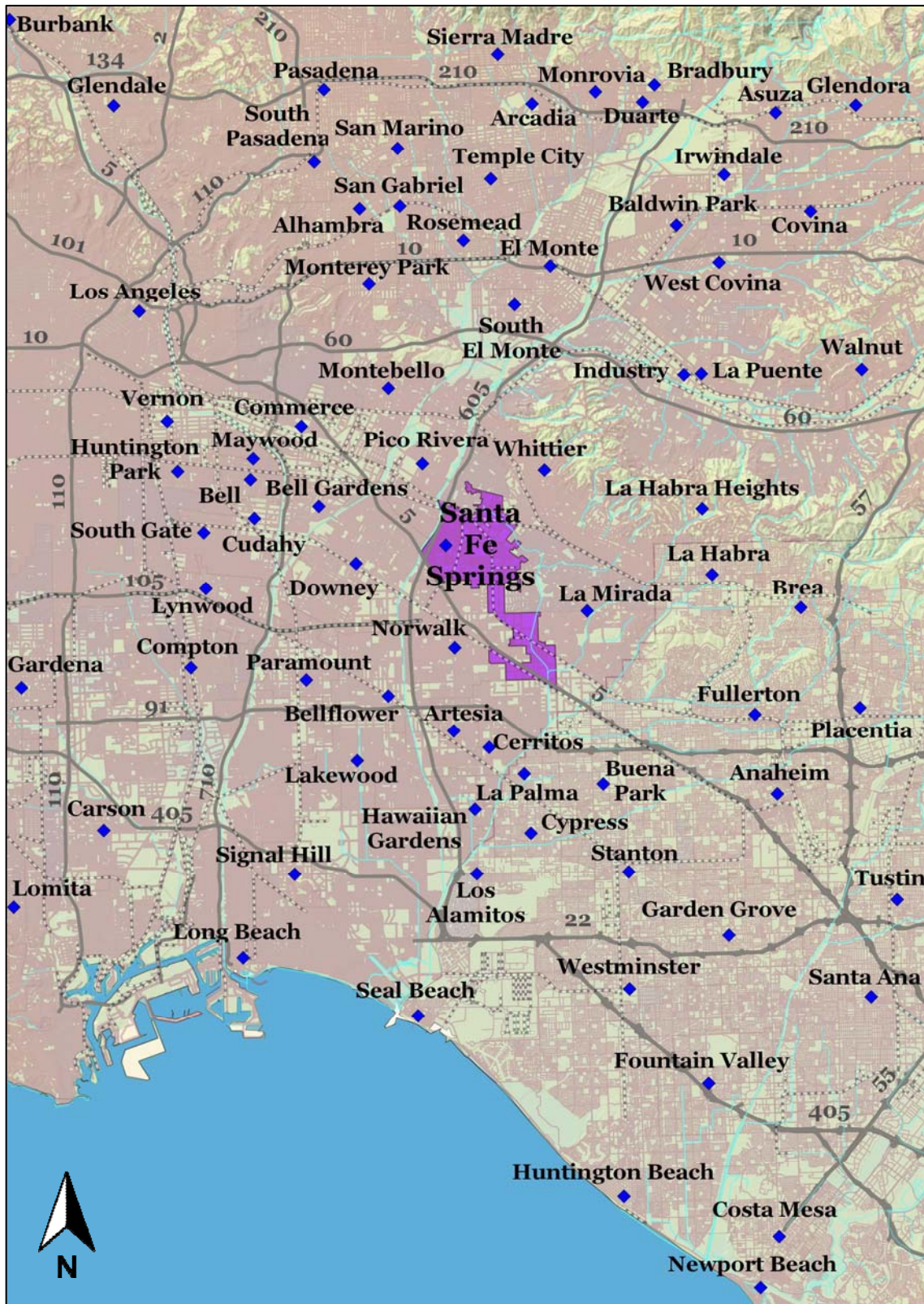


EXHIBIT 1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

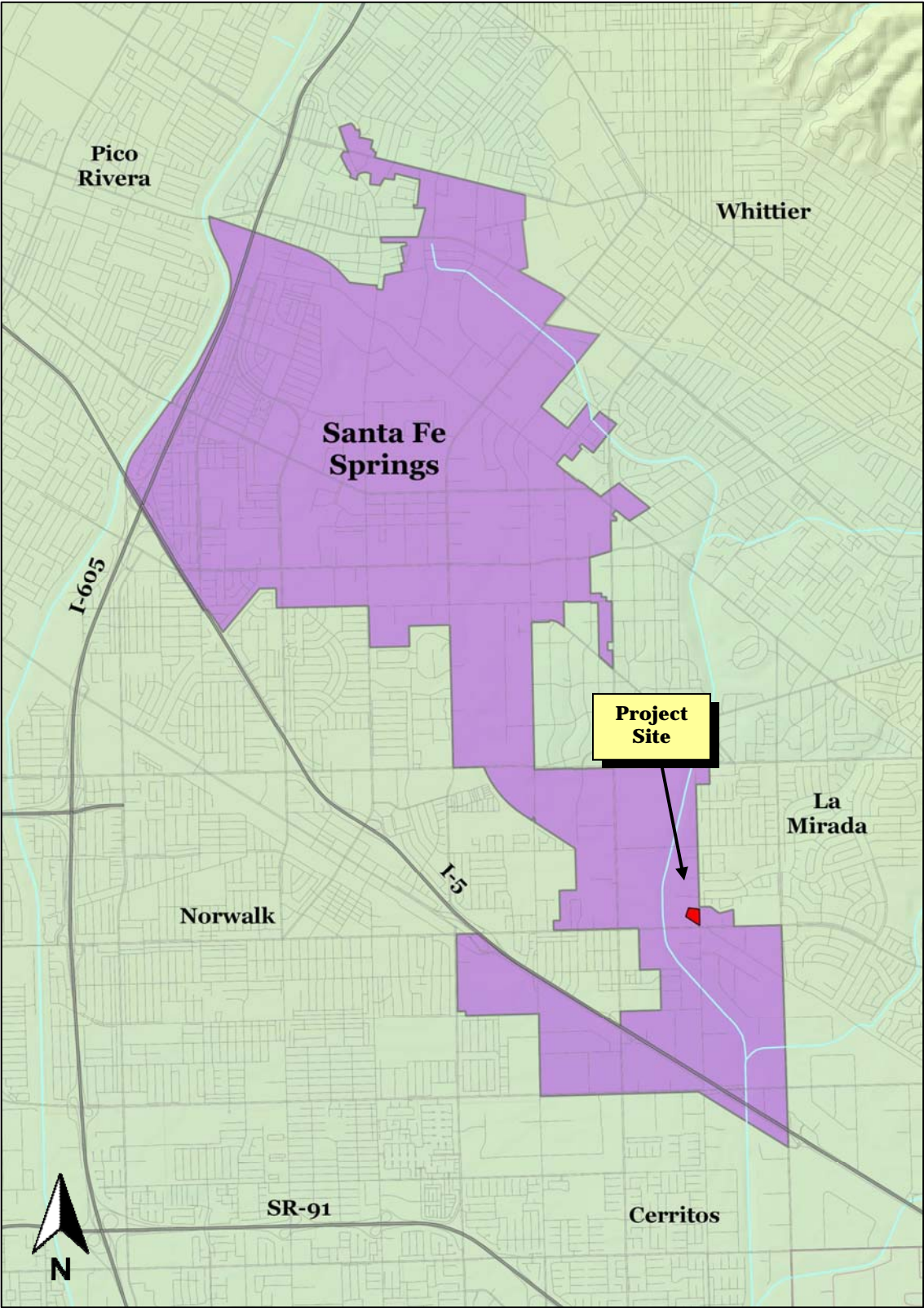


EXHIBIT 2
CITYWIDE MAP
SOURCE: QUANTUM GIS

EXECUTIVE SUMMARY
CITY OF SANTA FE SPRINGS • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

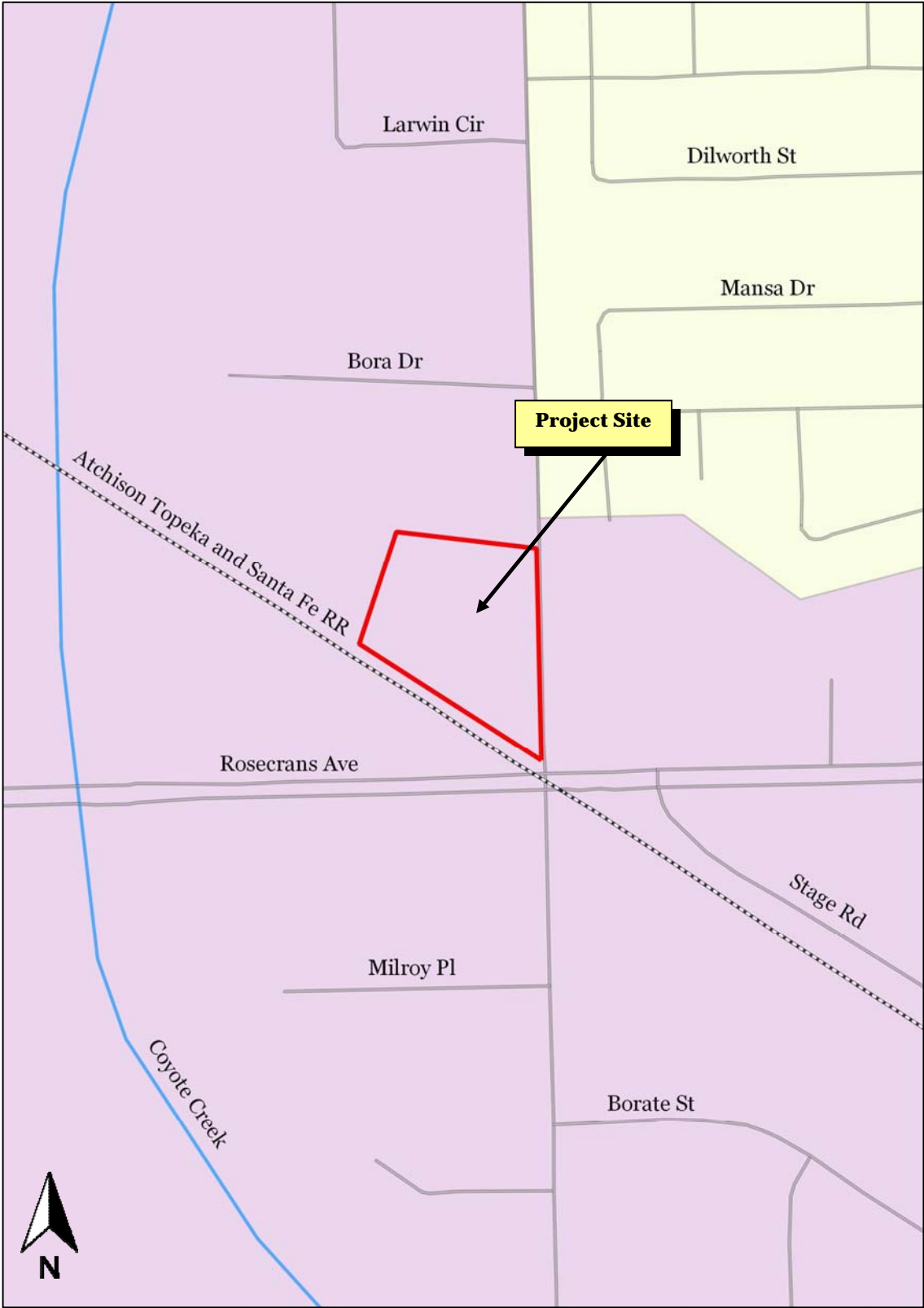


EXHIBIT 3
LOCAL MAP
SOURCE: QUANTUM GIS

3. ENVIRONMENTAL SETTING

The 3.52-acre site is surrounded by industrial uses. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* A mix of industrial uses are located north of the project site. Bora Drive extends in an east-west orientation approximately 400 feet north of the project site. Although only industrial uses occupy the project site's immediate vicinity to the north, a single family residential area is located 125 feet northeast of the project site in the City of La Mirada.
- *South of the Project Site.* The Atchison Topeka and Santa Fe Railroad right-of-way extends in a northwest-southeast orientation and abuts the project site to the south. Further south of the railroad right-of-way are various industrial uses. Rosecrans Avenue extends in an east-west orientation approximately 100 feet south of the project site.
- *East of the Project Site.* Marquardt Avenue abuts the project site to the east and extends in a north-south orientation. Located east of the project site and across Marquardt Avenue are various industrial uses. As previously mentioned, a single family residential area is located 125 feet northeast of the project site in the City of La Mirada.
- *West of the Project Site.* Located west of the project site are various industrial uses. The Coyote Creek Channel and the Coyote Creek Bikeway are located approximately 630 feet west of the project site.

Other notable uses within the vicinity of the project site include Foster Road Elementary School (located 0.3 miles to the northeast in the City of La Mirada), Saint Paul of the Cross School (located 0.38 miles to the northeast in the City of La Mirada), and Frontier Park (located 0.4 miles to the northeast in the City of La Mirada). Major roadways in the area include Imperial Highway (located approximately 0.89 miles north of the project site), Rosecrans Avenue (located approximately 100 feet south of the project site), Valley View Avenue (located approximately 0.5 miles east of the project site), and Carmenita Road (located approximately 0.42 miles west of the project site).

Two unoccupied industrial buildings are currently located on the project site. The remainder of the project site is paved in concrete and asphalt. The property was formerly occupied by Pan Pacific Fiber, Inc., a former paper recycling plant. An aerial photograph of the project site and the surrounding area is provided in Exhibit 4.

EXECUTIVE SUMMARY
CITY OF SANTA FE SPRINGS • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE



EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

4. PROJECT DESCRIPTION

The proposed project will involve the construction of a new 71,743 square-foot industrial building within a 153,167 square-foot (3.52-acre) lot. The proposed project will consist of the following elements:

- *Industrial Building Characteristics.* A new 71,743 square-foot concrete tilt-up industrial building will be erected within the 3.52-acre project site. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The building will have a maximum length of 312 feet and a maximum width of 259 feet and eight inches. The building's maximum height will be 37 feet.
- *Parking Characteristics.* Parking for the industrial building will be provided on surface parking areas and will include 109 parking stalls. The parking areas will be located on all but the south side of the new industrial building and will include 77 standard stalls, 27 compact stalls, five ADA parking stalls, and one bicycle rack.
- *Loading Docks and Internal Circulation.* The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Access to the proposed building will be provided by an internal roadway. The internal roadway will also serve as fire truck access lane.
- *Site Access.* Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. Three existing driveways along Marquardt Avenue will be removed.
- *Other Improvements.* A total of 15,103 square feet will be dedicated for landscaping. Landscaping will be installed along all sides of the new building with the majority of the landscaping along the frontage of the project site along Marquardt Avenue. In addition, a 32-foot by 10-foot trash enclosure area will be provided in the northern portion of the project site. The trash enclosure area will provide two spaces for trash bins and two spaces for recycling bins.

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

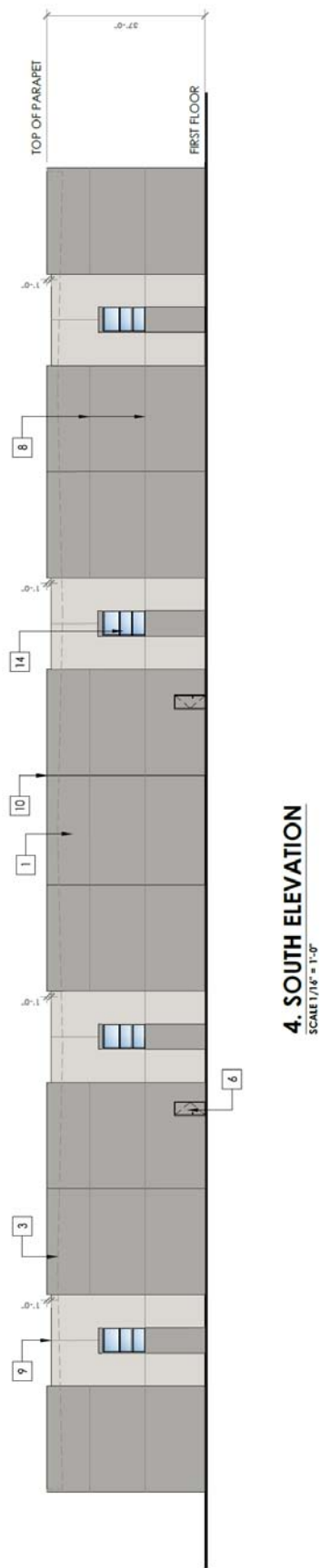
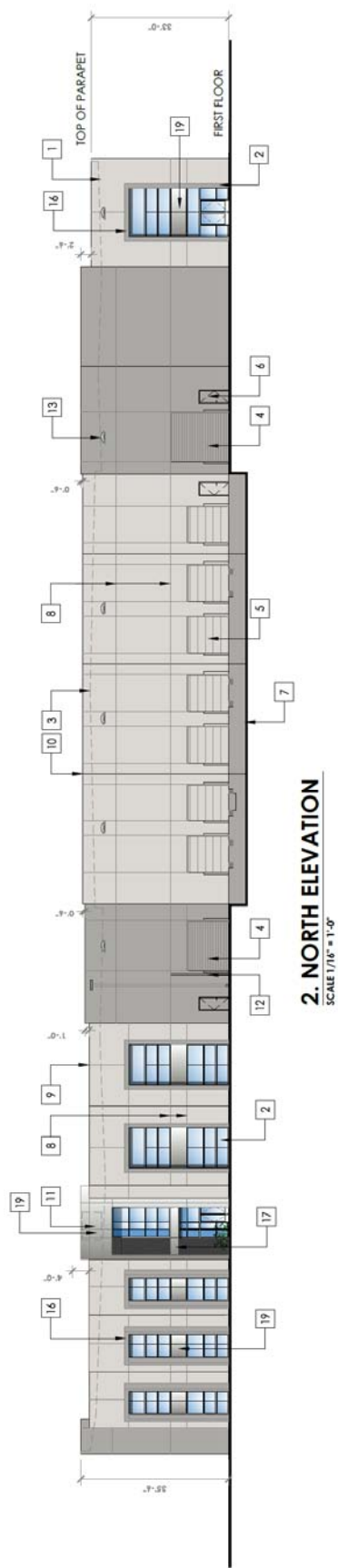


EXHIBIT 6
CONCEPTUAL BUILDING ELEVATIONS, NORTH AND SOUTH
SOURCE: O. C. DESIGN AND ENGINEERING

CITY OF SANTA FE SPRINGS • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
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EXHIBIT 7

CONCEPTUAL BUILDING ELEVATIONS, EAST AND WEST

SOURCE: O.C. DESIGN AND ENGINEERING

The proposed project will take approximately 12 months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* The foundations and other on-site improvements from the existing buildings will need to be demolished in order to accommodate the proposed project. Removal of vegetation will also occur during this time. This phase will take approximately one month to complete.
- *Site Preparation.* The project site will be prepared for the construction of the new industrial building. This phase will take approximately one month to complete.
- *Grading.* During this phase, the entire site will undergo grading. This phase will take approximately one month to complete.
- *Construction.* The new concrete tilt-up industrial building will be constructed during this phase. This phase will take approximately six months to complete.
- *Paving, Landscaping, and Finishing.* This concluding phase will involve the finishing of the new industrial building, the paving of the parking areas and hardscape, the installation of the landscape, and the completion of other on-site improvements. This phase will take approximately three months to complete.

5. DISCRETIONARY ACTIONS

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

- *Development Plan Approval (DPA) 922* to allow the construction of a new concrete tilt up industrial building measuring 71,743 square feet in total floor area;
- *Modification Permit (MOD) 1279* to allow a two-foot reduction of the required front yard setback along Marquardt Avenue;
- *Lot Line Adjustment (LLA) 2017-02* to allow the consolidation of two existing parcels that make up the project site into a single parcel; and,
- The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

6. SUMMARY OF ENVIRONMENTAL ANALYSIS

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

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

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

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

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

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

Table 1
Summary (Initial Study Checklist)

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
Section 3.2 Agriculture & Forestry Resources. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned production (as defined in Government Code §51104[g])?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) 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?				X
Section 3.3 Air Quality. <i>Would the project:</i>				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

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Table 1
Summary (Initial Study Checklist)

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?		X		
Section 3.4 Biological Resources. <i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
Section 3.5 Cultural Resources. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		X		

EXECUTIVE SUMMARY
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Table 1
Summary (Initial Study Checklist)

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of dedicated cemeteries?				X
Section 3.6 Geology & Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) 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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X
Section 3.8 Hazards & Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

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MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

Table 1
Summary (Initial Study Checklist)

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
Section 3.9 Hydrology & Water Quality. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X

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Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use & Planning. <i>Would the project:</i>				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
Section 3.11 Mineral Resources. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
Section 3.12 Noise. <i>Would the project:</i>				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Result in the exposure of persons to, or the generation of, excessive groundborne noise levels?			X	
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

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Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population & Housing. <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection services?			X	
b) Police protection services?			X	
c) School services?			X	
d) Other governmental services?			X	
Section 3.15 Recreation. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation & Circulation. <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

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Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Tribal Cultural Resources. <i>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:</i>				
a) 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)?			X	
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
Section 3.17 Utilities. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

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Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



7. MITIGATION MEASURES

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

Mitigation Measure No. 1 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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

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

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

Mitigation Measure No. 3 (Hazards & Hazardous Materials). An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 4 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

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

Mitigation Measure No. 5 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 6 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 7 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

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

8. CONCLUSION

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the

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Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall not be identified for the mitigation measures adopted as part of the decision-maker's final determination.



INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

MARQUARDT INDUSTRIAL DEVELOPMENT 14013 MARQUARDT AVENUE SANTA FE SPRINGS, CALIFORNIA



LEAD AGENCY:

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

REPORT PREPARED BY:

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

SEPTEMBER 15, 2017

SFSP 045

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Marquardt Industrial Development.

APPLICANT: VB - Marquardt – LLC , 7901 Crossway Drive, Pico Rivera, CA, 90660.

ADDRESS: 14013 Marquardt Avenue. Assessor Parcel Number (APN): 8059-029-006 and 8059-029-007.

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

DESCRIPTION: The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial building within a 3.52-acre (153,167 square feet) site located at 14013 Marquardt Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 71,743 square feet. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Parking will be provided on surface parking areas and will include 109 stalls. Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The proposed building will have a maximum height of 37 feet. Lastly, a total of 15,103 square feet will be dedicated for landscaping.

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

- Development Plan Approval (DPA) 922;
- Modification Permit (MOD) 1279;
- Lot Line Adjustment (LLA) 2017-02; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

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

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

appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

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

Signature

Date

City of Santa Fe Springs Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction and operation of a new industrial building within a 3.52-acre (153,167 square feet) site located at 14013 Marquardt Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 71,743 square feet. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Parking will be provided on surface parking areas and will include 109 stalls. Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The proposed building will have a maximum height of 37 feet. Lastly, a total of 15,103 square feet will be dedicated for landscaping.¹

The City of Santa Fe Springs is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.² The construction of the proposed industrial building is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process.³ The project Applicant is VB - Marquardt – LLC , 7901 Crossway Drive, Pico Rivera, CA, 90660. Discretionary approvals required as part of the proposed project's implementation include the following:

- Development Plan Approval (DPA) 922;
- Modification Permit (MOD) 1279;
- Lot Line Adjustment (LLA) 2017-02; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

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

¹ O.C. Design & Engineering. *Marquardt Industrial Warehouse/Office Concrete Tilt Up Building*. Site plan dated April 21, 2017.

² California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions*. as Amended 2001. §21067.

³ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). §15060 (b).

⁴ Ibid. (CEQA Guidelines) §15050.

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

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa Fe Springs in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.⁵ Questions and/or comments should be submitted to the following individual:

Vince Velasco, Planning Consultant
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511

1.2 INITIAL STUDY'S ORGANIZATION

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

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

⁵ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15060 (b).

- *Section 5 - References*, identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

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

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
Section 3.2 Agriculture & Forestry Resources. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned production (as defined in Government Code §51104[g])?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) 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?				X
Section 3.3 Air Quality. <i>Would the project:</i>				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?		X		
Section 3.4 Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
Section 3.5 Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of dedicated cemeteries?				X
Section 3.6 Geology & Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) 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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X
Section 3.8 Hazards & Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
Section 3.9 Hydrology & Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use & Planning. <i>Would the project:</i>				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
Section 3.11 Mineral Resources. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
Section 3.12 Noise. <i>Would the project:</i>				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Result in the exposure of persons to, or the generation of, excessive groundborne noise levels?			X	
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population & Housing. <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection services?			X	
b) Police protection services?			X	
c) School services?			X	
d) Other governmental services?			X	
Section 3.15 Recreation. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation & Circulation. <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Tribal Cultural Resources. <i>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:</i>				
a) 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)?			X	
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
Section 3.17 Utilities. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial building within a 3.52-acre (153,167 square feet) site located at 14013 Marquardt Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 71,743 square feet. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Parking will be provided on surface parking areas and will include 109 stalls. Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The proposed building will have a maximum height of 37 feet. Lastly, a total of 15,103 square feet will be dedicated for landscaping.⁶

2.2 PROJECT LOCATION

The project site is located on the southern portion of the City of Santa Fe Springs, along Marquardt Avenue. The City of Santa Fe Springs is located approximately 13 miles southeast of Downtown Los Angeles and 18 miles northwest of Downtown Santa Ana. Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier); on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier); on the south by Cerritos and Norwalk; and on the west by Pico Rivera and Downey. Major physiographic features located in the vicinity of the City include Coyote Creek Channel (located approximately 630 feet west of the site), the San Gabriel River (located approximately four miles west of the site) and the Puente Hills (located approximately 4.6 miles northeast of the site).⁷

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

The project site's legal address is 14013 Marquardt Avenue, Santa Fe Springs, California 90670. The project site is located on the west side of Marquardt Avenue in between Rosecrans Avenue to the south and Bora Drive to the north. Vehicular access to the project site will be provided by two 38-foot-wide driveways located along Marquardt Avenue. The Assessor Parcel Numbers (APNs) applicable to the site are 8059-029-006 and 8059-029-007. A local map is provided in Exhibit 2-3.

⁶ O.C. Design & Engineering. *Marquardt Industrial Warehouse/Office Concrete Tilt Up Building*. Site plan dated April 21, 2017.

⁷ Google Earth. Website accessed May 26, 2017.

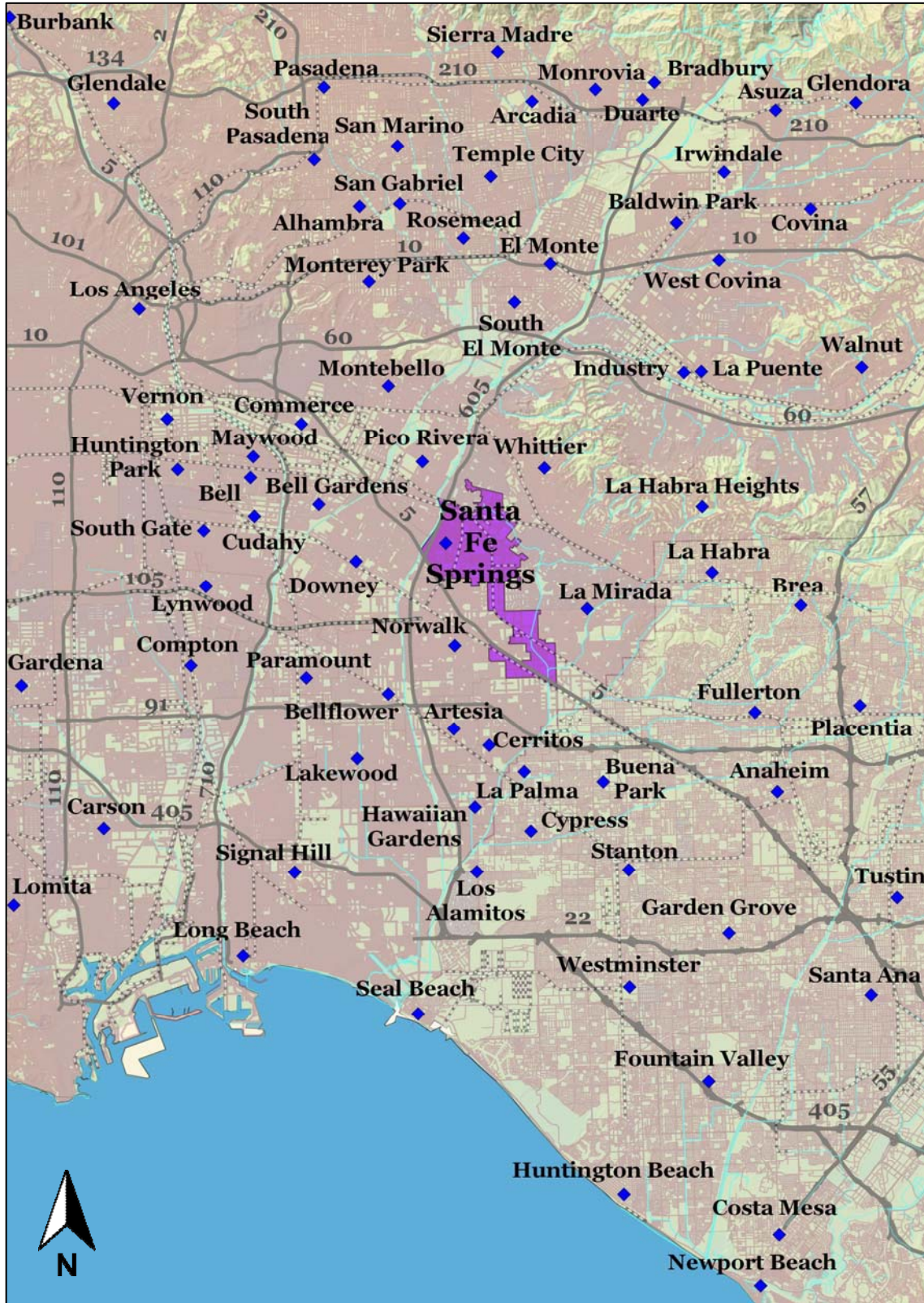


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

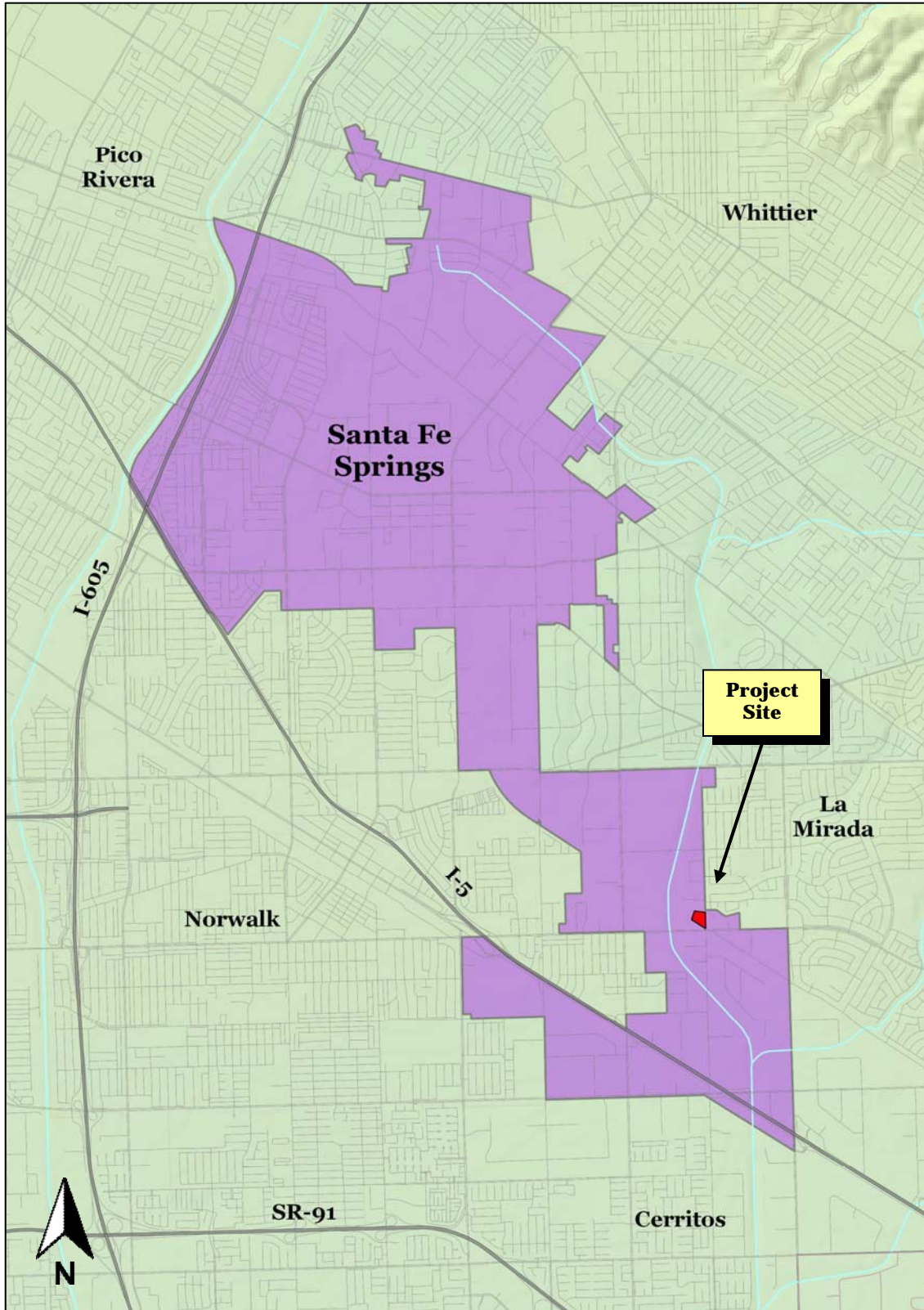


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

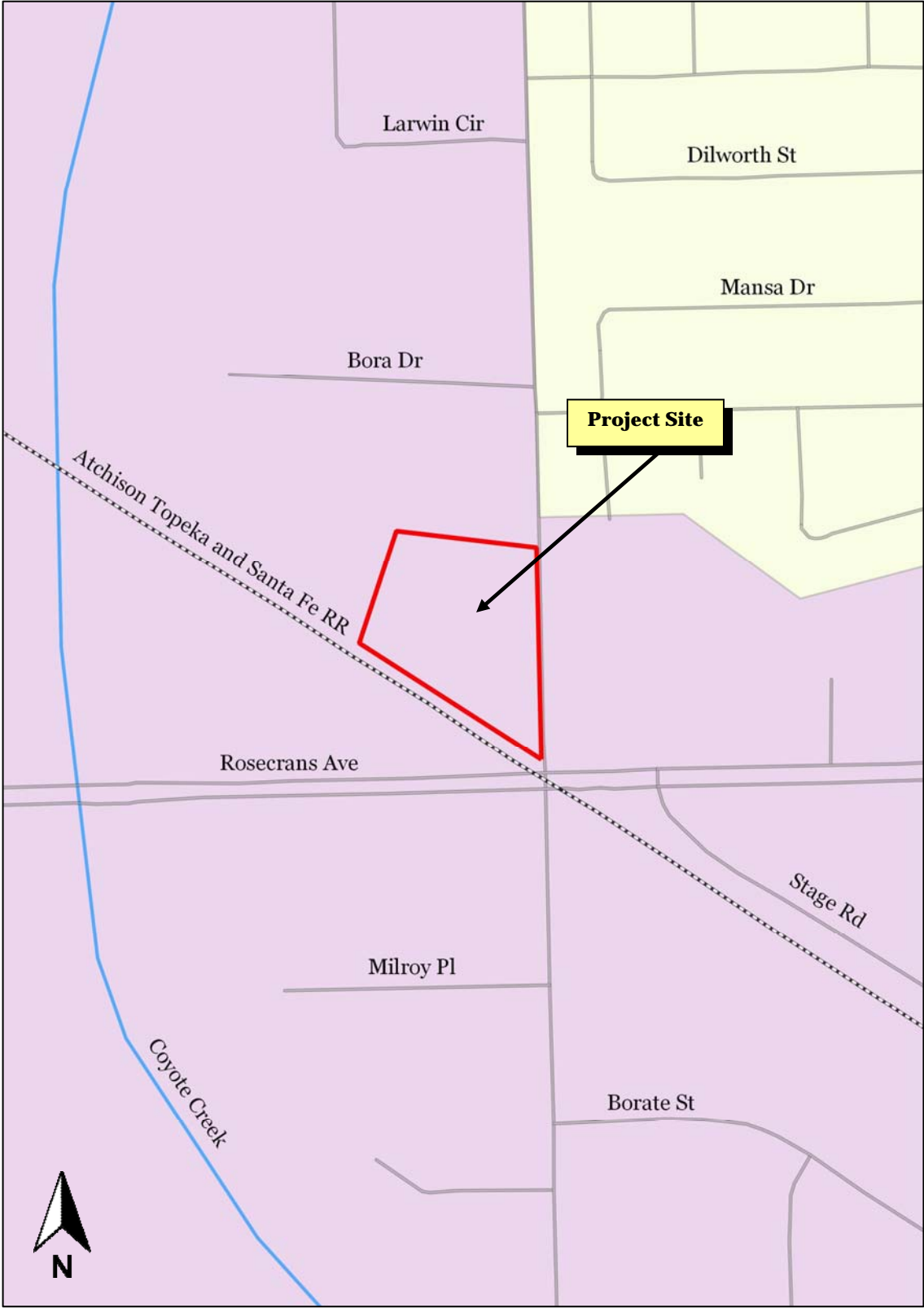


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 3.52-acre site is surrounded by industrial uses. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Exhibit 2-5 shows photographs of the project site. Surrounding land uses in the vicinity of the project site are listed below:⁸

- *North of the Project Site.* A mix of industrial uses are located north of the project site. Bora Drive extends in an east-west orientation approximately 400 feet north of the project site. Although only industrial uses occupy the project site's immediate vicinity to the north, a single family residential area is located 125 feet northeast of the project site in the City of La Mirada.
- *South of the Project Site.* The Atchison Topeka and Santa Fe Railroad right-of-way extends in a northwest-southeast orientation and abuts the project site to the south. Further south of the railroad right-of-way are various industrial uses. Rosecrans Avenue extends in an east-west orientation approximately 100 feet south of the project site.
- *East of the Project Site.* Marquardt Avenue abuts the project site to the east and extends in a north-south orientation. Located east of the project site and across Marquardt Avenue are various industrial uses. As previously mentioned, a single family residential area is located 125 feet northeast of the project site in the City of La Mirada.
- *West of the Project Site.* Located west of the project site are various industrial uses. Coyote Creek Channel and the Coyote Creek Bikeway are located approximately 630 feet west of the project site.

Other notable uses within the vicinity of the project site include Foster Road Elementary School (located 0.3 miles to the northeast in the City of La Mirada), Saint Paul of the Cross School (located 0.38 miles to the northeast in the City of La Mirada), and Frontier Park (located 0.4 miles to the northeast in the City of La Mirada).⁹ Major roadways in the area include Imperial Highway (located approximately 0.89 miles north of the project site), Rosecrans Avenue (located approximately 100 feet south of the project site), Valley View Avenue (located approximately 0.5 miles east of the project site), and Carmenita Road (located approximately 0.42 miles west of the project site).¹⁰

Two unoccupied industrial buildings are currently located on the project site.¹¹ The remainder of the project site is paved in concrete and asphalt. The property was formerly occupied by Pan Pacific Fiber, Inc., a former paper recycling plant.

⁸ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 30, 2017.

⁹ Google Earth. Website accessed May 26, 2017.

¹⁰ Ibid.

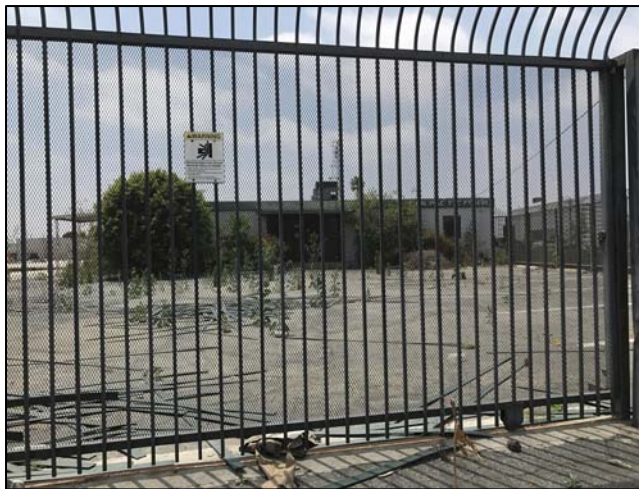
¹¹ Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website accessed May 26, 2017.



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



View of project site from Marquardt Avenue, facing southwest



View of existing building on northern portion of the project site, facing west



View of existing building on southern portion of the project site, facing west

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

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will involve the construction of a new 71,743 square-foot industrial building within a 153,167 square-foot (3.52-acre) lot. The proposed project will consist of the following elements:¹²

- *Industrial Building Characteristics.* A new 71,743 square-foot concrete tilt-up industrial building will be erected within the 3.52-acre project site. The proposed new building will consist of 59,007 square feet of first floor warehousing, 5,000 square feet of first floor office space, 5,000 square feet of mezzanine office space, and 2,736 square feet of mezzanine storage space. The building will have a maximum length of 312 feet and a maximum width of 259 feet and eight inches. The building's maximum height will be 37 feet.
- *Parking Characteristics.* Parking for the industrial building will be provided on surface parking areas and will include 109 parking stalls. The parking areas will be located on all but the south side of the new industrial building and will include 77 standard stalls, 27 compact stalls, five ADA parking stalls, and one bicycle rack.
- *Loading Docks and Internal Circulation.* The new industrial building will include seven dock high truck loading doors and two grade-level truck doors on the building's northeast-facing elevation. Access to the proposed building will be provided by an internal roadway. The internal roadway will also serve as fire truck access lane.
- *Site Access.* Access to the proposed development will be provided by two 38-foot-wide driveways located along Marquardt Avenue. Three existing driveways along Marquardt Avenue will be removed.
- *Other Improvements.* A total of 15,103 square feet will be dedicated for landscaping. Landscaping will be installed along all sides of the new building with the majority of the landscaping along the frontage of the project site along Marquardt Avenue. In addition, a 32-foot by 10-foot trash enclosure area will be provided in the northern portion of the project site. The trash enclosure area will provide two spaces for trash bins and two spaces for recycling bins.

The conceptual site plan is shown in Exhibit 2-6. Conceptual elevations are provided in Exhibits 2-7 and 2-8.

¹² O.C. Design & Engineering. *Marquardt Industrial Warehouse/Office Concrete Tilt Up Building*. Site plan dated April 21, 2017.

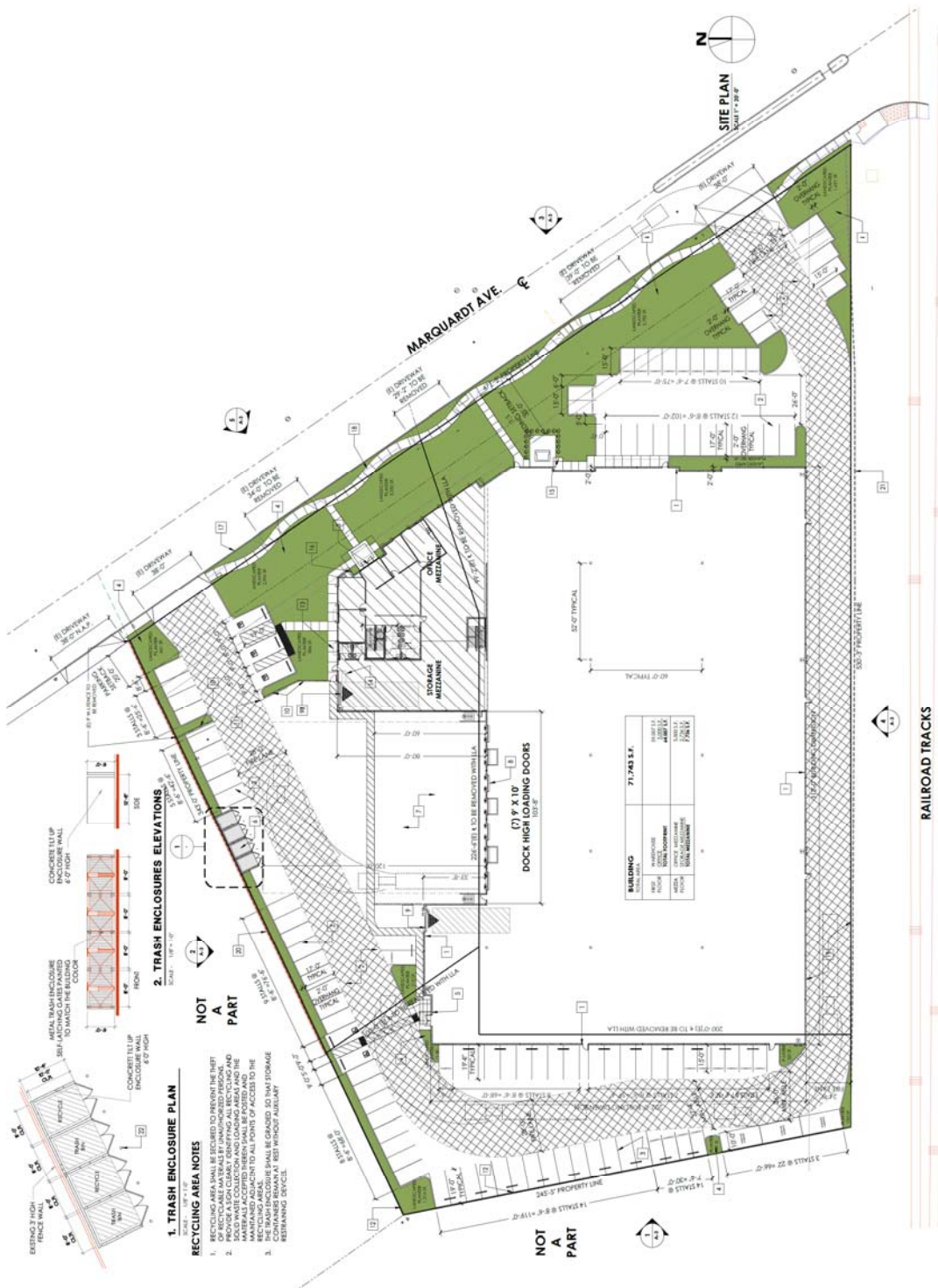


EXHIBIT 2-6
CONCEPTUAL SITE PLAN
SOURCE: O.C. DESIGN AND ENGINEERING

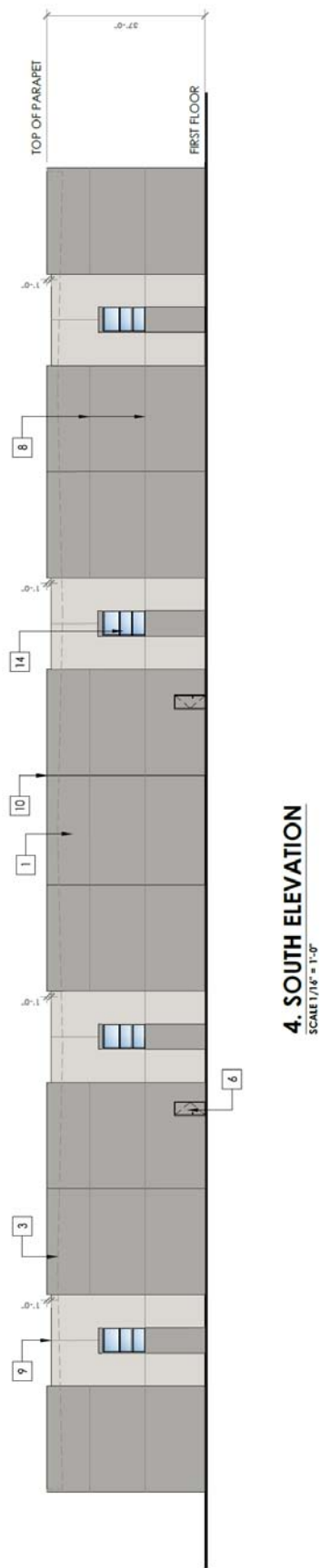
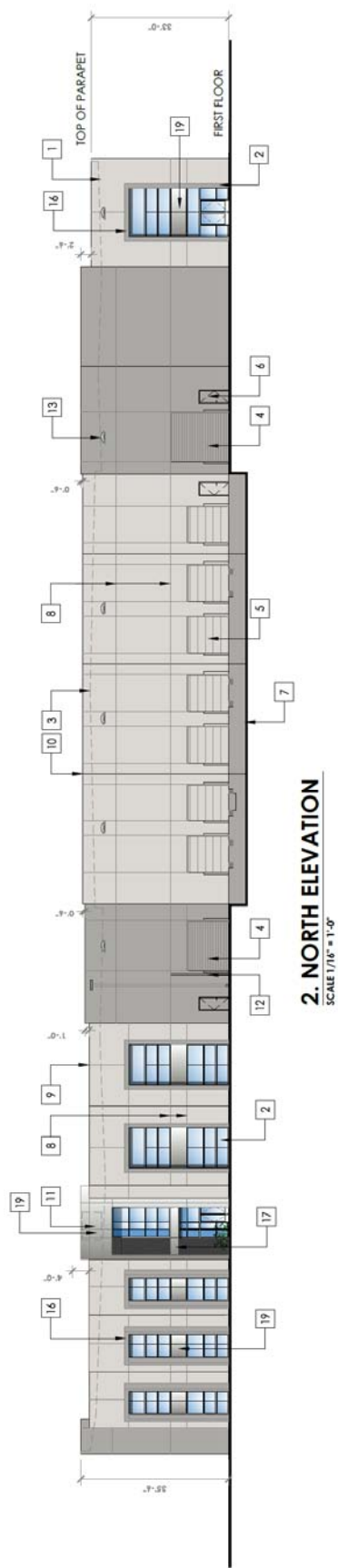
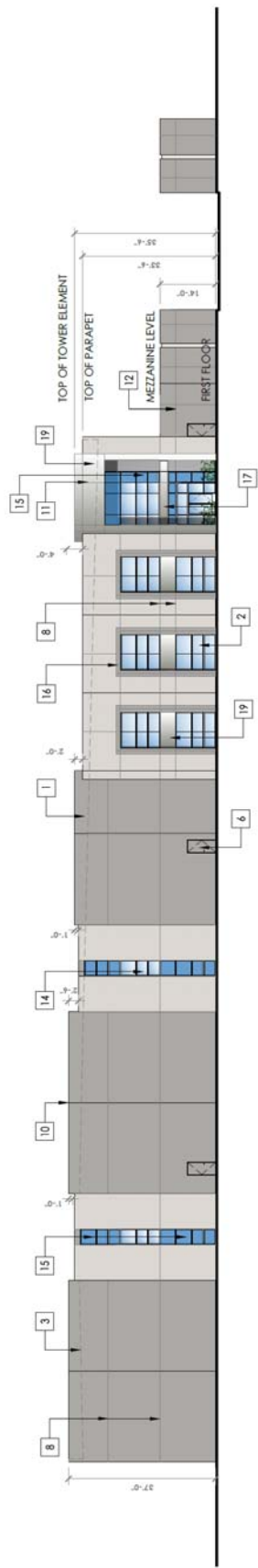
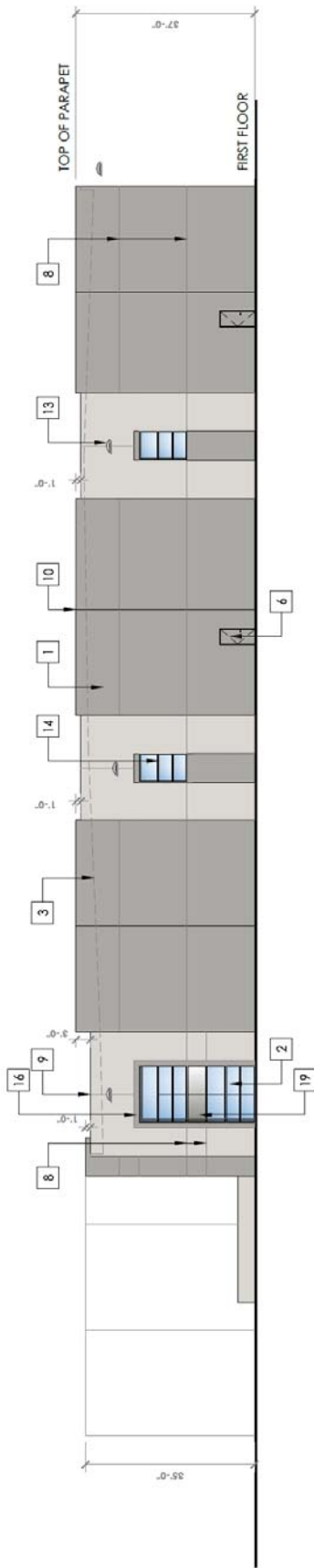


EXHIBIT 2-7
CONCEPTUAL BUILDING ELEVATIONS, NORTH AND SOUTH
SOURCE: O. C. DESIGN AND ENGINEERING



3. EAST ELEVATION
SCALE 1/16" = 1'-0"



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

EXHIBIT 2-8
CONCEPTUAL BUILDING ELEVATIONS, EAST AND WEST
SOURCE: O.C. DESIGN AND ENGINEERING

2.4.2 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will take approximately 12 months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* The foundations and other on-site improvements from the existing buildings will need to be demolished in order to accommodate the proposed project. Removal of vegetation will also occur during this time. This phase will take approximately one month to complete.
- *Site Preparation.* The project site will be prepared for the construction of the new industrial building. This phase will take approximately one month to complete.
- *Grading.* During this phase, the entire site will undergo grading. This phase will take approximately one month to complete.
- *Construction.* The new concrete tilt-up industrial building will be constructed during this phase. This phase will take approximately six months to complete.
- *Paving, Landscaping, and Finishing.* This concluding phase will involve the finishing of the new industrial building, the paving of the parking areas and hardscape, the installation of the landscape, and the completion of other on-site improvements. This phase will take approximately three months to complete.

2.5 PROJECT OBJECTIVES

The City of Santa Fe Springs seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;
- To promote infill development;
- To promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development is in conformance with the policies of the City of Santa Fe Springs General Plan.

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

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

2.6 DISCRETIONARY ACTIONS

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

- *Development Plan Approval (DPA) 922* to allow the construction of a new concrete tilt up industrial building measuring 71,743 square feet in total floor area;
- *Modification Permit (MOD) 1279* to allow a two-foot reduction of the required front yard setback along Marquardt Avenue;
- *Lot Line Adjustment (LLA) 2017-02* to allow the consolidation of two existing parcels that make up the project site into a single parcel; and,
- The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).



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SECTION 3 - ENVIRONMENTAL ANALYSIS

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

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

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

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

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

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project site is presently occupied by two industrial buildings and concrete- and asphalt-paved surfaces. The proposed project involves the construction of a 71,743 square-foot industrial building with a maximum height of 37 feet. Once complete, the proposed project will not negatively impact views of the West Coyote Hills (located approximately three miles east of the project site) and the Puente Hills (located approximately four miles northeast of the project site.) Current development along Marquardt Avenue restricts views of the aforementioned scenic vistas from uses on all sides of the project site. In addition, the proposed maximum height of the new building (37 feet) will be comparable in height with the surrounding industrial buildings. Furthermore, the project site is located in an area that is zoned as Heavy Manufacturing (M-2). Although a single-family residential area is located 125 feet northeast of the project site in the City of La Mirada, the residential neighborhood is not in the line-of-sight-of the proposed development and will not be adversely affected by new building. As a result, the proposed project will not have an impact on a scenic vista.

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

The project site is presently occupied by two buildings and concrete- and asphalt-paved surfaces. There are currently approximately ten trees on-site and along the Marquardt Avenue frontage. The proposed landscape plan calls for extensive landscaping beyond that which is currently in-place and therefore will not damage trees as a scenic resource. There are neither rock outcroppings nor historic buildings located on-site.¹³ According to the California Department of Transportation, Marquardt Avenue is not a designated scenic highway and there are no State or County designated scenic highways in the vicinity of

¹³ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 30, 2017.

the project site.¹⁴ As a result, no impacts on scenic resources will result from the proposed project's implementation.

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

As indicated previously, the project site is currently occupied by two buildings and concrete- and asphalt-paved surfaces. Once constructed, the proposed project will improve the quality of the site and the surrounding areas because the new building will feature modern architecture and extensive landscaping beyond that which is currently on-site. In addition, the proposed industrial building will have a maximum height of 37 feet and will be comparable in height to the surrounding industrial buildings along Marquardt Avenue. As a result, no adverse impacts are expected to result.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less Than Significant Impact.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* and is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The project site is located in the midst of an industrial area and there are no light sensitive receptors located in the immediate vicinity of the project site that would be affected by the introduction of additional sources of light. A residential neighborhood is located approximately 125 feet northeast of the project site.¹⁵ These sensitive receptors are not in the line-of-sight of the project site because the line-of-sight is obstructed by existing buildings. Furthermore, concrete walls located along Marquardt Avenue block the homes' line-of-sight with the project site. Therefore, the single family homes will be minimally impacted by the presence of light. As a result, less than significant impacts will result upon the implementation of the proposed project.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. The proposed project will not restrict scenic views along Marquardt Avenue, 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; therefore, no cumulative impacts will occur.

3.1.4 MITIGATION MEASURES

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

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

¹⁵ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 30, 2017.

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

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

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for, or the rezoning of, forest land, timberland, or timberland zoned production;
- The loss of forest land or the conversion of forest land to non-forest use; or,
- Changes to 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.

3.2.2 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.

According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. A Light Agriculture zone (A-1) exists within the City's zoning code and the proposed project site's M-2 zoning designation permits agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacture of fertilizer. However, the City's General Plan does not identify any agricultural uses within City boundaries.¹⁶ The proposed project will not require a zone change and no loss of land zoned for/or permitting agricultural uses will occur. As a result, no impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will occur with the implementation of the proposed project.

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

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.¹⁷ Additionally, the project site is currently zoned as M-2 (Heavy Manufacturing) and no agricultural activities are located on-site. As indicated in Section 3.2.2.A, agricultural uses are permitted within the M-2 zone but are not exclusive to the M-2 zoning designation;

¹⁶ City of Santa Fe Springs Municipal Code. *Title XV, Land Usage*. Chapter 155, Code 155.241, Principal Permitted Uses.

¹⁷ 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.

therefore, no conflict in zoning for agricultural uses will occur. As a result, no impacts will occur from the proposed project's implementation.

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

The City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City. The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not provide for any forest land preservation.¹⁸ As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

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

As indicated previously in Section 3.2.2.C, no forest lands are located within the vicinity of the project site or the City of Santa Fe Springs. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

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

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

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any impacts on these resources. As a result, no cumulative impacts on agriculture or forestry resources will occur.

3.2.4 MITIGATION MEASURES

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

¹⁸ City of Santa Fe Springs Municipal Code. Title XV, Land Usage. Chapter 155, Code 155.211 Principal Permitted Uses.

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

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

- A conflict with, or the obstruction of, the implementation of the applicable air quality plan;
- A violation of any air quality standard or a substantial contribution to an existing or projected air quality violation;
- 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;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

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

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen dioxide is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO_2)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

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

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM_{2.5}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

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

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project area is located within the South Coast Air Basin, which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).¹⁹ 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 with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:²⁰

- *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.

¹⁹ South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Adopted March 2017.

²⁰ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.²¹

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP.

According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Santa Fe Springs is projected to add a total of 7,400 new jobs through the year 2040.²² According to the State of California Employment Development Department, the City's current unemployment rate is 4.9 percent, which means there are 400 residents actively seeking work.²³ A total of 72 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area and is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less Than Significant Impact.

The project's construction period is expected to last approximately 12 months (refer to Section 2.4.2) and would include demolition, site preparation, grading, erection of the new industrial building, and the finishing of the project (e.g. painting, landscaping, paving of parking area). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.2. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

²¹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

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

²³ State of California Employment Development Department. *Current Month Unemployment Rate and Labor Force Summary*. <http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>. Website accessed May 26, 2017.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Demolition (on-site)	2.72	26.59	20.87	0.02	2.46	1.63
Demolition (off-site)	0.11	1.04	1.49	--	0.23	0.07
Total Demolition Phase	2.83	27.63	22.36	0.02	2.69	1.70
Site Preparation (on-site)	2.31	24.23	15.93	0.02	6.62	4.10
Site Preparation (off-site)	0.03	0.04	0.47	--	0.09	0.02
Total Site Preparation	2.34	24.27	16.40	0.02	6.71	4.12
Grading (on-site)	1.88	19.79	13.18	0.01	5.66	3.47
Grading (off-site)	0.03	0.04	0.47	--	0.09	0.02
Total Grading	1.92	19.83	13.65	0.01	5.75	3.49
Building Construction (on-site)	2.58	17.32	13.84	0.02	1.05	1.02
Building Construction (off-site)	0.19	0.99	2.67	--	0.43	0.13
Total Building Construction	2.77	18.31	16.51	0.02	1.48	1.15
Paving (on-site)	1.01	10.31	8.87	0.01	0.60	0.56
Paving (off-site)	0.04	0.06	0.69	--	0.15	0.04
Total Paving	1.05	10.37	9.56	0.01	0.75	0.60
Architectural Coatings (on-site)	38.97	2.01	1.85	--	0.15	0.15
Architectural Coatings (off-site)	0.02	0.03	0.32	--	0.07	0.02
Total Architectural Coatings	38.99	2.04	2.17	--	0.22	0.17
Maximum Daily Emissions	38.99	27.63	22.36	0.02	6.71	4.12
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod.

The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site and use of low VOC paint.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V. 2013.2.2 computer model. Table 3-2 depicts the estimated operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	1.88	--	--	--	--	--
Energy (lbs/day)	--	0.02	0.01	--	--	--
Mobile (lbs/day)	0.67	2.18	8.66	0.03	1.72	0.48
Total (lbs/day)	2.55	2.20	8.68	0.03	1.72	0.48
Daily Thresholds	55	55	55o	15o	15o	55

Source: CalEEMod.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for Ozone and particulates, the 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.²⁴ 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 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
- *Less Than Significant Impact.*

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. The SCAB is non-attainment for Ozone and particulates. The proposed project's implementation will result in minimal construction-related emissions (refer to the discussion provided in the previous section). Operational emissions will be limited to vehicular and truck traffic traveling to and from the proposed project. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State sustainable growth objectives.

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

- D. Would the project expose sensitive receptors to substantial pollutant concentrations?* ● *Less Than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where

²⁴ South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

children or the elderly may congregate.²⁵ These population groups are generally more sensitive to poor air quality. Sensitive receptors near the project site include Foster Road Elementary School (located approximately 0.3 miles to the northeast in the City of La Mirada), Saint Paul of the Cross School (located approximately 0.38 miles to the northeast in the City of La Mirada), and Frontier Park (located approximately 0.4 miles to the northeast in the City of La Mirada). Additionally, a residential neighborhood is located approximately 125 feet northeast of the project site.²⁶ The location of the aforementioned sensitive receptors is 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 operations; and PM_{2.5} emissions from construction and operations.

The use of the “look-up tables” is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters, since the nearest sensitive receptor (the residential neighborhood) is located 38.1 meters (125 feet) northeast of the project site. As indicated in the table, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

Table 3-3
Local Significance Thresholds Exceedance SRA 5

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	27.63	Construction	172	165	176	194	244
NO _x	2.20	Operations	172	165	176	194	244
CO	22.36	Construction	1,480	1,855	2,437	3,897	9,312
CO	8.68	Operations	1,480	1,855	2,437	3,897	9,312
PM ₁₀	1.72	Operations	4	10	16	23	49
PM ₁₀	6.71	Construction	7	21	39	74	182
PM _{2.5}	0.48	Operations	2	3	4	8	25
PM _{2.5}	4.13	Construction	7	10	18	39	120

Source: CalEEMod.

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

²⁶ Google Earth. Website accessed May 26, 2017.

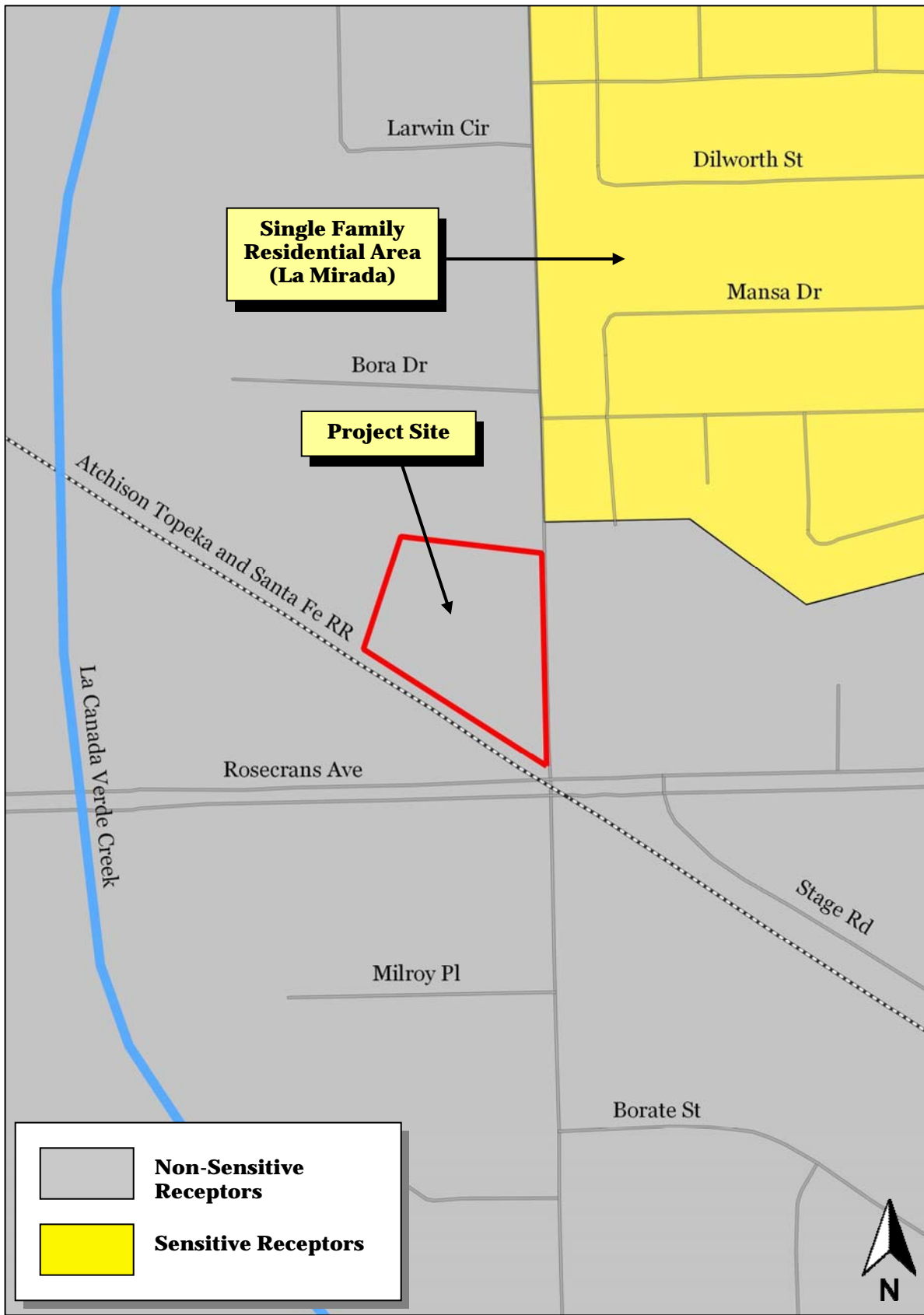


EXHIBIT 3-1
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions, therefore, high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).²⁷

The SCAQMD stated in its CEQA Handbook that a CO hotspot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed project will generate approximately 255 daily trips, with 22 trips occurring during the AM peak hour, and 23 trips occurring during the PM peak hour. The projected peak hour traffic will not significantly degrade any local intersection's level of service (LOS E or F). In addition, project-generated traffic will not result in the creation of a carbon monoxide *hot spot*. As a result, less than significant impacts on sensitive receptors are anticipated.

E. Would the project create objectionable odors affecting a substantial number of people? • Less Than Significant Impact with Mitigation

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.²⁸ As designed, the proposed project will have general warehousing and distribution uses. The proposed project will not be involved in any of the aforementioned odor-generating activities. Given the nature of the anticipated uses, no impacts related to odors are anticipated with the proposed project. In addition, the project site is not located in the vicinity of any odor-generating use. However, the diesel equipment used during the construction period may result in odors in the absence of mitigation. As a result, the following measure is required:

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

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

3.3.3 CUMULATIVE IMPACTS

The proposed project's short-term construction emissions will be well below thresholds that are considered to represent a significant adverse impact. The operational emissions will not significantly change from the existing levels since the proposed project will not lead to the generation of any airborne emissions.

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

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

3.3.4 MITIGATION MEASURES

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

Mitigation Measure No. 1 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the impedance of the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project site is currently paved over in concrete and asphalt and is occupied by two buildings. The project site is industrial in nature and will remain an industrial use upon project completion. Due to the level of development on-site and in the surrounding area, the project site is not a suitable environment for any candidate, sensitive or special status species. There are no local or regional plans, policies, or regulations that identify candidate, sensitive or special status species except those identified by the California Department of Fish and Wildlife. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDb) Bios Viewer for the Whittier Quadrangle indicated that

there are six threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).²⁹ These species include:

- The *coastal California Gnatcatcher* is not likely to be found on-site due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the coastal California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.³⁰
- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.³¹
- The *Santa Ana Sucker* will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site.³² The nearest body of water is the northern fork of Coyote Creek Channel, located approximately 630 feet west of the project site.
- The *Bank Swallow* lives in a riparian habitat and nests along rivers or streams. The nearest stream or body of water is the Coyote Creek Channel, located approximately 630 feet west of the project site; therefore, it is not likely that the Bank Swallow will be found on the project site. Additionally, the current level of development is not an ideal environment for the Bank Swallow.³³
- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is 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.³⁴
- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.³⁵ As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons.

The proposed project will have no impact on the aforementioned species because the project site is located in the midst of an urban area. The project site and surrounding areas are not conducive to the survival of

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

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

³¹ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus)*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm.

³² Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 10, 2016.

³³ Audubon. *Bank Swallow (Riparia riparia)*. <https://www.audubon.org/guia-de-aves/ave/bank-swallow>. http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html.

³⁴ US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm.

³⁵ County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles*. http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf.

the aforementioned species due to the lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

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

The project site is currently paved over in concrete and asphalt and is occupied by two buildings. The site is industrial in nature and will remain an industrial use upon project completion. Due to the level of development on-site and in the surrounding area, the project site does not offer a suitable habitat for any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community, nor does the California Department of Fish and Wildlife identify any such habitat. During a site survey that was completed on May 30, 2017, no wetlands were observed on the project site or in the surrounding areas.³⁶ A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitats present on-site or in the adjacent properties.³⁷ The nearest wetlands to the project site are the Coyote Creek Channel, which is located 630 feet west of the project site and is channelized with concrete; and a freshwater pond area, which is located 1,025 feet northwest of the project site and is currently paved in hard surfaces and used for trailer parking (refer to Exhibit 3-2). The proposed project will be limited to the project site and will not affect the aforementioned designated wetlands. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

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

As previously mentioned in Section 3.4.2.B, the project site is currently developed with two buildings and paved surfaces and does not contain any natural wetland and/or riparian habitat (refer to Exhibit 3-2). The project's implementation will require the removal of buildings, concrete, asphalt, and landscaping on-site to accommodate the proposed project. The vegetation currently on-site consists of species that are typically not found in a wetland environment. The project area is located in the midst of an industrial setting and as a result, the proposed project will not impact any protected wetland area.

³⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 30, 2017.

³⁷ U.S. Fish and Wildlife Service, National Wetlands Inventory. *Wetlands Mapper*. Website accessed June 7, 2017.

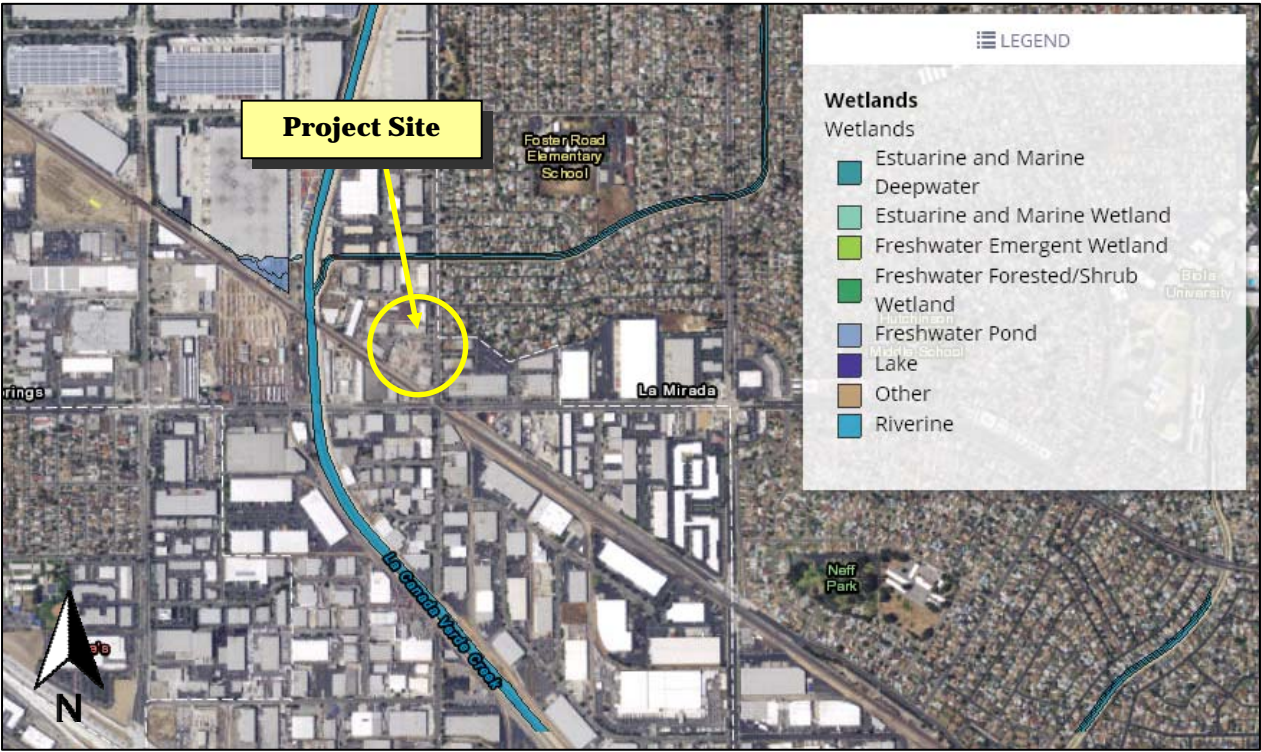


EXHIBIT 3-2 WETLANDS MAP

SOURCE: U.S. FISH AND WILDLIFE SERVICE, WETLANDS MAPPER

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

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

“Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as “wildlife corridors.” Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food and water.”³⁸

The project site and surrounding areas have been previously disturbed to accommodate the current level of development and retain little to none of the characteristics of the native environment. The site is currently occupied by industrial uses and is not located near a body of water. In addition, the site abuts a highly traveled roadway (Marquardt Avenue) and is exposed to noise generated from vehicular traffic. The aforementioned conditions restrict the site’s utility as a migration corridor because the site lacks the adequate components needed to create a suitable habitat. In addition, the project site does not connect two major open spaces, as there are none present in the vicinity. As a result, no impacts are anticipated.

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

Title IX (General Regulations) Chapter 96 Codes 130-140 of the City of Santa Fe Springs municipal code serves as the City’s “Tree Ordinance.”³⁹ The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). Trees that will be removed with the current landscaping will be replaced upon the implementation of the new landscaping plan; therefore, the proposed project will not violate the City’s current tree ordinance. As a result, no impacts will occur.

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

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 4.55 miles northeast from the project site.⁴⁰ The construction and operation of the proposed project will not affect the

³⁸ Los Angeles County Department of Regional Planning. *Significant Ecological Areas*.
http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors.

³⁹ Santa Fe Springs, City of, Municipal Code. Title IX General Regulations, Chapter 96 Streets and Sidewalks, Street Trees.

⁴⁰ County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map*. February 2015.

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

3.4.3 CUMULATIVE IMPACTS

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

3.4.4 MITIGATION MEASURES

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

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines;
- The destruction of a unique paleontological resource or site or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of dedicated cemeteries.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?* • *No Impact.*

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).⁴¹ The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road. Other structures and sites of historic significance within the City of Santa Fe Springs are outlined in Table 3-4. The sites and structures listed in Table 3-4 are not located within or adjacent to the project site.

Table 3-4
Historic Resources in Santa Fe Springs

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

⁴¹ 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 June 7, 2017.

Table 3-4
Historic Resources in Santa Fe Springs

Santa Fe Springs Hotel	2 blocks north of Telegraph Rd. and 2 blocks east Norwalk Blvd.	Site of 1880's hotel.
Four Corners (Fulton Wells)	Norwalk Blvd. and Telegraph Rd.	A Banning Stage Coach stop was located here.

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

Currently, the project site is occupied by two industrial structures and does not meet, or contain any structures that meet, any of the aforementioned criteria. In addition, the project site is not listed on the National or State Historic Register.⁴² 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 are associated with the proposed project's implementation.

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

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years.⁴³ Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.⁴⁴ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.⁴⁵ Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. In addition, the project will require grading. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the City of Santa Fe Springs Department

⁴² 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 June 7, 2017.

⁴³ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

⁴⁴ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/component/k2/item/453-tongva-village-site>.

⁴⁵ McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

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

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

D. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • No Impact.

There are no dedicated cemeteries located within the vicinity of the project site.⁴⁶ The proposed project will be restricted to the designated project site and will not affect any dedicated cemeteries. In addition, the proposed construction is not likely to neither discover nor disturb any on-site burials due to the level of urbanization present and the amount of disturbance sustained to accommodate the previous development. Notwithstanding, in the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

3.5.4 MITIGATION MEASURES

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

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

⁴⁶ Google Earth. Website accessed June 7, 2017.

must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

3.6 GEOLOGY AND SOILS

3.6.1 THRESHOLDS OF SIGNIFICANCE

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

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides;
- Substantial soil erosion or the loss of topsoil;
- Locating a project on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Locating a project on an expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property; or,
- Locating a project on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of Santa Fe Springs is located in a seismically active region (refer to Exhibit 3-3). 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.⁴⁷

⁴⁷ California Department of Conservation. *What is the Alquist-Priolo Act.*
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

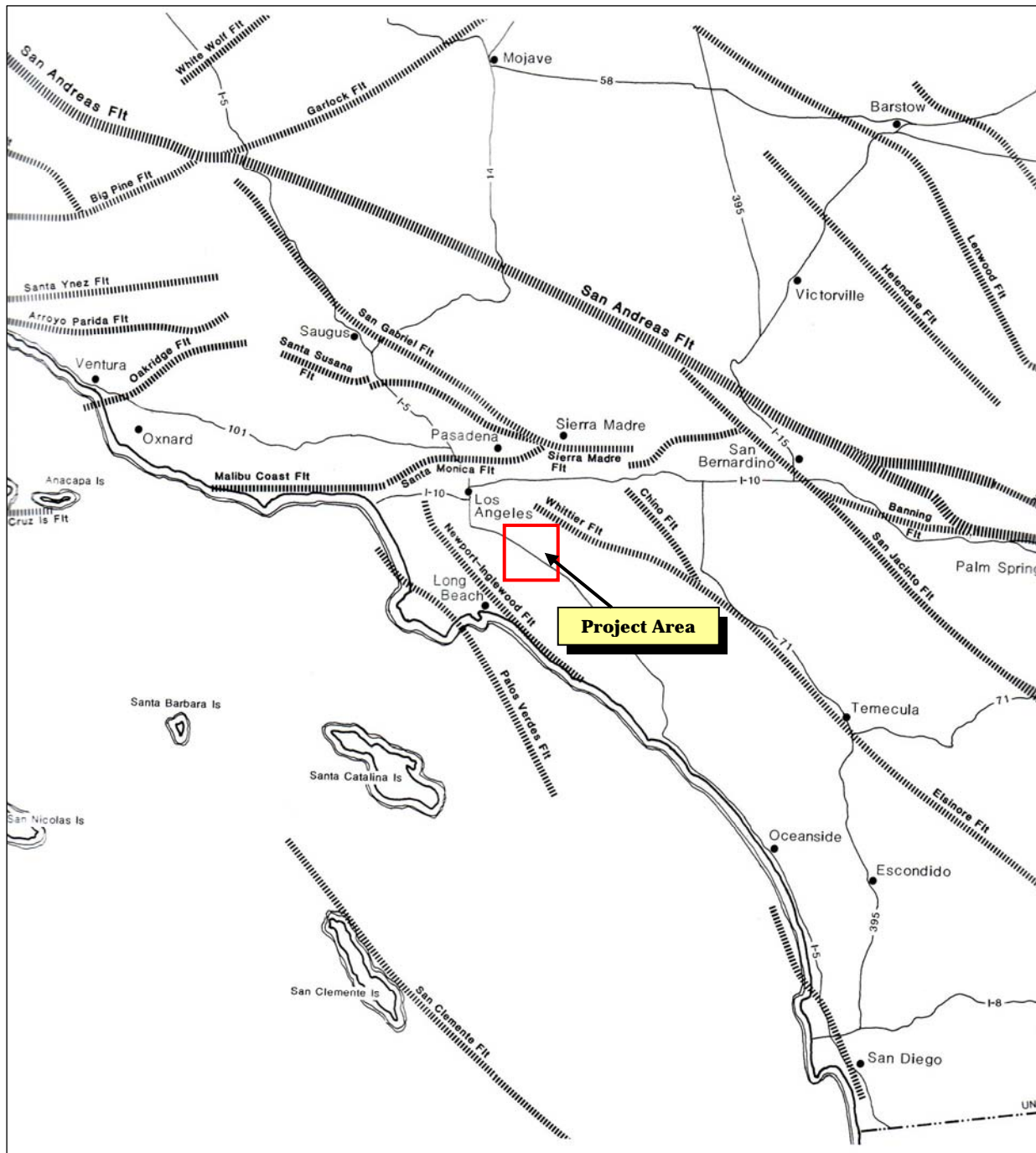


EXHIBIT 3-3
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁴⁸ A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Santa Fe Springs is not on the list.⁴⁹ However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault.

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Although the project site is partially located in an area that is subject to liquefaction (refer to Exhibit 3-4), the project will comply with the 2016 California Building Standards code, which is effective in minimizing any potential seismic-related impacts to structures.⁵⁰ Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-4) because there are no hills or mountains within the vicinity of the project site. As a result, the potential impacts in regards to ground shaking, liquefaction, and landslides are less than significant since the risk is no greater in and around the project site than for the rest of the area.

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

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Hanford association. Soils of the Hanford association have a slight erosion hazard; however, current development and the placement of landscaping have reduced the soil's erosion risk.⁵¹ The project site is level and limited excavation will be required for structural supports, building foundations, and utility lines. Mitigation measures included throughout Section 3.9 will effectively mitigate potential stormwater runoff impacts during construction. The project site is currently level and will remain level following the site's development. The surface grades within the parking and internal roadways will be designed to facilitate drainage into the Marquardt Avenue curb and gutters. As a result, the impacts will be less than significant.

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

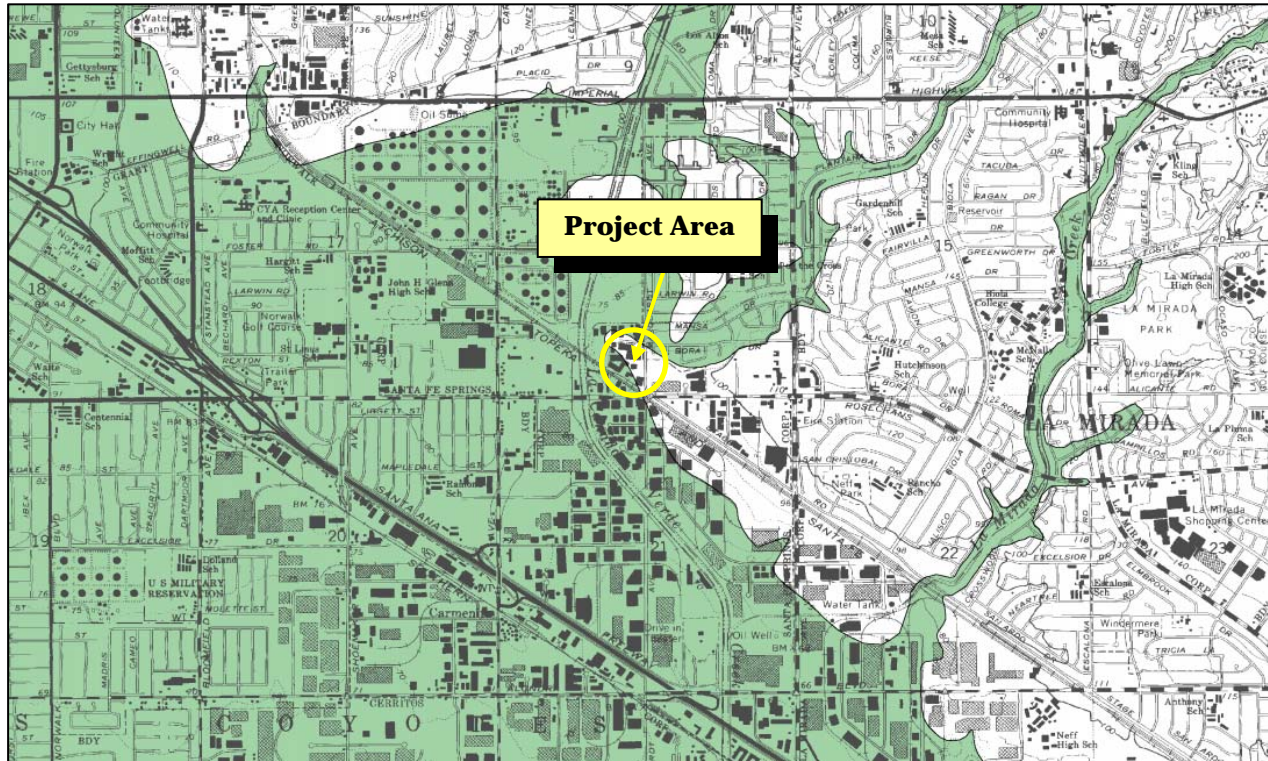
The United States Department of Agriculture Soil Conservation Service Report and General Soil Map for Los Angeles County were reviewed for this project. The project site is underlain with soils of the Hanford Association. The Hanford soils association was placed into Class II, which are soils described as having

⁴⁸ California Department of Conservation. *What is the Alquist-Priolo Act.*
<http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

⁴⁹ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

⁵⁰ California Department of Conservation. *Regulatory Maps.*
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>. Secondary Source: California Building Standards Commission. *California Building Standards Code (California Code of Regulations, Title 24).* July 1, 2016.

⁵¹ United States Department of Agriculture Soil Conservation Service. *Report and General Soils Map Los Angeles County, California.* Revised 1969.



MAP EXPLANATION

Zones of Required Investigation:

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

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

EXHIBIT 3-4
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

some limitations. Hanford soils are at a slight risk for erosion; however, the project site is currently developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.⁵²

The project site is partially located within an area subject to potential liquefaction (refer to Exhibit 3-4). However, adherence to the 2016 California Building Standards code will reduce potential liquefaction impacts to levels that are less than significant. The soils that underlie the project site pose no threat to development; in addition, the project site will be level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. As a result, the potential impacts are less than significant.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property? • No Impact.

The soils that underlie the project site are not prone to shrinking and swelling. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.⁵³ According to the United States Department of Agriculture, clay is not present in the composition of Hanford Soils Association.⁵⁴ In addition, all new structural improvements would be required to comply with the 2016 California Building Standards code. As a result, no impacts related to expansive soils are anticipated.

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

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. As a result, no impacts associated with the use of septic tanks will occur as a result of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

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

3.6.4 MITIGATION MEASURES

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

⁵² United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

⁵³ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083.

⁵⁴ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California*. Revised 1969.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

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

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- A conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

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

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (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. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human-induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes to include shrinking glaciers, thawing permafrost, late freezing and early break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems, including the potential loss of species, and a significant reduction in winter snow pack.

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 10,000 MTCO₂E per year for industrial projects. Table 3-5 summarizes annual greenhouse gas (CO₂E) emissions from build-out of the proposed project.⁵⁵ Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 3-5, the CO₂E total for the project is 2,099.80

⁵⁵ The CalEEMod Air Quality Worksheets are provided in Appendix A.

pounds per day or 0.95 MTCO₂E per day. This translates into an annual emission of 346.75 MTCO₂E, which is below the aforementioned threshold for industrial uses. This figure does not take into account the implementation of Low Impact Development (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. For this reason, the project's use of trip reduction incentives (the use alternative forms of transportation, the installation of electric vehicle charging stations and bicycle racks, and other TDM measures will be important). The project is also an infill development that will replace the former use. Therefore, the project's GHG impacts are less than significant.

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

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Construction Phase - Demolition	2,457.47	0.62	--	2,470.56
Construction Phase - Site Preparation	1,752.12	0.54	--	1,763.40
Construction Phase - Grading	1,439.19	0.44	--	1,448.45
Construction Phase - Construction	2,021.41	0.41	0.41	2,029.94
Construction Phase - Paving	1,326.58	0.41	--	1,335.08
Construction Phase - Coatings	281.45	0.03	--	282.01
Long-term Area Emissions	0.02	--	--	0.02
Long-term Energy Emissions	21.04	--	--	21.17
Long-term Mobile Emissions	2,077.05	0.07	--	2,078.61
Total Long-term Emissions	2,098.11	0.07	--	2,099.80

Source: CalEEMod.

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases? • No Impact.

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

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

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

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).⁵⁶ As a result, no impacts will occur.

3.7.3 CUMULATIVE IMPACTS

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gasses. As a result, no cumulative impacts will result from the proposed project's implementation.

3.7.4 MITIGATION MEASURES

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

⁵⁶ Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

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

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The emission of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Locating a project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, resulting in a significant hazard to the public or the environment;
- A safety hazard for people residing or working in the project area for a project within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- A safety hazard for people residing or working in the project area for a project in the vicinity of a private airstrip;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Due to the nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. The tenant would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials

when used or stored in certain quantities. Additionally, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Santa Fe Springs. As a result, the impacts from the proposed project are expected to be less than significant.

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

As stated in Section 3.8.A, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. Therefore, the proposed project will not 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 through the routine use or transport of hazardous materials.

Based on the age of the buildings on the project site, potential asbestos containing materials (ACMs) and lead-based paint (LBP) may be present. Asbestos is a mineral fiber that has been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Prior to the late 1970s, building products and insulation materials commonly contained asbestos. In 1989, the U.S. Environmental Protection Agency (EPA) banned all new uses of asbestos; however, uses developed before 1989 are still allowed. When asbestos-containing materials are damaged or disturbed by repair, remodeling or demolition activities, microscopic fibers become airborne and can be inhaled into the lungs, where they can cause significant health problems. The Los Angeles County Assessor website indicates that the existing on-site buildings were built in between the years 1955 and 1965. Based on the age of the existing on-site buildings, ACMs may be present. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to demolition. Based upon the age of the existing on-site buildings, it is possible that painted building surfaces contain LBP. LBP was used extensively in buildings constructed before 1950. In 1978, LBP was banned by the Federal government. Lead may cause a range of health defects, from behavioral problems and learning disabilities, to seizures and death. As a result of the project site conditions, the following mitigation is required:

- An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.
- The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials

at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

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

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No Impact.

There are no schools located within one quarter mile from the project site. The nearest schools to the project site include Foster Road Elementary School (located approximately 0.3 miles to the northeast in the City of La Mirada), and Saint Paul of the Cross School (located approximately 0.38 miles to the northeast in the City of La Mirada).⁵⁷ As stated in Section 3.8.A, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. Therefore, the proposed project will not create a significant hazard to any local school and no impacts are anticipated.

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

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program.⁵⁸

A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database identified three Cortese sites within the City: Kelly Pipe Co., LLC (located at 11700 Bloomfield Avenue), Sonic Plating Co., Inc (located at 13002 Los Nietos Road), and Beaumon Trust Property (located at 12525 Park Street).⁵⁹ The nearest of these Cortese sites to the project site is Kelly Pipe Co., LLC, located approximately two miles northwest of the project site. It is unlikely that these sites represent an environmental concern to the project site due to their distance from the project site. Furthermore, proposed project demolition and construction activities will be restricted to the designated project site and will not affect any of the aforementioned sites. As a result, no impacts will occur upon the implementation of the proposed project.

⁵⁷ Google Earth. Website accessed June 9, 2017.

⁵⁸ California Department of Toxic Substances Control, Envirostor. *Hazardous Waste and Substances Site Cortese List*. http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES.OPEN.FUDS.CLOSE&status=ACT,BKLG.COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST.

⁵⁹ California Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

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

The project site is not located within two miles of a public airport or public use airport. Fullerton Airport is located approximately 3.75 miles southeast of the project site and the Long Beach Airport is located approximately 8.05 miles to the southwest.⁶⁰ The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports and will not risk the safety of the people working in the project area. As a result, no impacts are anticipated.

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

The nearest private heliports are located 1.90 miles northwest of the project site (Norwalk Sheriff Station Heliport) and 1.99 miles northwest of the project site (Southeast Superior Court Heliport).⁶¹ Due to the project site's distance from the abovementioned private heliports, the proposed project will not present a safety hazard for people working in the project area.

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

At no time will Marquardt Avenue be completely closed to traffic. All construction staging areas will be located within the project site. As a result, the project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and no impacts are associated with the proposed project's implementation.

H. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? • No Impact.

The project area is urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

⁶⁰ Toll-Free Airline. *Los Angeles County Public and Private Airports, California.*
<http://www.tollfreeairline.com/california/losangeles.htm>.

⁶¹ Ibid.

3.8.3 CUMULATIVE IMPACTS

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

3.8.4 MITIGATION MEASURES

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

Mitigation Measure No. 3 (Hazards & Hazardous Materials). An ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 4 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed in accordance with applicable laws prior to the issuance of any building permit.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

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

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;
- The creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or the provision of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- The placement of structures within a 100-year flood hazard area which would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or,
- Inundation by seiche, tsunami, or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? • Less Than Significant Impact with Mitigation.

The project site is currently occupied by two buildings and concrete- and asphalt-paved surface areas. Upon implementation of the proposed project, the site will remain an industrial use. According to the site

plan, the proposed project will include 15,103 square feet of landscaping, resulting in 10.47% coverage of the project site in pervious surfaces. In the absence of mitigation, a significant amount of impervious surfaces (i.e. buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants.

The proposed project would be required to implement stormwater pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the Applicant to implement over the life of the project. In addition, any specialized industrial activity that will involve water use will need to be treated on-site with a clarifier or other on-site wastewater treatment system prior to discharge into the local sanitary sewer system. If water is not used in any industrial or manufacturing process, no pretreatment is likely to be required as part of routine cleaning and maintenance. Furthermore, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.
- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the above mentioned mitigation, the impacts would be reduced to levels that are considered to be less than significant.

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

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results.⁶² In addition, the proposed project will be connected to the City's utility lines and will not

⁶² Geotracker GAMA. <http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp>. Website accessed June 19, 2017.

deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

- C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? • Less Than Significant Impact.*

The project site is currently occupied by two buildings and concrete- and asphalt-paved surface areas. Upon implementation of the proposed project, the site will remain an industrial use. According to the site plan, the proposed project will include 15,103 square feet of landscaping, resulting in 10.47% coverage of the project site in pervious surfaces. Although the impervious surfaces (asphalt, building slabs, etc) that will be constructed will result in the generation of stormwater runoff, the project will be properly drained and is not expected to result in erosion or siltation on- or off-site. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants. The site will be graded so that stormwater runoff will be directed to the curbs and gutters on Marquardt Avenue. Furthermore, there are no streams, rivers, or other bodies of water located within, or adjacent to the project site. The proposed project will be restricted to the project site and will not alter the course of the Coyote Creek Channel, which is located 630 feet west of the project site.⁶³ In addition, no natural drainage or riparian areas remain within the project site due to the past development. As a result, less than significant impacts are anticipated.

- D. 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? • Less Than Significant Impact.*

As indicated previously, the impervious surfaces (asphalt, building slabs, etc) that will be constructed will result in the generation of stormwater runoff. However, the project will be properly drained and is not expected to result in flooding on-or off-site. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants. The site will be graded so that stormwater runoff will be directed to the curbs and gutters on Marquardt Avenue. As indicated in the previous section, the proposed project will be restricted to the project site and will not alter the course of the Coyote Creek Channel, which is located 630 feet west of the project site. No other natural or man-made channels are located adjacent to the site or in the immediate vicinity. As a result, less than significant impacts are anticipated.

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

Upon implementation of the proposed project, the site will remain 89.53% covered in impervious surfaces, as discussed in Section 3.9.2.A. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of

⁶³ Google Earth. Website accessed June 9, 2017.

debris, leaves, soils, oil/grease, and other pollutants within the parking areas. The following measures are required as a means to address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

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

F. Would the project otherwise substantially degrade water quality? • No Impact.

Adherence to the mitigation provided in Sections 3.9.2.A and 3.9.2.E will reduce potential water quality impacts to levels that are less than significant. As a result, no other impacts are anticipated.

G. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • No Impact.

According to the City of Santa Fe Springs Natural Hazards Mitigation Plan, “The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood.” According to the Los Angeles County Department of Public Works map provided in Exhibit 3-5, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).⁶⁴ According to the FEMA flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-5).⁶⁵ This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. Therefore, no impacts related to flood flows are associated with the proposed project’s implementation.

H. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? • No Impact.

As indicated previously, the project site is not located within a designated 100-year flood hazard area as defined by FEMA.⁶⁶ According to the Los Angeles County Department of Public Works map provided in Exhibit 3-5, the project site is not located within a designated 100-year flood hazard area, as defined by FEMA. As a result, the proposed project will not involve the placement of any structures that would

⁶⁴ Federal Emergency Management Agency. *Flood Zones*. <http://www.fema.gov/flood-zones>.

⁶⁵ Los Angeles County Department of Public Works. *Flood Zone Determination Website*. <http://dpw.lacounty.gov/wmd/floodzone/>. Website accessed June 14, 2016.

⁶⁶ Ibid.

CITY OF SANTA FE SPRINGS • INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
MARQUARDT INDUSTRIAL DEVELOPMENT • 14013 MARQUARDT AVENUE

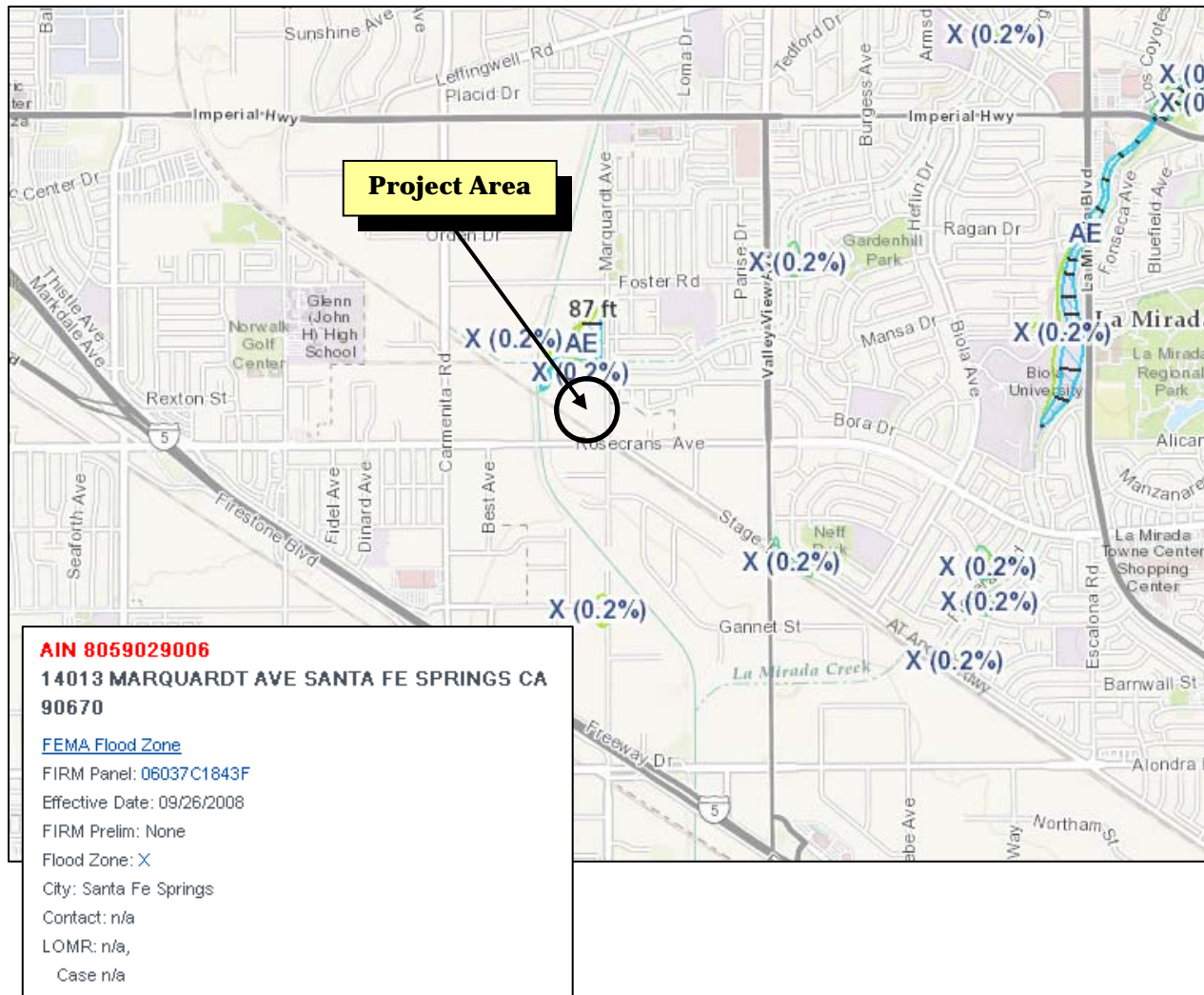


EXHIBIT 3-5 FEMA FLOOD MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

impede or redirect potential floodwater flows since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

I. Would the project expose people or structures to a significant risk of flooding, including flooding as a result of the failure of a levee or dam? • No Impact.

The Santa Fe Springs General Plan and the City's Natural Hazards Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the City. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. Nevertheless, in the event of dam failure, the western portion of the City located to the west of Norwalk Boulevard would experience flooding approximately one hour after dam failure. The maximum flood depths could reach as high as five feet in depth, gradually declining to four feet at the southern end of the City's impacted area.⁶⁷ The project site is located 1.9 miles east of Norwalk Boulevard and would not be impacted. As a result, no impacts related to flooding will occur.

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

The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 22.4 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.⁶⁸ Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

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

3.9.4 MITIGATION MEASURES

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

Mitigation Measure No. 5 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the

⁶⁷ City of Santa Fe Springs. *Natural Hazards Mitigation Plan*. October 11, 2004.

⁶⁸ Google Earth. Website accessed June 9, 2017.

issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 6 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 7 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

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

3.10 LAND USE AND PLANNING

3.10.1 THRESHOLDS OF SIGNIFICANCE

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

- The physical division of an established community, or in and incompatible land use;
- A conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide an established community, or otherwise result in an incompatible land use? • No Impact.

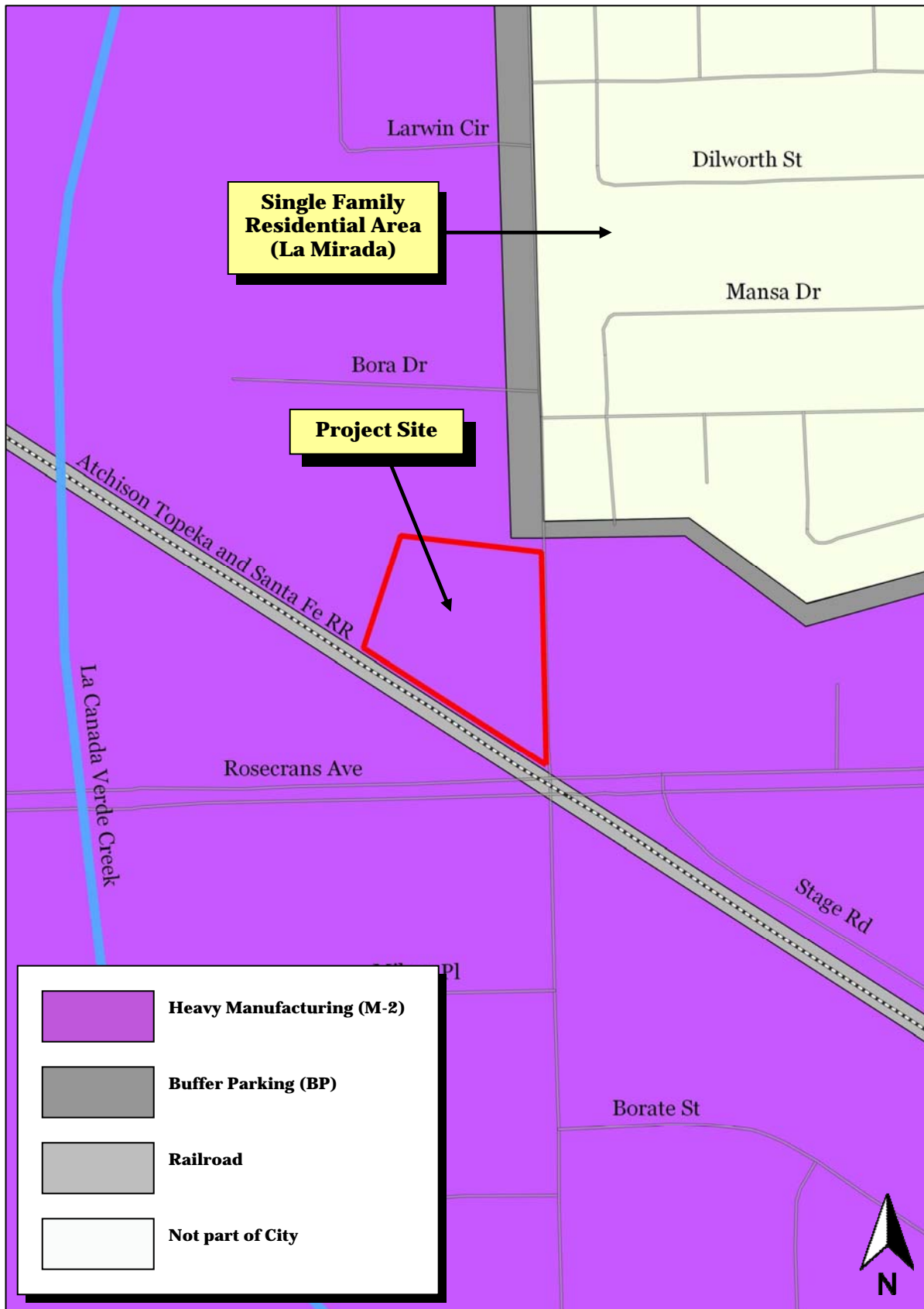
A residential neighborhood is located approximately 125 feet northeast of the project site in the City of La Mirada. The proposed project will be restricted to the project site and will not divide or disrupt the single family residential neighborhood. In addition, the proposed project will not result in an incompatible land use because the project site's zoning designation is *Heavy Manufacturing* (M-2) (refer to Exhibit 3-6 for the zoning map) and its General Plan land use designation is Industrial (refer to Exhibit 3-7 for the General Plan land use map). The proposed project will not require the approval of a Conditional Use Permit, Zone Change, or General Plan Amendment to permit the development of the industrial building within the project site. As a result, no impacts will occur.

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

As indicated in the previous subsection, the use contemplated for the proposed development will not conflict with any existing General Plan land use designation or zoning designation.⁶⁹ In addition, the project site is located approximately 22.4 miles inland from the Pacific Ocean and is not subject to a local coastal program.⁷⁰ As a result, no impacts will occur.

⁶⁹ City of Santa Fe Springs. *General Plan Land Use Map and Zoning Map*. As amended. 2010.

⁷⁰ Google Earth. Website accessed June 9, 2017.



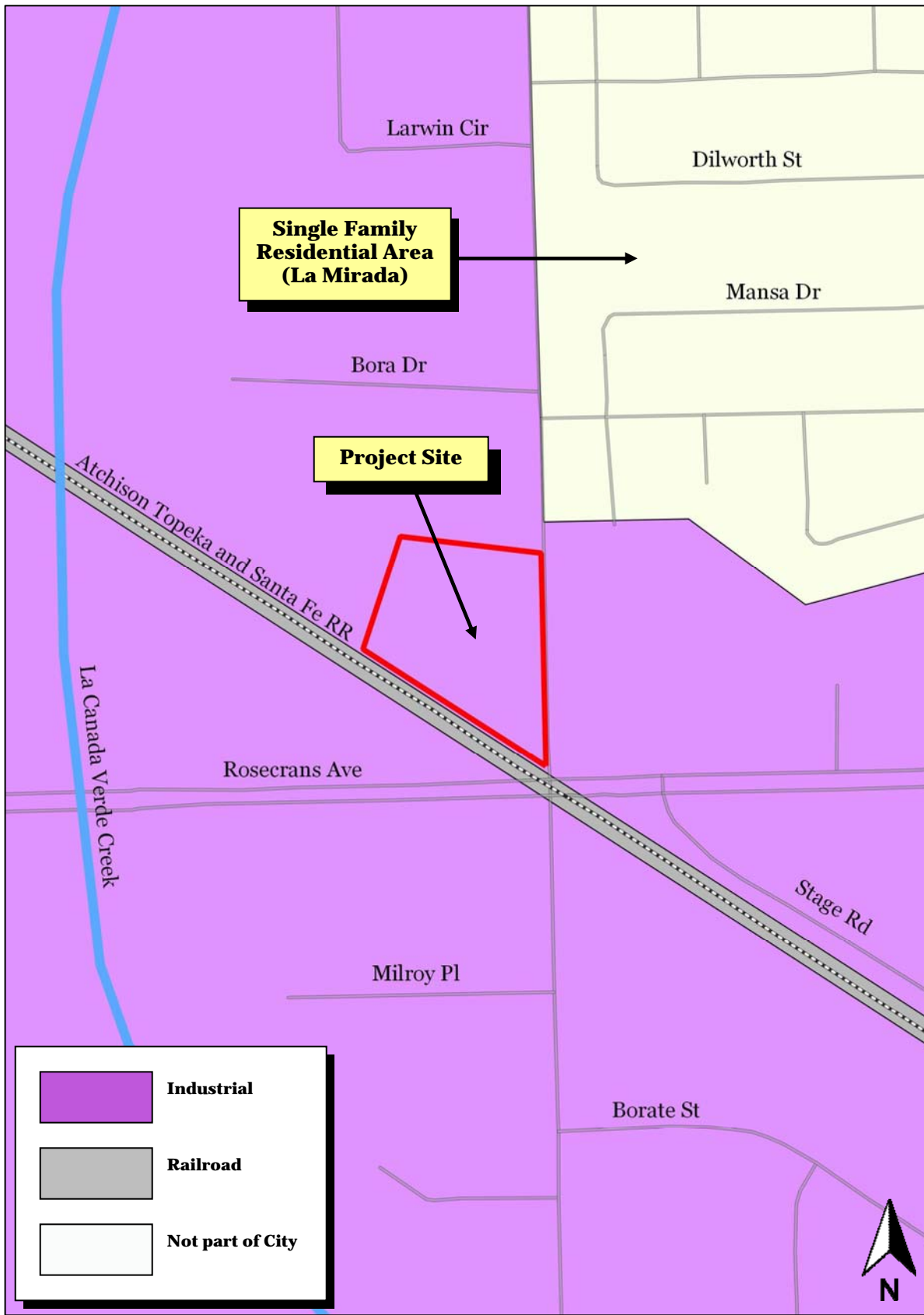


EXHIBIT 3-7
GENERAL PLAN MAP
SOURCE: QUANTUMGIS

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? • No Impact.

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan or natural community conservation plan because the proposed project is located in the midst of an urban area. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 4.55 miles northeast from the project site.⁷¹ The construction and operation of the proposed project will be restricted to the project site and will not affect the Puente Hills SEA. Therefore, no impacts will result.

3.10.3 CUMULATIVE IMPACTS

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

3.10.4 MITIGATION MEASURES

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

⁷¹ County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map*. February 2015.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

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

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or,
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.⁷² The nearest recorded well to the project site is located approximately 575 feet east of the project site. Additionally, the project area is not an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

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

As mentioned earlier, no existing or former well is located on the project site and the project area is not an area with active mineral extraction activities. Additionally, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any impacts on mineral resources in the region.

3.11.3 CUMULATIVE IMPACTS

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

3.11.4 MITIGATION MEASURES

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

⁷² California Department of Conservation. Division of Oil, Gas & Geothermal Resources Well Finder. <http://maps.conservation.ca.gov/doggr/index.html#close>. Website accessed June 9, 2017.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

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

- The exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- The exposure of people residing or working in the project area to excessive noise levels 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; or,
- The exposure of people residing or working in the project area to excessive noise levels for a project within the vicinity of a private airstrip.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* • *Less Than Significant Impact.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.⁷³ Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-8. The implementation of the proposed project will not expose future employees to excessive noise because the use of the proposed development will not be a noise sensitive receptor. In addition, the future tenants will be located in a Heavy Manufacturing (M-2) zone and will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. As a result, the potential impacts will be less than significant.

⁷³ Bugliarello, et. al. *The Impact of Noise Pollution*, Chapter 127, 1975.
SECTION 3.12 • NOISE

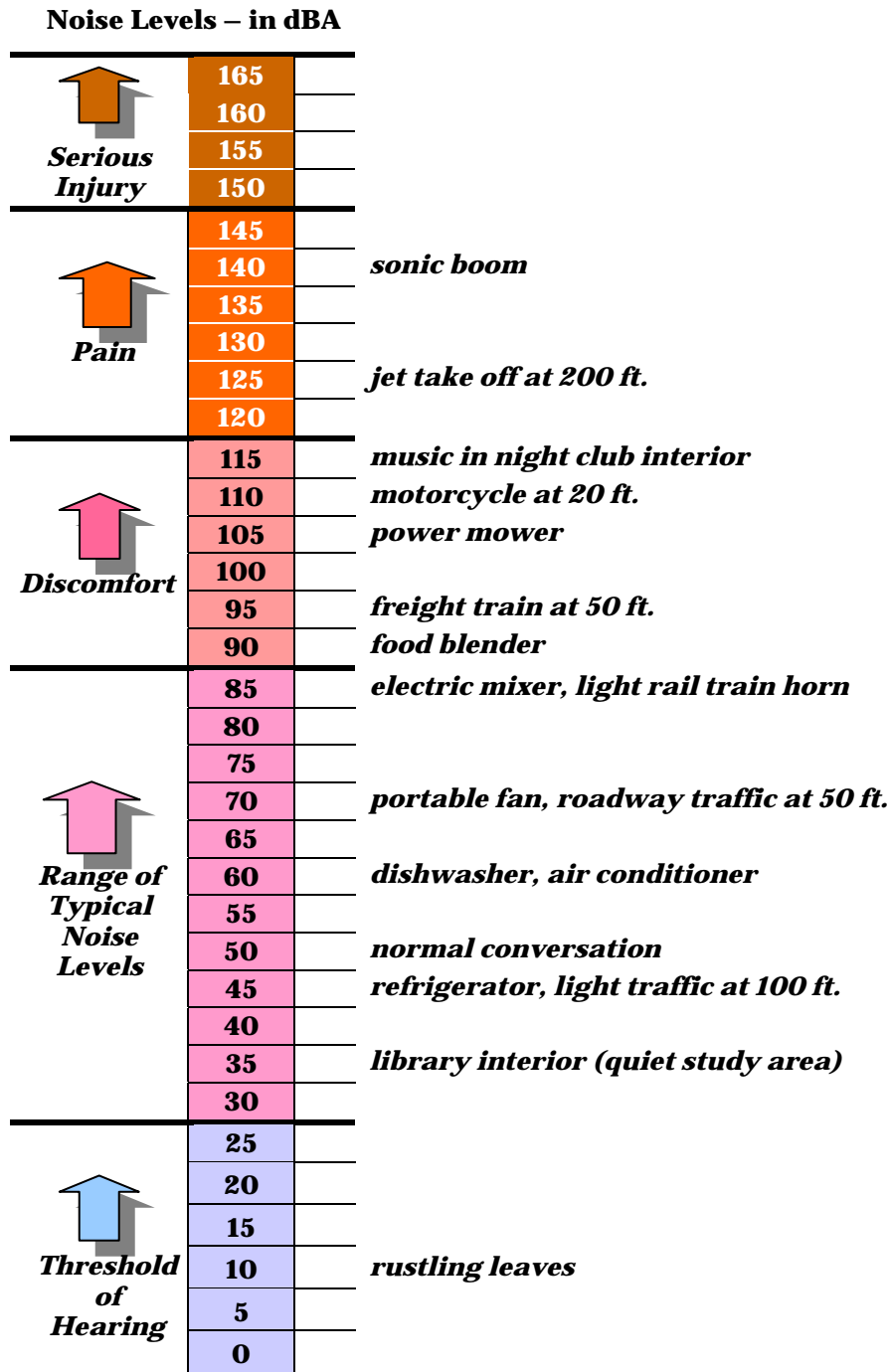


EXHIBIT 3-8 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. An increase of between 3.0 dB and 5.0 dB is the ambient noise level considered to represent the threshold for human sensitivity. Noise levels associated with everyday activities are illustrated in Exhibit 3-8. The City of Santa Fe Springs Municipal Code has established the following noise control standards for industrial development within the M-1 or M-2 zone:⁷⁴

- *M-1 or M-2 Zone:* 70 dBA between 7 AM to 10 PM and 70 dBA between 10 PM to 7 AM.

City noise standards are not to be exceeded by five dBA for a cumulative period of 15 minutes in any hour, by ten dBA for a cumulative period of five minutes in any hour, by 15 dBA for a cumulative period of one minute in any hour, or by 20 dBA for any period of time (less than one minute in an hour).

In addition, the City has also set the following additional provisions applicable to certain special noise sources:⁷⁵

- *Construction of buildings and projects.* It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day.
- *Maintenance.* It shall be unlawful for any person, including city and utility crews, to perform maintenance of real property, 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 level at any lot line of property within a residential zone.

As previously mentioned, a single-family residential zone is located 125 feet northeast of the project site in the City of La Mirada. Therefore, the abovementioned provisions related to construction and maintenance will apply to the proposed project.

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.16, the proposed project is anticipated to generate approximately 255 average daily trips and 22 AM peak hour trips and 23 PM peak hour trips. The existing average daily traffic volumes along Marquardt Avenue are 5,000 to 10,000 trips per day. Therefore, the proposed project's traffic generation will not result in a doubling of traffic volumes. In addition, the placement of the loading and receiving areas will aid in reducing noise associated with the loading docks (fork-lift noise, back-up alarms, etc.). As a result, less than significant impacts will occur.

⁷⁴ Santa Fe Springs, City of. Municipal Code. *Title XV Land Usage, Chapter 155 Zoning, Section 155.424.*

⁷⁵ Santa Fe Springs, City of. Municipal Code. *Title XV Land Usage, Chapter 155 Zoning, Section 155.425.*

B. Would the project result in exposure of people to, or the generation of, excessive groundborne 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) is the residential neighborhood located 125 feet northeast of the project site in the City of La Mirada. As noted in Subsection 3.12.2.D, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one shifts further away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Therefore, the highest noise level to reach the residential neighborhood to the northeast is approximately 83 dBA. However, construction activities will be in compliance with City noise standards. As previously mentioned, the operation of equipment or the construction of projects is prohibited in between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day when the project is located within a radius of 500 feet from a residential area. Compliance with City noise standards will decrease any potential adverse impacts to the nearby residential neighborhood. As a result, the potential groundborne noise impacts are considered to be less than significant.

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

The proposed project's traffic generation will lead to an increase in the ambient traffic noise levels along the adjoining street (Marquardt Avenue), though the anticipated increase will not be significant enough to result in a perceptible increase of the ambient noise levels. A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. Marquardt Avenue's average daily traffic volumes range in between 5,000 and 10,000 average daily trips (ADT).⁷⁶ The proposed project will result in 255 ADT, which represents an increase in traffic volumes of far less than the double. The proposed project is anticipated to generate approximately 22 AM peak hour trips and 23 PM peak hour trips. The proposed project's traffic generation will not result in a doubling of traffic volumes.

In addition, the proposed uses will be required to comply with the City noise standards, which are outlined in Section 3.12.2.A herein. The new buildings' primary use will be manufacturing. Other potential ancillary/support uses will include storage and office uses. All of the activities will be enclosed within the new building. In addition, new landscaping will attenuate noise from the parking and truck docking area. With the addition of the landscaping and the fact that there are no permanent openings in the building facing the residences, no additional off-site noise impacts are anticipated to result. As a result, the potential noise impacts are considered to be less than significant.

⁷⁶ City of Santa Fe Springs. *Traffic Volume ADT Count Map 2009 Santa Fe Springs Citywide*. July 3, 2009.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? • Less Than Significant Impact.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-9. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources. As indicated previously, the nearest noise sensitive receptor is the single family residential neighborhood located 125 feet northeast from the project site. Therefore, the highest noise level to reach the residential neighborhood to the northeast is approximately 83 dBA. However, construction activities will be in compliance with City noise standards. As previously mentioned, the operation of equipment or the construction of projects is prohibited in between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day when the project is located within a radius of 500 feet from a residential area. Compliance with City noise standards will decrease any potential adverse impacts to the nearby residential neighborhood. In addition, the uses that immediately surround the project site are industrial and are not considered to be noise sensitive receptors. As a result, the impacts are anticipated to be less than significant.

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

The project site is not located within two miles of a public airport or public use airport. Fullerton Airport is located approximately 3.75 miles southeast of the project site and the Long Beach Airport is located approximately 8.05 miles to the southwest.⁷⁷ The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

The nearest private heliports are located 1.90 miles northwest of the project site (Norwalk Sheriff Station Heliport) and 1.99 miles northwest of the project site (Southeast Superior Court Heliport).⁷⁸ Due to the project site's distance from the abovementioned private heliports, the proposed project will not expose people working in the project area to excessive noise levels and no impacts will occur.

⁷⁷ Toll-Free Airline. *Los Angeles County Public and Private Airports, California.*
<http://www.tollfreeairline.com/california/losangeles.htm>

⁷⁸ Ibid.

Typical noise levels 50-ft. from source

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

EXHIBIT 3-9 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

3.12.3 CUMULATIVE IMPACTS

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

3.12.4 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any significant adverse noise impacts. Therefore, no mitigation measures were provided.

3.13 POPULATION AND HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial population growth in an area, either directly or indirectly;
- The displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere.

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project involves the construction and operation of a concrete tilt-up industrial building that will have a total floor area of 71,743 square feet. Any potential tenants of the new building and the corresponding use will include those permitted under the M-2 (*Heavy Manufacturing*) zoning designation that is applicable to the project site. These uses may include general warehouse uses, assembly, and distribution. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project's potential growth-inducing impacts, are identified in Table 3-6.

Table 3-6
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution
New development in an area presently undeveloped.	The proposed project will develop a previously utilized parcel.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing housing.
Additional population growth leading to increased demand for services.	Any potential population growth will be related to employment growth and will be minimal and incremental.

Table 3-6
Potential Growth-Inducing Impacts

Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.
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As indicated in Table 3-6, the proposed development would not result in any direct growth-inducing impacts related to potential population growth. Any potential population growth will be indirect and will result from permanent employment growth. A total of 72 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area and is well within SCAG's employment projections for the City of Santa Fe Springs (refer to Section 3.3.2.A). As a result, less than significant impacts are anticipated to occur.

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

The project site is currently occupied by industrial buildings and upon project implementation, the project site will retain its industrial nature. In addition, the site is zoned M-2 for *Heavy Manufacturing* and the site's General Plan land use designation is Industrial (refer to Section 3.10.2.A). No housing units will be displaced as a result of the proposed project and as a result, no impacts related to housing displacement will result.

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

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

3.13.3 CUMULATIVE IMPACTS

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

3.13.4 MITIGATION MEASURES

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

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

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

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *fire protection services*;
- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *police protection services*;
- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *school services*; or,
- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives relative to *other governmental services*.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the City. The department consists of three separate divisions: Operations, Fire Prevention and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The first response station to the site is station No. 3. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access. The

proposed project would only place an incremental demand on fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Like all development projects within the City, the proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance. Compliance with the abovementioned requirement, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant.

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

The City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the City. The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The police services contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six support personnel.⁷⁹ The proposed project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. A 14-foot high sliding wrought iron gate will be installed at the entrance to the project site, on the northern portion of the site. To ensure the proposed industrial project elements adhere to the City's security requirements, the City of Santa Fe Springs Department of Police Services will review the site plan for the proposed project to ensure that the development adheres to the Department requirements, including, but not limited to, photometric plan review. Adherence to the abovementioned requirement will reduce potential impacts to levels that are less than significant.

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

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. Finally, the project developer will be required to pay all required school development fees at the time of Building Permit issuance. As a result, less than significant school-related impacts are anticipated to occur.

⁷⁹ City of Whittier. <http://www.cityofwhittier.org/depts/police/sfs/default.asp>.

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

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, less than significant impacts are anticipated.

3.14.3 CUMULATIVE IMPACTS

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

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated; however, to ensure the proposed project meets the City's fire and police department standards, the proposed project is required by the City to undergo review by the City's fire department and police department.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

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

- An increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- The inclusion of recreational facilities or the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Due to the industrial nature of the proposed project, no significant increase in the usage of City parks and recreational facilities is anticipated to occur. The nearest park to the project site is Frontier Park, which is located approximately 0.4 miles to the northeast in the City of La Mirada. The proposed development would not result in any direct recreational services impacts related to potential population growth. Any potential population growth will be indirect and will result from permanent employment growth. A total of 72 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area and is well within SCAG's employment projections for the City of Santa Fe Springs (refer to Section 3.3.2.A). As a result, the impacts anticipated are less than significant.

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

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

3.15.3 CUMULATIVE IMPACTS

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

3.15.4 MITIGATION MEASURES

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

3.16 TRANSPORTATION AND CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

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

- A conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;
- A substantially increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access; or,
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or a decrease in the performance or safety of such facilities.

The purpose of the traffic impact analysis (TIA) prepared by Transpo Group is to identify potential traffic-related impacts associated with the proposed warehouse project on 14013 Marquardt Avenue. As necessary, mitigation measures are identified that would offset or reduce significant impacts. The analysis focuses on the weekday AM and PM peak hours (the hour of highest traffic volume between 7:00 and 9:00 AM and 4:00 to 6:00 PM). These periods represent the highest cumulative total traffic for the adjacent street system. The study intersections include:⁸⁰

1. Carmenita Road/Rosecrans Avenue;
2. Marquardt Avenue/Rosecrans Avenue;
3. Valley View Avenue/Rosecrans Avenue;
4. Marquardt Avenue/Project Driveway North;
5. Marquardt Avenue/Project Driveway South;
6. Marquardt Avenue Connector Road (south segment)/Rosecrans Avenue (future intersection);
7. Marquardt Avenue Connector Road (north segment)/Rosecrans Avenue (future intersection);
8. Carmenita Road/Foster Road;

⁸⁰ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

9. Carmenita Road/Imperial Highway; and,
10. Marquardt Avenue/Imperial Highway.

The study intersections were analyzed for the following four study scenarios:

- Existing Conditions;
- Existing Conditions Plus Project Conditions;
- Short-Term Future Year (2021) Baseline (existing plus growth rate plus cumulative projects with proposed grade separation project at Marquardt Avenue/Rosecrans Avenue); and,
- Short-Term Future Year (2021) plus Project.

The City of Santa Fe Springs intersection evaluation methodology and significance criteria are based on the Intersection Capacity Utilization (ICU) methodology for signalized intersections. At unsignalized intersections, the level of service is calculated using the Highway Capacity Manual (HCM) methodology. The operational characteristics of an intersection are determined by calculating the intersection's level of service (LOS). The intersection as a whole and its individual turning movements can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. At signalized intersections, LOS was calculated using the Intersection Capacity Utilization (ICU) methodology. LOS at signalized intersections is measured based on the sum of the volume to capacity (v/c) ratio of the critical movements. Table 3-7 shows the relationship between v/c ratio and LOS for signalized intersections.

Table 3-7
Level of Service Criteria for Signalized Intersections using ICU Methodology

Level of Service	V/C Ratio	General Description
A	<0.60	Free flow
B	0.61-<0.70	Stable flow (slight delays)
C	0.71-<0.80	Stable flow (acceptable delays)
D	0.81-<0.90	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	0.91-<1.00	Unstable flow (intolerable delay)
F	>1.00	Forced flow (jammed)

Source: Transpo Group

LOS at unsignalized intersections is classified by two intersection types: all-way stop-controlled and two-way stop-controlled. LOS for unsignalized intersections was also calculated using the Highway Capacity Methodology 2010 (HCM 2010) methodology. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of signalized intersections.⁸¹ At two-way, stop-controlled intersections, the LOS is defined in terms of the average vehicle delay of an individual movement. This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this

⁸¹ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movement. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersections should be viewed with discretion. Table 3-8 shows the relationship between vehicle delay and LOS for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 3-8
Level of Service Criteria for
Unsignalized Intersections

Level of Service	Two-Way and All-Way Stop Average Control Delay (sec/veh)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Source: Transpo Group

Short-Term Future Year (2021) Baseline traffic volumes were determined by adding a growth rate of 1.4 percent per year to the existing traffic volumes. This rate was determined by adding a growth rate (from the respective Regional Statistical Area #22 – RSA in the LA County CMP) to the existing traffic volumes as well as traffic from cumulative (approved/pending but not yet constructed) projects in the vicinity of the project.

Transpo obtained a list of approved/pending (cumulative) projects from the City of Santa Fe Springs Planning department. Additionally, because this project is located on the border of the cities of Norwalk and La Mirada were also contacted for their list of approved/pending projects. The growth rate was determined using the “General Traffic Volume Growth Factors” provided in Exhibit D-1 of the 2010 CMP. Opening Year 2021 volumes include the addition of cumulative traffic volumes from (approved and/or pending) cumulative projects in the vicinity of the project. The City of Santa Fe Springs has a precedent of applying the significance criteria provided in the Los Angeles County Traffic Impact Analysis Report Guidelines.⁸² In Santa Fe Springs, the project would have a significant impact if the increase in the volume to capacity (v/c) ratio equals or exceeds the thresholds shown in Table 3-9.

Table 3-9
Significance Criteria for Local Signalized Intersections

Level of Service	V/C Ratio	Project V/C Increase
C	0.71 to 0.80	0.04 or more
D	0.81-0.90	0.02 or more
E/F	0.90 or more	0.01 or more

Source: Transpo Group

⁸² Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

The Los Angeles County Department of Public Works and City do not have any criteria for un-signalized intersections. Therefore, the criteria from the City of Los Angeles Department of Transportation (LADOT) Transportation Impact Study Guidelines were used as the significance criteria to assess impacts at un-signalized intersections. A significant impact would occur if the project increases the delay at a study area intersection as shown below in Table 3-10.

Table 3-10
Significance Criteria for Local Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)	Project Delay Increase
C	>15-25	Equal to or greater than 6.0 seconds
D	>25-35	Equal to or greater than 4.0 seconds
E/F	>35	Equal to or greater than 2.5 seconds

Source: Transpo Group

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? • Less Than Significant Impact.*

This section describes existing and Short-Term Future Year (2021) Baseline conditions within the identified study area. Characteristics are provided for the roadway network, peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit. Characteristics of the existing street system in the proposed project vicinity are shown in Table 3-11. The existing traffic controls and geometrics at the existing study area intersections are shown in Exhibit 3-10.⁸³

Table 3-11
Study Area Existing Street System Summary

Roadway	Street Classification	Posted Speed Limit (MPH)	Number of Travel Lanes	Parking	Sidewalks	Bicycle Lanes
Carmenita Road	Major	40	4 n/o Rosecrans Ave, 5 s/o Rosecrans Ave	Some Sections	Yes	No
Marquardt Avenue	Secondary	35	2	No	Yes	No
Valley View Avenue	Major	45	4	No	Yes	Yes, n/o Rosecrans Ave
Rosecrans Avenue	Major	45	5 w/o Carmenita Rd, 4 e/o Marquardt Ave	Some Sections	Yes	No

Source: Transpo Group

⁸³ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

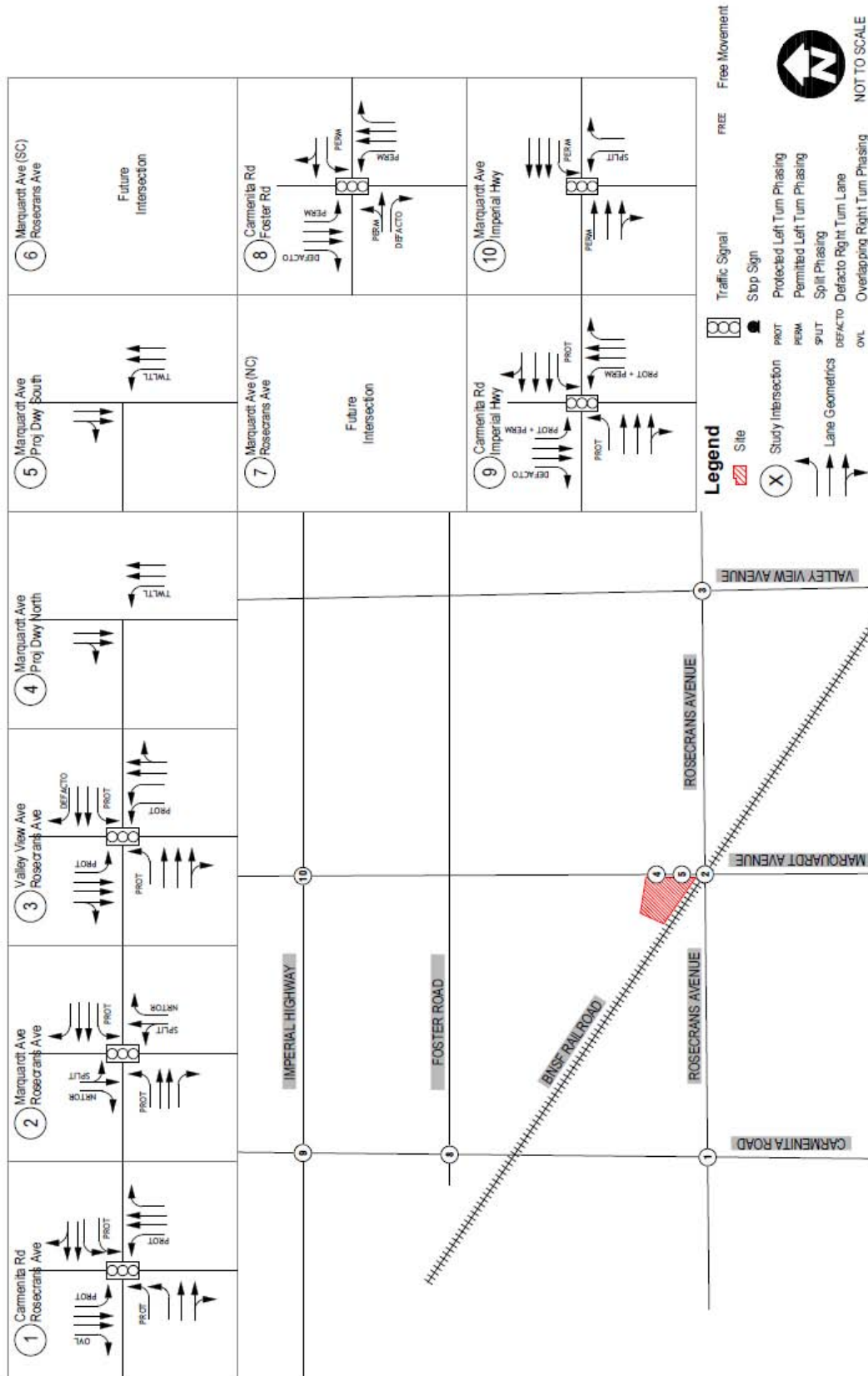


EXHIBIT 3-10 EXISTING TRAFFIC CONTROLS AND GEOMETRICS

SOURCE: TRANSPPO GROUP

As discussed previously, the Marquardt Avenue/Rosecrans Avenue intersection will be part of a grade separation prior to the project's opening year. Therefore, the Short-Term Future Year (2021) study area will be expanded to include the following two (2) additional intersections:

- Marquardt Avenue Connector Road (south segment)/Rosecrans Avenue (future intersection); and,
- Marquardt Avenue Connector Road (north segment)/Rosecrans Avenue (future intersection).⁸⁴

The Short-Term Future Year (2021) Study Area is illustrated in Exhibit 3-11. The traffic controls and geometrics for the future study area are illustrated in Exhibit 3-12.

Existing turning movement counts at the existing study intersections were conducted in late June 2017. The existing condition reflects those land uses that were built and occupied at the time of the traffic counts. The site is currently vacant, therefore there were no existing trip credits applied. Intersection turning movement counts are provided in Appendix A of the traffic impact analysis document. Existing weekday AM and PM peak hour traffic volumes are summarized on Exhibit 3-13 and were used to evaluate existing traffic conditions.

As noted in the methodology section, project opening year traffic volumes were forecast by adding a growth rate of 1.04 percent per year from 2017 to 2020 and then an additional 0.2 percent per year from 2020 to 2021 for a combined growth factor of 1.0336 from 2017 to 2021, as noted in the Los Angeles County Congestion Management Program. In addition, any approved/pending (cumulative) projects from the cities of Santa Fe Springs, Norwalk, and La Mirada that would affect the study area intersections were also added to make up the Short-Term Future Year (2021) traffic volumes.

Cumulative traffic volumes were forecast by adding the traffic from cumulative projects in the study area to the factored existing traffic volumes. Cumulative projects from the cities of Santa Fe Springs, Norwalk, and La Mirada were obtained. No projects in the City of Norwalk would affect the study area. Eight cumulative development projects were identified that would add traffic to the project study area. The location of the cumulative projects is shown in Exhibit 3-14. The cumulative project trip generation is shown in Table 6 (this table is provided in the Appendix of the TIA).

As shown in the table, the cumulative projects are expected to generate approximately 10,578 daily PCE trips, 1,059 AM peak hour PCE trips, and 1,190 PM peak hour PCE trips. These trips were distributed through the existing network and added to the existing plus growth traffic volumes. The Short-Term Future Year (2021) AM/PM peak hour traffic volumes were first assigned to the existing network, and then manual re-assigned to the Short-Term Future Year (2021) Street System.⁸⁵ These traffic volumes are shown on Exhibit 3-15.

⁸⁴ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

⁸⁵ Ibid.



EXHIBIT 3-11
SHORT-TERM FUTURE YEAR (2021) STUDY AREA
SOURCE: TRANSPON GROUP

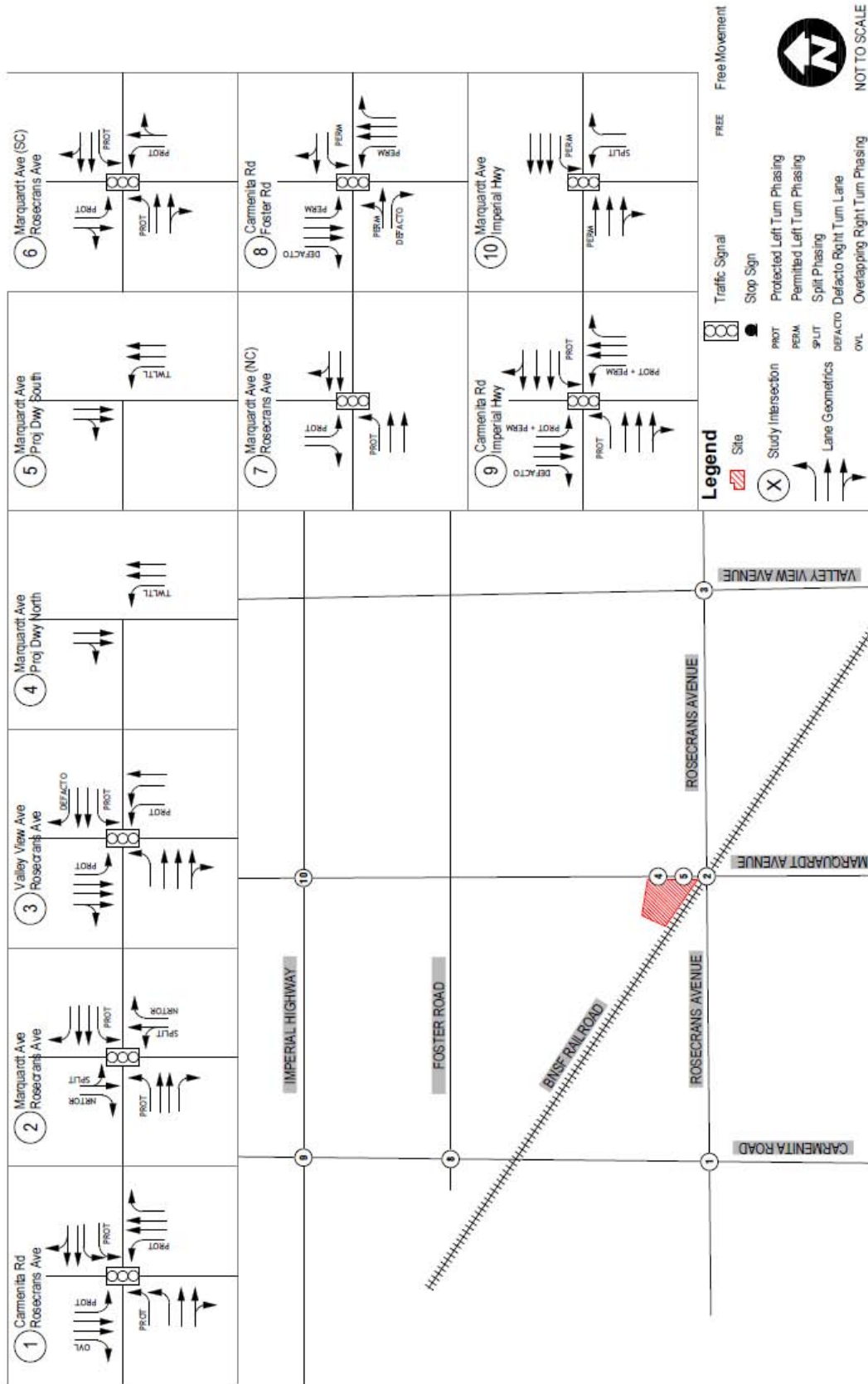


EXHIBIT 3-12

SHORT-TERM FUTURE YEAR (2021) TRAFFIC CONTROLS AND GEOMETRICS

SOURCE: TRANSPPO GROUP

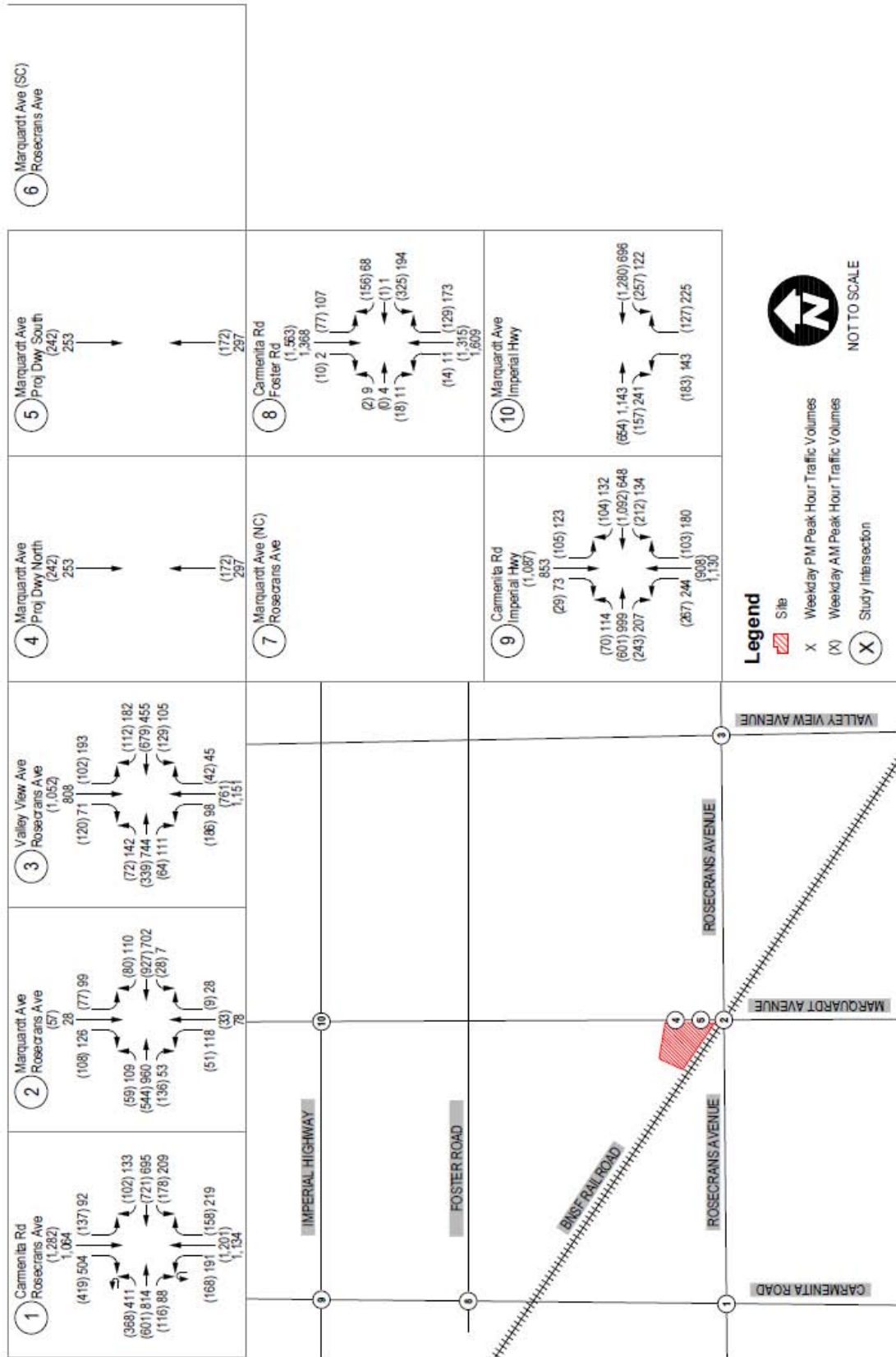


EXHIBIT 3-13
EXISTING AM/PM PEAK HOUR TRAFFIC VOLUMES
SOURCE: TRANSPPO GROUP

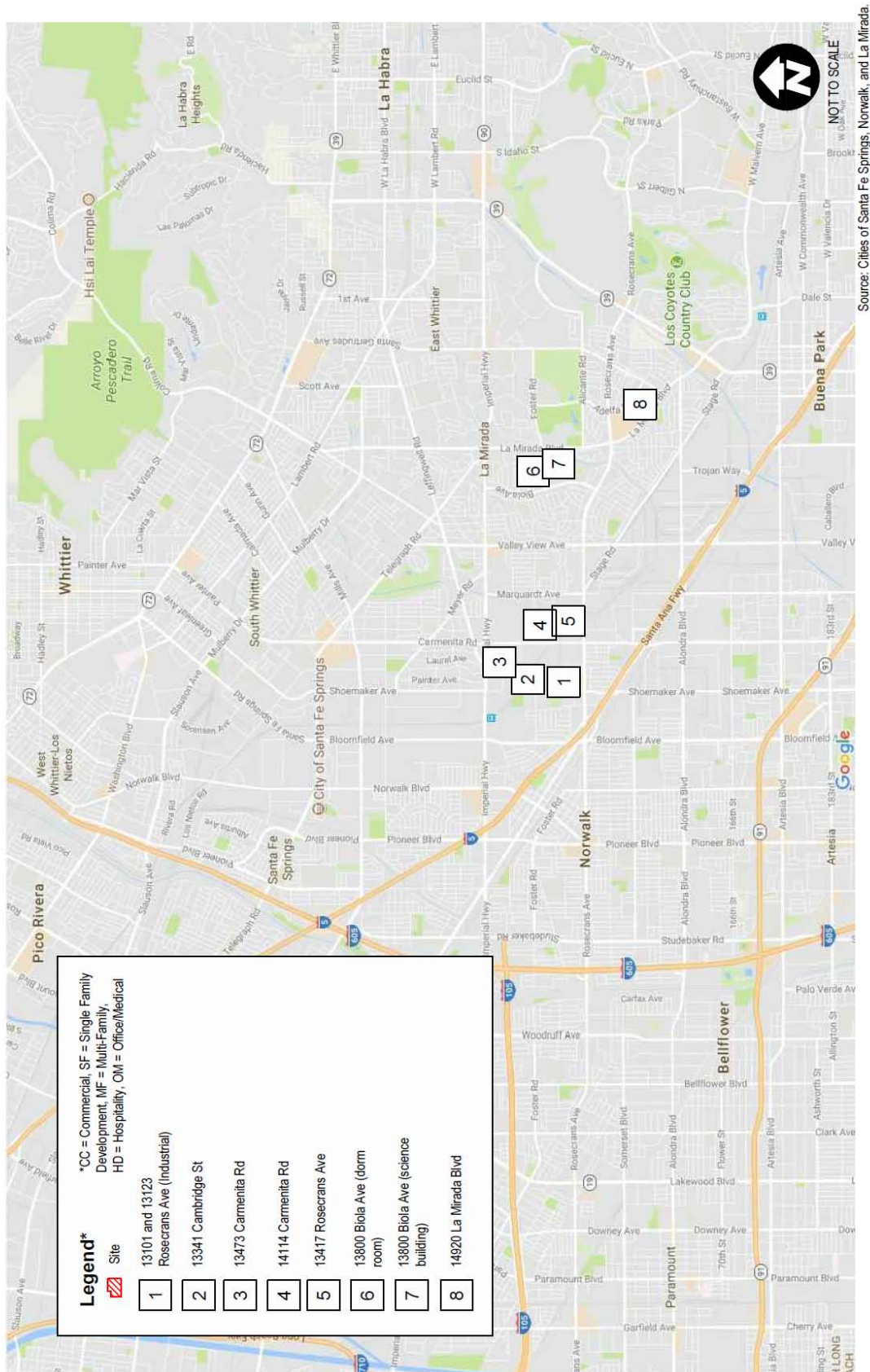


EXHIBIT 3-14

LOCATIONS OF CUMULATIVE PROJECTS

SOURCE: TRANSPPO GROUP

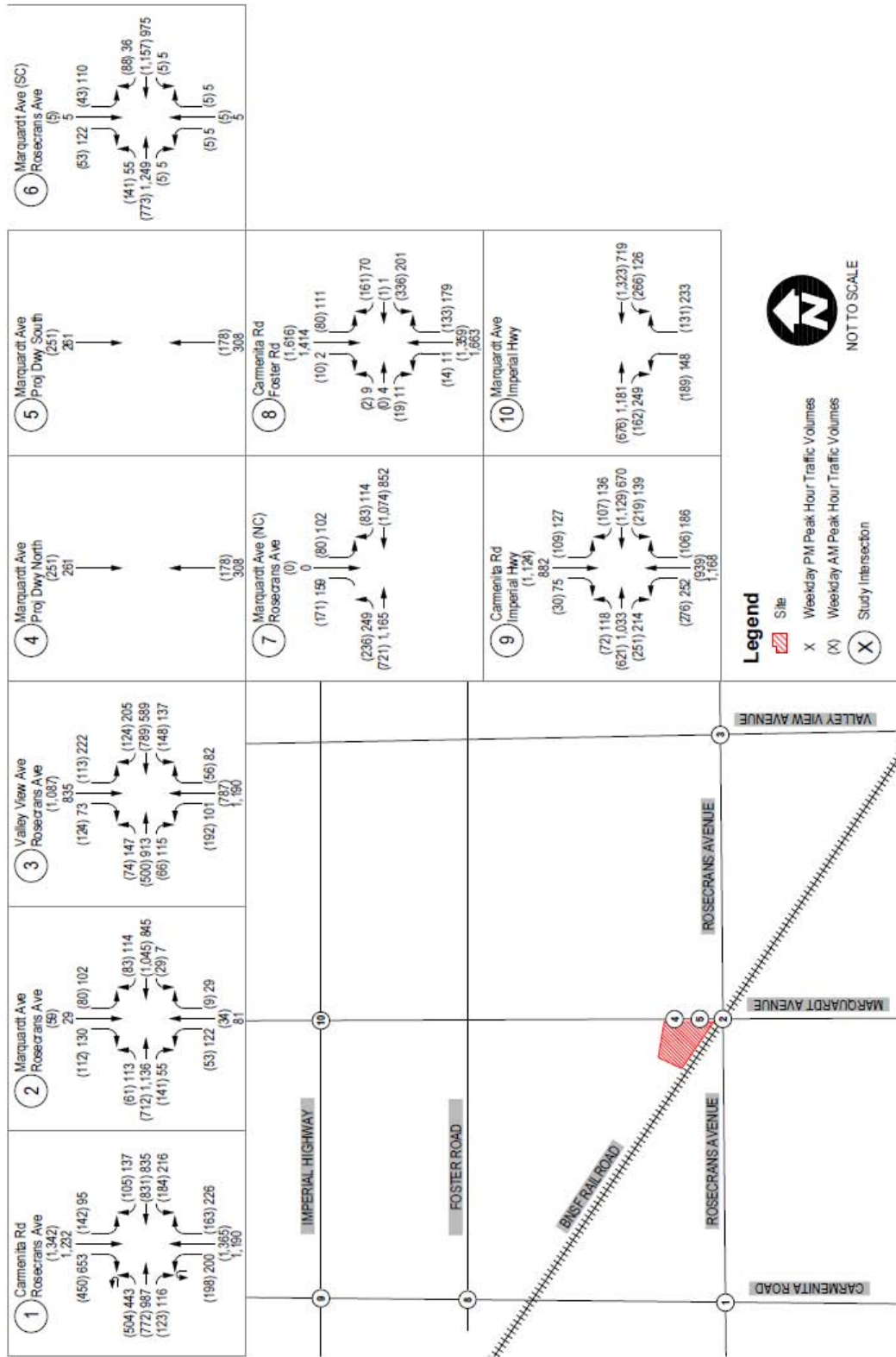


EXHIBIT 3-15
SHORT-TERM FUTURE YEAR (2021) AM/PM PEAK HOUR TRAFFIC VOLUMES
SOURCE: TRANSPON GROUP

A LOS analysis was prepared for the Existing and Short-Term Future Year (2021) Baseline conditions using the ICU and HCM methodologies as discussed previously. Tables 3-12 and 3-13 show the Existing and Short-Term Future Year (2021) Baseline conditions, respectively.

Table 3-12
Existing Weekday Peak Hour Intersection LOS

Intersection	LOS Method	AM Peak		PM Peak	
		LOS	V/C or Delay	LOS	V/C or Delay
1. Carmenita Rd/Rosecrans Ave	ICU	E	0.941	E	0.964
2. Marquardt Ave/Rosecrans Ave	ICU	A	0.563	B	0.606
3. Valley View Ave/Rosecrans Ave	ICU	B	0.672	D	0.838
4. Marquardt Ave/Project Dwy North	Two-Way Stop Controlled	--	--	--	--
5. Marquardt Ave/Project Dwy South	Two-Way Stop Controlled	--	--	--	--
6. Marquardt Ave (SC)/Rosecrans Ave	ICU	--	--	--	--
7. Marquardt Ave (NC)/Rosecrans Ave	ICU	--	--	--	--
8. Carmenita Rd/Foster Rd	ICU	D	0.812	C	0.799
9. Carmenita Rd/Imperial Hwy	ICU	E	0.915	D	0.865
10. Marquardt Ave/Imperial Hwy	ICU	A	0.544	B	0.605

Source: Transpo Group

As shown in the table, all study area intersections are currently operating at LOS D or better under Existing conditions except for the following intersections:

- Carmenita Road/Rosecrans Avenue – This intersection is currently operating at LOS E during both peak hours (0.941 in the AM peak hour and 0.964 in the PM peak hour).
- Carmenita Road/Imperial Highway – This intersection is currently operating at LOS E during the AM peak hour (0.915).⁸⁶

⁸⁶ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

Table 3-13
Short-Term Future Year (2021) Baseline Weekday Peak Hour Intersection LOS

Intersection	LOS Method	AM Peak		PM Peak	
		LOS	V/C or Delay	LOS	V/C or Delay
1. Carmenita Rd/Rosecrans Ave	ICU	F	1.038	F	1.090
2. Marquardt Ave/Rosecrans Ave	ICU	--	--	--	--
3. Valley View Ave/Rosecrans Ave	ICU	C	0.727	E	0.936
4. Marquardt Ave/Project Dwy North	Two-Way Stop Controlled	--		--	--
5. Marquardt Ave/Project Dwy South	Two-Way Stop Controlled	--		--	--
6. Marquardt Ave (SC)/Rosecrans Ave	ICU	B	0.610	A	0.570
7. Marquardt Ave (NC)/Rosecrans Ave	ICU	C	0.716	B	0.657
8. Carmenita Rd/Foster Rd	ICU	D	0.836	D	0.823
9. Carmenita Rd/Imperial Hwy	ICU	E	0.942	D	0.880
10. Marquardt Ave/Imperial Hwy	ICU	A	0.559	B	0.622

Source: Transpo Group

As shown in the table, all study area intersections are forecast to operate at LOS D or better in Short-Term Future Year (2021) conditions except for the following intersections:

- Carmenita Road/Rosecrans Avenue – This intersection is forecast to operate at LOS F during both peak hours (1.038 in the AM peak hour and 1.090 in the PM peak hour).
- Valley View Avenue/Rosecrans Avenue – This intersection is forecast to operate at LOS E in the PM peak hour (0.936 in the PM peak hour).
- Carmenita Road/Imperial Highway – This intersection is forecast to operate at LOS E during the AM peak hour (0.942).⁸⁷

Trip generation estimates for the project were calculated using trip rates from the Institute of Transportation Engineers Trip Generation, 9th Edition (ITE 2012). The calculation of project trip generation estimates is shown in Table 3-14. Vehicle mix percentages from the City of Fontana, Truck

⁸⁷ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

Trip Generation Study, August 2003 and passenger car equivalent (PCE) factors from the San Bernardino County CMP were used to account for the project's truck traffic.

**Table 3-14
Project Trip Generation**

ITE Code and Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing	TSF	3.56	0.24	0.06	0.30	0.08	0.24	0.32
Total Vehicle Trip Generation								
14013 Marquardt Avenue Warehouse	71.743 TSF	255	17	5	22	6	17	23
Vehicle Mix	Percent							
Passenger Vehicles	80.30%	205	14	4	17	5	14	18
2-Axle Trucks	5.20%	13	1	0	1	0	1	1
3-Axle Trucks	4.50%	11	1	0	1	0	1	1
4-Axle Trucks	10.00%	26	2	0	2	1	2	2
Total	100%	255	17	5	22	6	17	23
PCE Trip Generation	PCE Factor							
Passenger Vehicles	1.0	205	14	4	17	5	14	18
2-Axle Trucks	1.5	20	1	0	2	0	1	2
3-Axle Trucks	2.0	23	2	0	2	1	2	2
4-Axle Trucks	3.0	77	5	1	6	2	5	7
Total PCE Trip Generation		325	22	5	27	7	22	29

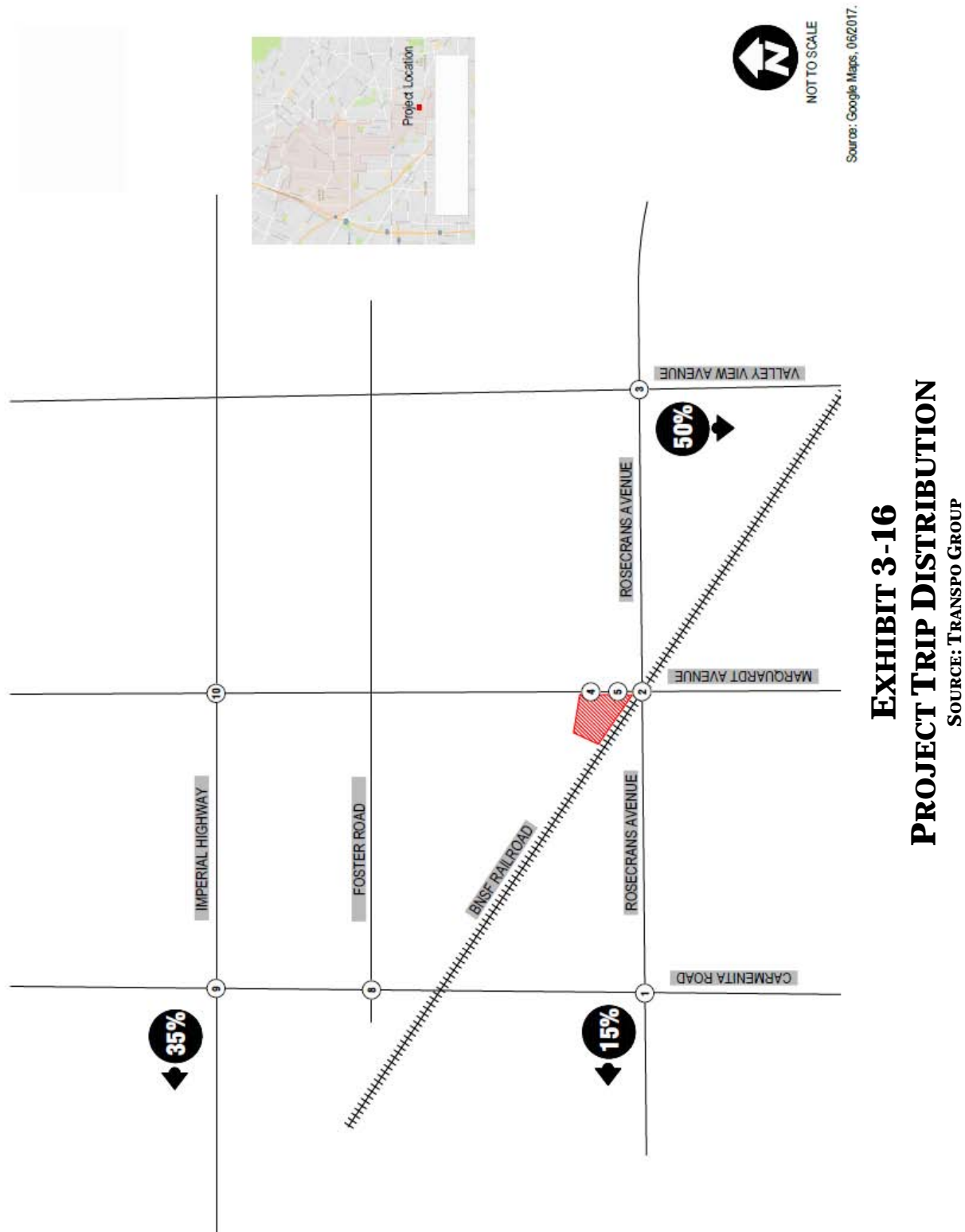
Source: Institute of Transportation Engineers 9th Edition.

As shown in the table, the project is anticipated to generate 325 PCE daily trips including 27 PCE trips during the AM peak hour and 29 PCE trips during the PM peak hour.⁸⁸

Project trips were distributed to the study area intersections using the existing travel patterns, engineering judgment and likely destinations for employees and destinations of trucks. The forecast trip distribution is shown in Exhibit 3-16. Project trips were assigned to the study area intersections by multiplying the project trip generation by the trip distribution percent at each location. The project trip assignment is shown in Exhibit 3-17 for the existing study area. Exhibit 3-18 illustrates the project trip assignment with the Marquardt Avenue/Rosecrans Avenue grade separation (Short-Term Future Year 2021 Study Area).

Existing and Short-Term Future Year (2021) with-project traffic volumes were determined by adding the project trips to the Existing and Short-Term Future Year (2021) without project traffic volumes. Exhibit 3-19 shows the Existing with-project weekday AM and PM peak hour traffic volumes at the study intersections. Exhibit 3-20 shows the Short-Term Future Year (2021) plus project weekday AM and PM peak hour traffic volumes with the Marquardt Avenue/Rosecrans Avenue grade separation project.

⁸⁸ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.



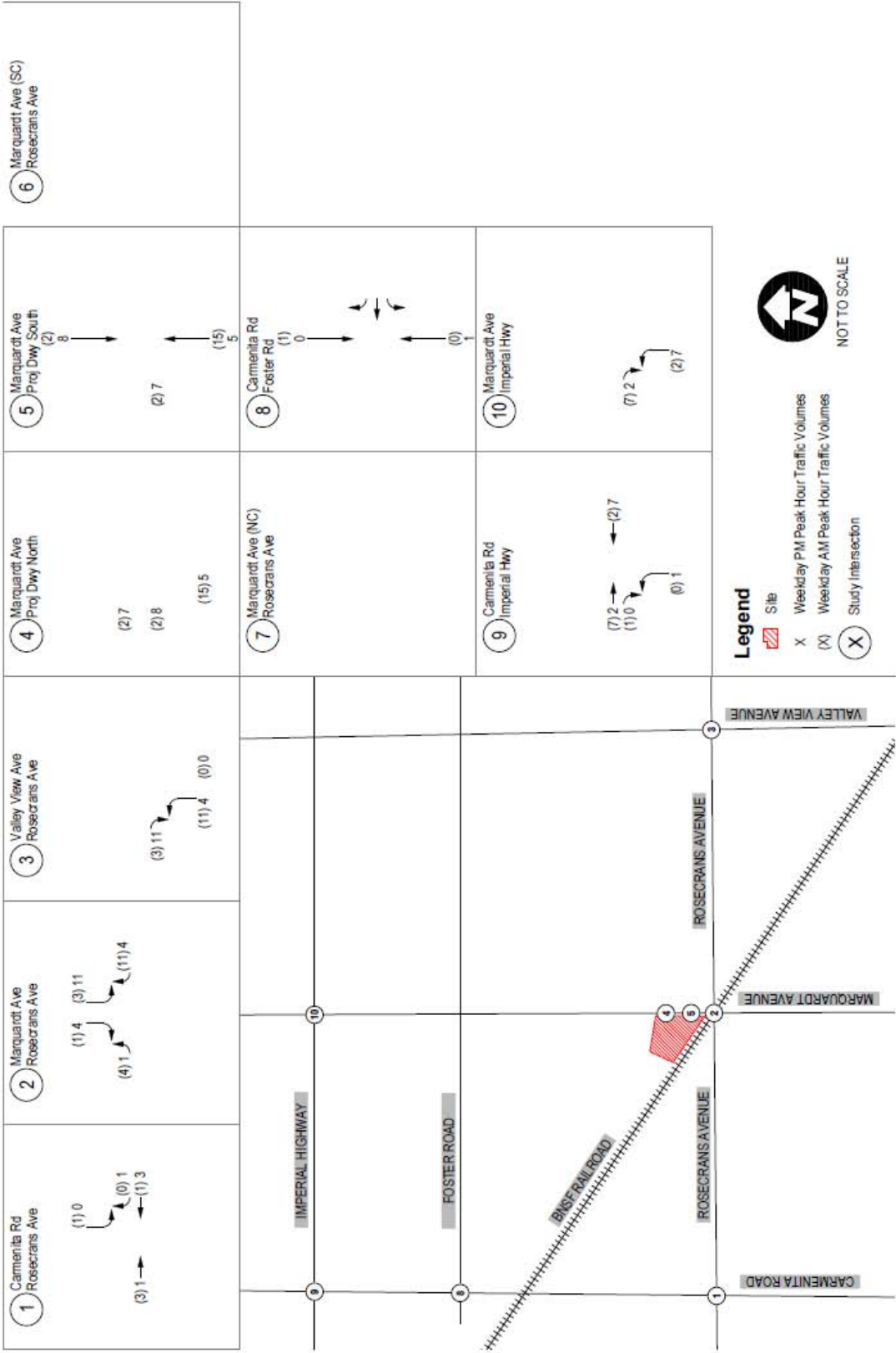


EXHIBIT 3-17
PROJECT TRIP ASSIGNMENT (EXISTING STUDY AREA)
SOURCE: TRANSPPO GROUP

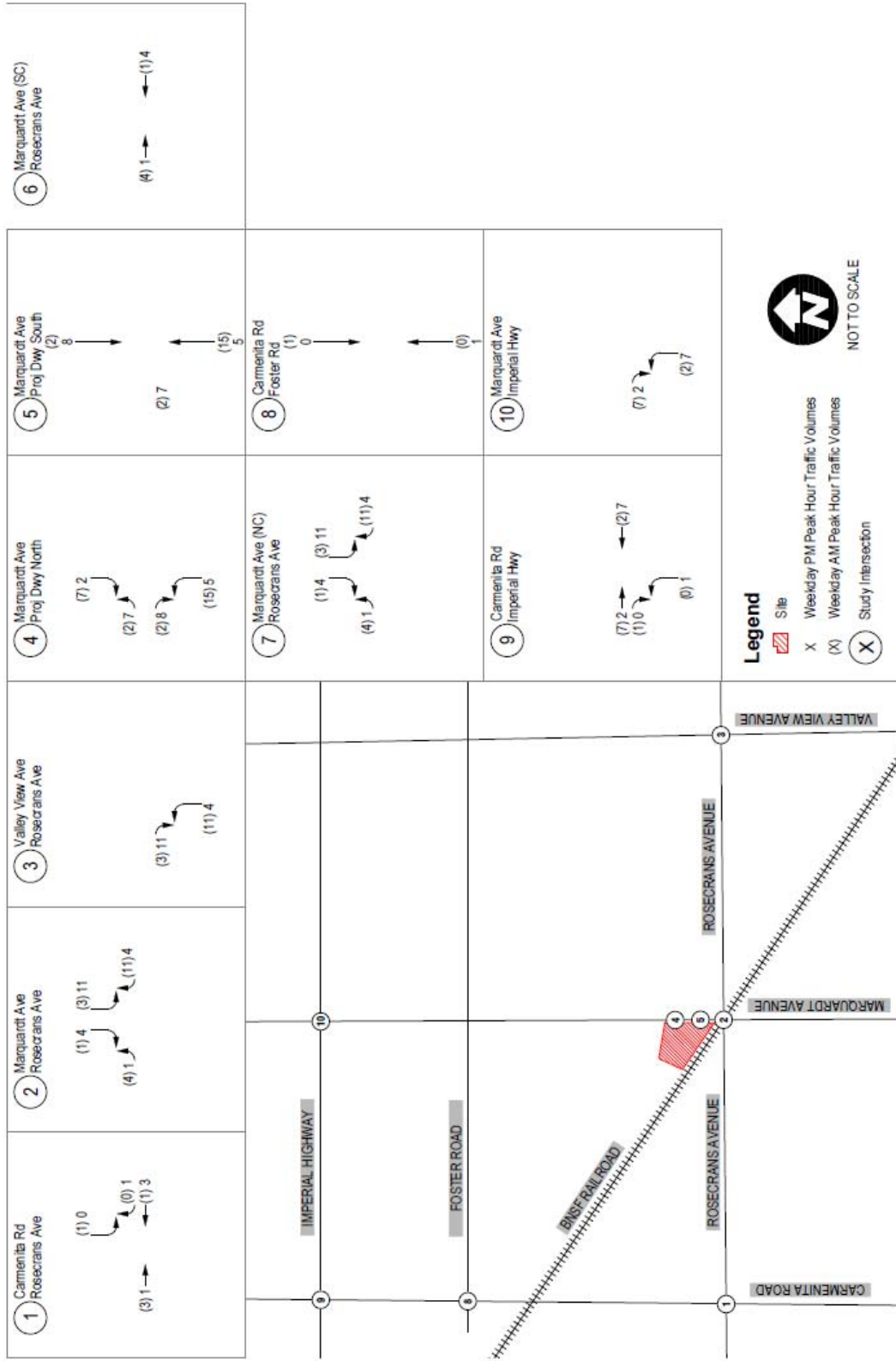


EXHIBIT 3-18
PROJECT TRIP ASSIGNMENT (2021 STUDY AREA)
SOURCE: TRANSPOT GROUP

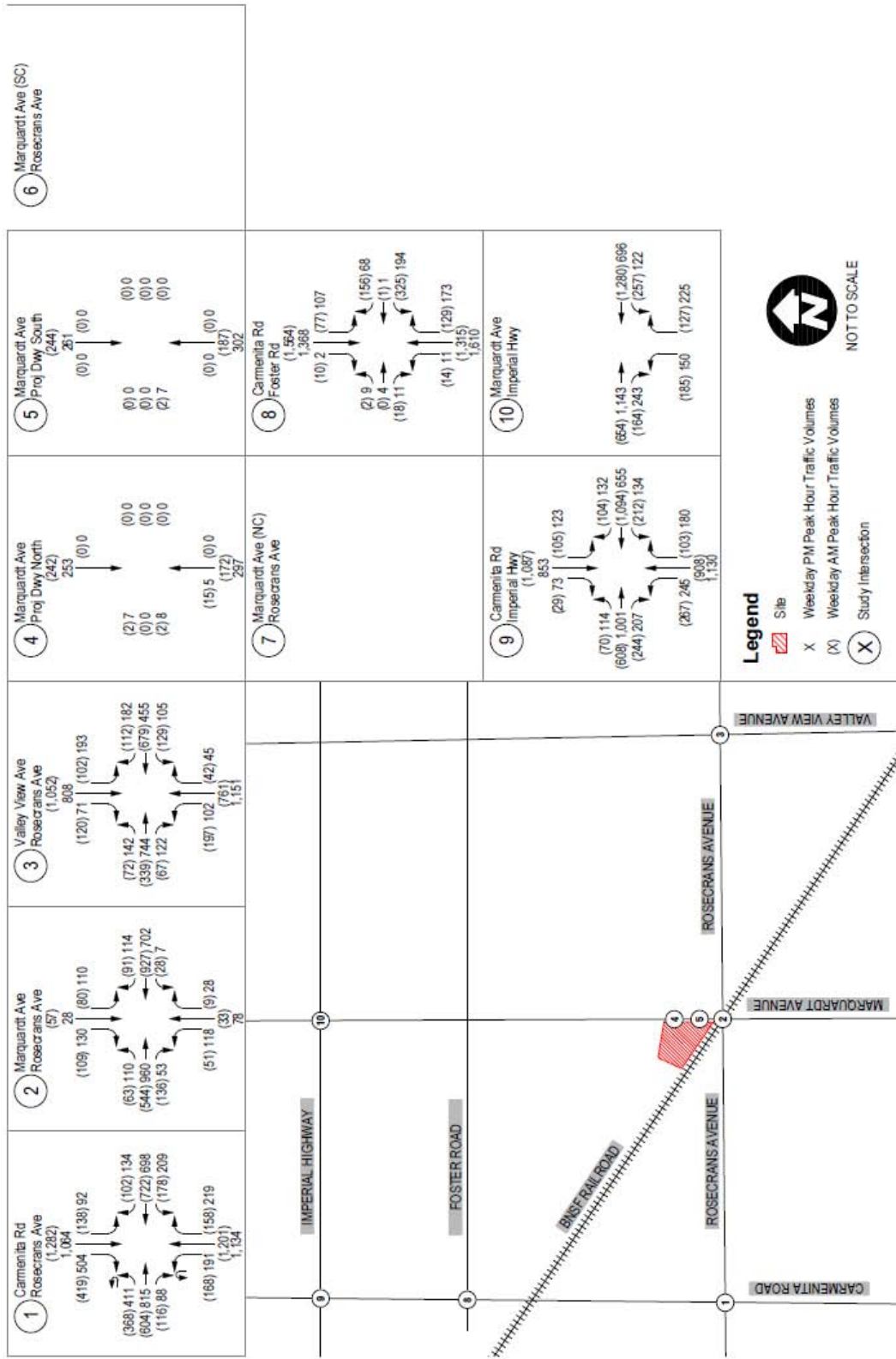


EXHIBIT 3-19
EXISTING PLUS PROJECT AM/PM PEAK HOUR TRAFFIC VOLUMES
SOURCE: TRANSPPO GROUP

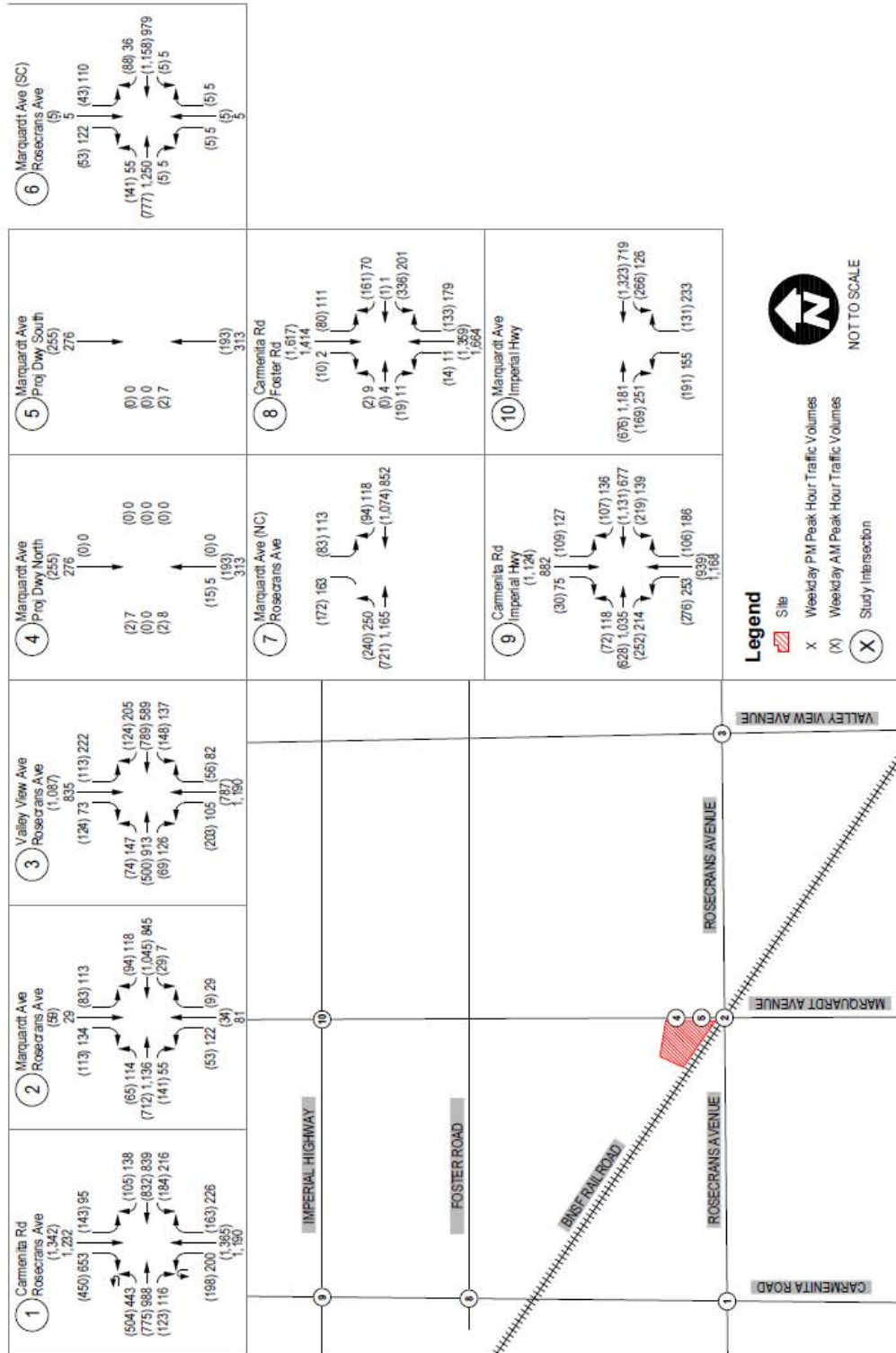


EXHIBIT 3-20
SHORT-TERM FUTURE YEAR (2021) PLUS PROJECT AM/PM PEAK HOUR
TRAFFIC VOLUMES
SOURCE: TRANSPO GROUP

An intersection operations analysis was conducted for the study area to evaluate the Existing plus project weekday AM and PM peak hour conditions with the project. Intersection operations were calculated using the LOS methodology described previously. Table 3-15, provides a comparison between the existing without and with-project conditions for the weekday peak hours using the City's ICU methodology and the HCM methodology at unsignalized intersections.⁸⁹

Table 3-15
Existing and Existing with Project Peak Hour Intersection Level of Service

Intersection	LOS Method	Existing				Existing Plus Project				V/C Change		Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	AM	PM
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Carmenita Rd/Rosecrans Ave	ICU	E	0.941	E	0.964	E	0.944	E	0.966	0.003	0.002	NO	NO
2. Marquardt Ave/Rosecrans Ave	ICU	A	0.563	B	0.606	A	0.572	B	0.613	0.009	0.007	NO	NO
3. Valley View Ave/Rosecrans Ave	ICU	B	0.672	D	0.838	B	0.670	D	0.840	- 0.002	0.002	NO	NO
4. Marquardt Ave/Project Dwy North	Two-Way Stop Controlled	--	--	--	--	A	9.0	A	8.5	9.0	8.5	NO	NO
5. Marquardt Ave/Project Dwy South	Two-Way Stop Controlled	--	--	--	--	A	9.0	A	8.5	9.0	8.5	NO	NO
6. Marquardt Ave (SC)/Rosecrans Ave	ICU	--	--	--	--	--	--	--	--	--	--	--	--
7. Marquardt Ave (NC)/Rosecrans Ave	ICU	--	--	--	--	--	--	--	--	--	--	--	--
8. Carmenita Rd/Foster Rd	ICU	D	0.812	C	0.799	D	0.812	C	0.799	0.000	0.000	NO	NO
9. Carmenita Rd/Imperial Hwy	ICU	E	0.915	D	0.865	E	0.917	D	0.865	0.002	0.000	NO	NO
10. Marquardt Ave/Imperial Hwy	ICU	A	0.544	B	0.605	A	0.547	B	0.606	0.003	0.001	NO	NO

Source: Transpo Group

Based on the previously discussed significance criteria, all study area intersections would operate at LOS D or better with the addition of the project except for the following intersections:

⁸⁹ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

- Carmenita Road/Rosecrans Avenue – This intersection is expected to continue to operate at LOS E during both peak hours (0.944 in the AM peak hour and 0.966 in the PM peak hour). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.003 in the AM peak hour and is under the City's significance thresholds.
- Carmenita Road/Imperial Highway – This intersection is expected to continue to operate at LOS E during the AM peak hour (0.917). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.002 in the AM peak hour and is under the City's significance thresholds.⁹⁰

These are the same intersections that are operating at LOS E or F under existing conditions.

Table 3-16 provides a comparison between the Short-Term Future Year (2021) Baseline and Short-Term Future Year (2021) plus Project conditions for the weekday peak hours using the Intersection operations were calculated using the LOS methodology described previously.

Based on the previously discussed significance criteria, all study area intersections would operate at LOS D or better with the addition of the project except for the following intersections:

- Carmenita Road/Rosecrans Avenue – This intersection is forecast to operate at LOS F during both peak hours (1.038 in the AM peak hour and 1.090 in the PM peak hour). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.001 in the AM peak hour and is under the City's significance thresholds.
- Valley View Avenue/Rosecrans Avenue - This intersection is forecast to operate at LOS E in the PM peak hour (0.936 in the PM peak hour). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.002 in the PM peak hour and is under the City's significance thresholds.
- Carmenita Road/Imperial Highway - This intersection is forecast to operate at LOS E during the AM peak hour (0.942). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.002 in the AM peak hour and is under the City's significance thresholds.⁹¹

These are the same intersections that are forecast to operate at LOS E or F conditions under Short-Term Future Year (2012) without the project conditions.

⁹⁰ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

⁹¹ Ibid.

Table 3-16
Opening Year (2019) and Opening Year (2019) plus Project Peak Hour Intersection Level of Service

Intersection	LOS Method	Cumulative				Cumulative Plus Project				V/C Change		Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	AM	PM
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Carmenita Rd/Rosecrans Ave	ICU	F	1.038	F	1.090	F	1.041	F	1.091	0.003	0.001	NO	NO
2. Marquardt Ave/Rosecrans Ave	ICU	--	--	--	--	--	--	--	--	--	--	NO	NO
3. Valley View Ave/Rosecrans Ave	ICU	C	0.727	E	0.936	C	0.727	E	0.938	0.000	0.002	NO	NO
4. Marquardt Ave/Project Dwy North	Two-Way Stop Controlled (evaluated using the HCM Methodology)	--	--	--	--	A	9.1	A	9.2	9.1	9.2	NO	NO
5. Marquardt Ave/Project Dwy South	Two-Way Stop Controlled (evaluated using the HCM Methodology)	--	--	--	--	A	9.1	A	9.2	9.1	9.2	NO	NO
6. Marquardt Ave (SC)/Rosecrans Ave	ICU	B	0.610	A	0.570	B	0.611	A	0.571	0.001	0.001	NO	NO
7. Marquardt Ave (NC)/Rosecrans Ave	ICU	C	0.716	B	0.570	C	0.728	B	0.667	0.012	0.010	NO	NO
8. Carmenita Rd/Foster Rd	ICU	D	0.836	D	0.823	D	0.836	D	0.823	0.000	0.000	NO	NO
9. Carmenita Rd/Imperial Hwy	ICU	E	0.942	D	0.880	E	0.944	D	0.881	0.002	0.001	NO	NO
10. Marquardt Ave/Imperial Hwy	ICU	A	0.559	B	0.622	A	0.562	B	0.623	0.003	0.001	NO	NO

Source: Transpo Group

General findings and recommendations include:

- The proposed project is located on the existing site at 14013 Marquardt Avenue in the City of Santa Fe Springs. The site is currently vacant and would develop the site into 71,743 square feet of warehousing uses.

- Regional access to the project site would be provided by Rosecrans Avenue. Direct project access would be provided by two driveways on Marquardt Avenue.
- The project is expected to generate 325 daily PCE trips including 27 PCE trips during the AM peak hour and 29 trips during the PM peak hour.
- The project is not forecast to significantly impact any of the study area intersections in either Existing or Short-Term Future Year (2021) conditions.
- The project is not expected to significantly impact any of the study area intersections, therefore no mitigation measures would be required.
- No project impacts are expected for pedestrian or bicycle facilities.⁹²

As a result, the project's traffic related impacts are considered to be less than significant.

B. Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? • No Impact.

The County of Los Angeles is included in the Los Angeles County Congestion Management Program (CMP), which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation and air quality decisions to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel and to propose transportation projects that are eligible to compete for State gas tax funds.

The CMP also serves to consistently track trends during peak traffic hours at major intersections in the County and identify areas in great need of improvements where traffic congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed under the County's CMP criteria if the proposed project is expected to generate 50 or more peak hour trips on a CMP-designated facility. As indicated previously, the proposed project is anticipated to generate approximately 27 AM peak hour trips and 29 PM peak hour trips, which are less than the 50 or more peak hour trips needed to require a CMP analysis. As a result of the projected traffic conditions, no impacts on CMP arterial roadways or intersections are anticipated.

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? • No Impact.

The proposed project will not result in any changes in air traffic patterns. As a result, no impacts will occur with the implementation of the proposed project.

⁹² Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less Than Significant Impact.

The Los Angeles County Metropolitan Transportation Authority (Metro), along with other entities, announced in August 2016 that a new bridge will be constructed on the intersection of Marquardt Avenue and Rosecrans Avenue to separate the roadways from the rail crossing. The California Public Utilities Commission (CPUC) rated the intersection as the “most hazardous” railroad crossing in the State due to past collision history, the volume and speed of vehicular traffic, and the frequency of trains that use the tracks. From 2013 to 2015, the CPUC recorded 22 incidents involving vehicles and trains, resulting in four fatalities and six injuries. According to Metro, an estimated 45,000 vehicles and 130 trains use the intersection of Rosecrans and Marquardt on a daily basis.⁹³

Upon completion of the bridge, vehicles traveling northbound on Marquardt Avenue (South) will be routed by a connector road to the west end of the bridge. A second connector road will link vehicles from the east end of the bridge to Marquardt Avenue (North), where vehicles will continue traveling northbound (See Exhibit 3-21). Vehicles traveling southbound on Marquardt Avenue (North) will travel along the same bridge and connector roads in the opposite direction to continue southbound on Marquardt Avenue (South).⁹⁴

The construction of the bridge will begin in January 2019 with completion expected in January 2021. The bridge will be constructed slightly to the south of the existing intersection of Marquardt Avenue and Rosecrans Avenue (refer to Exhibits 3-21 and 3-22). The bridge will replace the intersection of Rosecrans Avenue and Marquardt Avenue and these existing roadways will be reconfigured to connect to access ramps for the proposed bridge, shown in Exhibits 3-21 and 3-22. The intersection will be accessible during construction as the bridge will be constructed overhead, slightly to the south of the intersection. The initial phases of construction will involve the installation of the bridge and the latter phases of construction will involve the reconfiguration of Rosecrans Avenue and Marquardt Avenue.⁹⁵

⁹³ Los Angeles County Metropolitan Transportation Authority (Metro), The Source. *New Bridge Will Separate Rosecrans from Busy Rail Crossing in Santa Fe Springs*. <http://thesource.metro.net/2016/08/26/new-bridge-will-separate-rosecrans-from-busy-rail-crossing-in-santa-fe-springs>. August 26, 2016.

⁹⁴ Los Angeles County Metropolitan Transportation Authority (Metro). *Rosecrans/Marquardt Grade Separation Project*. March 2016.

⁹⁵ Ibid.

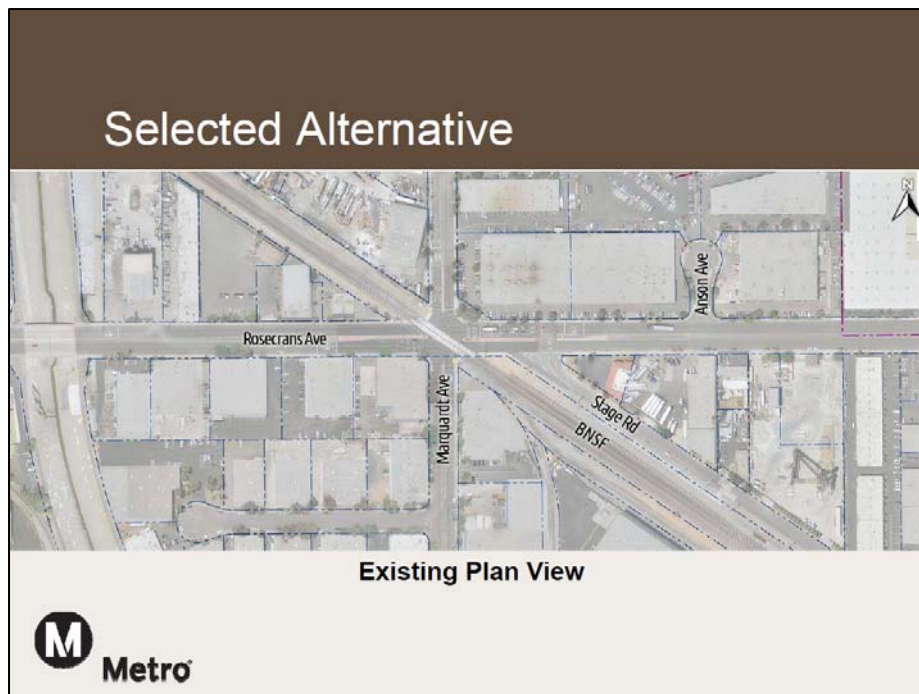


EXHIBIT 3-21
EXISTING AND PROPOSED PLAN VIEWS
Source: Los Angeles County Metropolitan Transportation Authority (Metro)

Selected Alternative



Metro

Existing Aerial View

Selected Alternative



Metro

Photosimulation

EXHIBIT 3-22

EXISTING AERIAL VIEW AND PHOTOSIMULATION

Source: Los Angeles County Metropolitan Transportation Authority (Metro)

The proposed project is expected to be in operation during the initial phases of the bridge construction and therefore, the bridge construction activities will not coincide with the proposed project construction activities. However, the bridge construction activities may result in limited access to the project site. The intersection of Rosecrans Avenue and Marquardt Avenue will be open during construction of the bridge. In the latter phases of bridge construction, both Rosecrans Avenue and Marquardt Avenue will be reconfigured and access will not be possible through the Rosecrans and Marquardt intersection. Traffic will be required to travel north on Marquardt Avenue (North) and along other local routes in order to access Rosecrans Avenue and Marquardt Avenue (South).

Although the construction of the bridge will cause some impacts to the proposed project, the bridge is a safety improvement that will ultimately facilitate safe circulation in the area. Furthermore, an environmental analysis will be prepared prior to bridge construction, which will further analyze traffic and circulation impacts. The proposed bridge once completed and in operation will substantially improve traffic safety in the area. As indicated previously, access will be limited during the latter phases of bridge construction but the access constraints will be lifted upon completion of the bridge construction activities. Therefore, the proposed project will result in less than significant impacts to traffic and circulation.

E. 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. At no time will any local streets or parcels be closed to traffic. In addition, a fire lane will be provided within the project site, which will facilitate emergency access. As a result, no impacts will result upon the proposed project's implementation.

F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • No Impact.

Transit service in the project study area is provided by both Norwalk Transit and the Los Angeles County Metropolitan Transportation Authority (LA Metro). The project site is served by Norwalk Transit Route 5 on Rosecrans Avenue with service starting at 4:55 AM and service ending at 7:40 PM. LA Metro has a bus stop on Rosecrans Avenue west of Carmenita Road. During the weekday, the LA Metro Route 460 starts the southbound route at 3:55 AM and ends at 11:58 PM. The northbound route starts at 4:00 AM and ends at 1:58 AM. Saturday southbound service starts at 4:30 AM and ends at 11:58 PM and northbound service starts at 4:54 AM and ends at 1:58 AM. On Sunday and holidays, the southbound route starts at 4:36 AM and ends at 11:58 PM. The northbound route starts at 5:00 AM and starts at 1:58 AM.⁹⁶

The proposed project involves an industrial development within an industrial area. No conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities will exist upon the implementation of the proposed project. No existing bus stops will be removed as part of the proposed project's implementation. In addition, the proposed development has been designed to provide both short-term and long-term bicycle spaces. As a result, the proposed project's implementation will not result in any adverse impacts.

⁹⁶ Transpo Group. *Traffic Impact Analysis - 14013 Marquardt Avenue Warehouse – Santa Fe Springs*. Report dated July 11, 2017.

3.16.3 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. As a result, no cumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

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

3.17 TRIBAL CULTURAL RESOURCES

3.17.1 THRESHOLDS OF SIGNIFICANCE

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

- A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or,
- A 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.

3.17.2 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.*

A Tribal Resource is defined in Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- 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 Gabrielino-Kizh. 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 removal of the existing foundations and 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, mitigation was provided in Section 3.5.2.B herein. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. • Less Than Significant Impact.

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrielino-Kizh and it was determined that the site may be situated in an area of high archaeological significance. 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, mitigation was provided in Section 3.5.2.B herein. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

3.17.3 CUMULATIVE IMPACTS

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

3.17.4 MITIGATION MEASURES

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the mitigation measure provided in Section 3.5.2.B. As a result, no mitigation is required.

3.18 UTILITIES

3.18.1 THRESHOLDS OF SIGNIFICANCE

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

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Insufficient water supplies available to serve the project from existing entitlements and resources, or in new or expanded entitlements;
- 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;
- Insufficient permitted capacity by the landfill provider to accommodate the project's solid waste disposal needs; or
- Non-compliance with federal, state, and local statutes and regulations related to solid waste.

3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • Less Than Significant Impact.

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1970, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge. The Los Coyotes WRP provides primary, secondary and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over 5 million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River. The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per

day and serves a population of approximately 3½ million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.⁹⁷

The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. As indicated in Table 3-17, the future development is projected to generate 574 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.⁹⁸

Table 3-17
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Warehouse	71,743 square feet	0.01 gals/day/sq. ft	574 gals/day
Total Consumption			574 gals/day

Source: Blodgett Baylosis Environmental Planning.

In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project and as a result, the impacts are expected to be less than significant.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • No Impact.

As indicated in the previous section, the proposed project will generate approximately 574 gallons of wastewater a day. The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Table 3-18 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 717.4 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand.

⁹⁷ Los Angeles County Sanitation Districts.
http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/los_coyotes.asp.

⁹⁸ The utility calculations are included in Appendix B.

Table 3-18
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Warehouse	71,743 square feet	0.01 gals/day/sq.ft	717.4 gals/day
Total Consumption			717.4 gals/day

Source: Blodgett Baylosis Environmental Planning.

Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project and no impacts are anticipated to occur.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • Less Than Significant Impact.

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

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • Less Than Significant Impact.

Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from the local well and disinfects this water with chlorine before distributing it to customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. In addition, SFSWUA receives treated groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, through the City of Whittier. Lastly, the SFSWUA also receives Metropolitan Water District of Southern California's (MWD) filtered and disinfected surface water, which is a blend of water from both the Colorado River and the State Water Project in Northern California. As previously indicated, Table 3-18 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 717.4 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

E. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • No Impact.

As previously mentioned, the proposed project will consume approximately 717.4 gallons of water per day. The proposed project is anticipated to produce 573.9 gallons of effluent (wastewater) daily. As indicated earlier, there is sufficient capacity at the Los Coyotes and Long Beach WRPs. As a result, no impacts are anticipated to occur.

F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? • No Impact.

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt.⁹⁹ The Sanitation Districts continue to maintain environmental control systems at the other closed landfills, which include the Spadra, Palos Verdes, and Mission Canyon landfills. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR and R Waste and Recycling, and Serv-Well Disposal Company. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-19, the future daily solid waste generation is projected to be 430.5 pounds per day. The proposed project will contribute a limited amount to the waste stream. As a result, no impacts on solid waste generation are anticipated.

Table 3-19
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	71,743 square feet	6 lbs/day/1,000 sq. ft.	430.5 lbs/day
Total Generation			430.5 lbs/day

Source: Blodgett Baylosis Environmental Planning. 2016.

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

The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

⁹⁹ Los Angeles County Sanitation Districts. *Solid Waste Facilities*. <http://www.lacsd.org/solidwaste/swfacilities/default.asp>.

3.18.3 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.

3.18.4 MITIGATION MEASURES

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

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.



SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings:

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

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



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SECTION 5 - REFERENCES

5.1 PREPARERS

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Marc Blodgett, Project Principal
Liesl Sullano, Project Planner
Bryan Hamilton, Project Planner

5.2 REFERENCES

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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – TRAFFIC IMPACT ANALYSIS

APPENDIX C – UTILITIES CALCULATIONS

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APPENDIX A - AIR QUALITY WORKSHEETS

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Marquardt Industrial
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	71.74	1000sqft	1.65	71,743.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2018

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per IS/MND

Construction Phase - Per IS/MND

Demolition -

Construction Off-road Equipment Mitigation -

Area Mitigation - Per IS/MND

Water Mitigation -

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Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCP and NonResidential Exterior Value	250	150
tblAreaMitigation	UseLowVOCP and NonResidential Interior Value	250	150
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	NumDays	200.00	130.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	4.00	21.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	9/28/2018	9/30/2018
tblConstructionPhase	PhaseEndDate	6/29/2018	6/30/2018
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblGrading	AcresOfGrading	7.88	1.50
tblGrading	AcresOfGrading	11.00	1.00
tblLandUse	LandUseSquareFeet	71,740.00	71,743.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

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2.1 Overall Construction (Maximum Daily Emission)
Unmitigated Construction

Year	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
2017	2.8336	27.6289	22.3624	0.0292	5.4070	1.6229	6.7144	2.9254	1.5176	4.1282	0.0000	2,891.915 4	2,891.915 4	0.6329	0.0000	2,905.205 4
2018	38.9854	18.3111	16.5086	0.0288	0.4104	1.0702	1.4806	0.1103	1.0328	1.1431	0.0000	2,604.902 0	2,604.902 0	0.4234	0.0000	2,613.792 7
Total	41.8189	45.9400	38.8710	0.0580	5.8173	2.6931	8.1950	3.0357	2.5504	5.2713	0.0000	5,496.817 4	5,496.817 4	1.0562	0.0000	5,518.993 1

Mitigated Construction

Year	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
2017	2.8336	27.6289	22.3624	0.0292	2.1633	1.6229	3.4707	1.1554	1.5176	2.3582	0.0000	2,891.915 4	2,891.915 4	0.6329	0.0000	2,905.205 4
2018	38.9854	18.3111	16.5086	0.0288	0.4104	1.0702	1.4806	0.1103	1.0328	1.1431	0.0000	2,604.902 0	2,604.902 0	0.4234	0.0000	2,613.792 7
Total	41.8189	45.9400	38.8710	0.0580	2.5736	2.6931	4.9513	1.2657	2.5504	3.5013	0.0000	5,496.817 4	5,496.817 4	1.0562	0.0000	5,518.993 1

Percent Reduction	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
0.00	0.00	0.00	0.00	0.00	55.76	0.00	39.58	58.31	0.00	33.58	0.00	0.00	0.00	0.00	0.00	0.00

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**2.2 Overall Operational
Unmitigated Operational**

Category	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
Area	1.8767	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166
Energy	1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		21.0431	21.0431	4.0000e-004	3.9000e-004	21.1711
Mobile	0.6664	2.1824	8.6570	0.0252	1.8890	0.0344	1.7234	0.4513	0.0317	0.4830		2,077,052	2,077,052	0.0743		2,078,613
Total	2.5451	2.2000	8.6792	0.0253	1.8890	0.0357	1.7248	0.4513	0.0330	0.4843		2,098,111	2,098,111	0.0748	3.9000e-004	2,099,801

Mitigated Operational

Category	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
Area	1.8945	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166
Energy	1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		21.0431	21.0431	4.0000e-004	3.9000e-004	21.1711
Mobile	0.6664	2.1824	8.6570	0.0252	1.8890	0.0344	1.7234	0.4513	0.0317	0.4830		2,077,052	2,077,052	0.0743		2,078,613
Total	2.3629	2.2000	8.6792	0.0253	1.8890	0.0357	1.7248	0.4513	0.0330	0.4843		2,098,111	2,098,111	0.0748	3.9000e-004	2,099,801

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Phase Number	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	7.16	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	10/1/2017	10/31/2017	5	22	
2	Site Preparation	Site Preparation	11/1/2017	11/30/2017	5	22	
3	Grading	Grading	12/1/2017	12/31/2017	5	21	
4	Building Construction	Building Construction	1/1/2018	6/30/2018	5	130	
5	Paving	Paving	7/1/2018	7/31/2018	5	22	
6	Architectural Coating	Architectural Coating	8/1/2018	9/30/2018	5	43	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 107,615; Non-Residential Outdoor: 35,872 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	228	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	86.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	30.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NOle- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.8501	0.0000	0.8501	0.1287	0.0000	0.1287			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457,468	2,457,468	0.6235		2,470,562
Total	2.7216	26.5855	20.8712	0.0245	0.8501	1.6062	2.4563	0.1287	1.5022	1.6310		2,457,468	2,457,468	0.6235		2,470,562

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3.2 Demolition - 2017
Unmitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0632	0.9822	0.7268	2.8900e-003	0.0681	0.0156	0.0837	0.0187	0.0143	0.0330		285.7359	285.7359	2.0200e-003		285.7783
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	0.1120	1.0435	1.4912	4.7200e-003	0.2134	0.0167	0.2302	0.0572	0.0154	0.0726		434.4472	434.4472	9.3400e-003		434.6454

Mitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					0.3316	0.0000	0.3316	0.0502	0.0000	0.0502			0.0000			0.0000
Off-Road	2.7216	26.5655	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022	0.0000	2,457,468	2,457,468	0.6235		2,470,562
Total	2.7216	26.5655	20.8712	0.0245	0.3316	1.6062	1.9378	0.0502	1.5022	1.5524	0.0000	2,457,468	2,457,468	0.6235		2,470,562

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3.2 Demolition - 2017 Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0632	0.9822	0.7268	2.8800e-003	0.0681	0.0156	0.0837	0.0187	0.0143	0.0330		285.7359	285.7359	2.0200e-003		285.7783
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8851
Total	0.1120	1.0435	1.4912	4.7200e-003	0.2134	0.0167	0.2302	0.0572	0.0154	0.0726		434.4472	434.4472	9.3400e-003		434.6454

3.3 Site Preparation - 2017 Unmitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					5.3175	0.0000	5.3175	2.9017	0.0000	2.9017			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171	1.3067	1.3067	1.3067	1.2022	1.2022	1.2022		1,762.1239	1,762.1239	0.5369		1,763.3977
Total	2.3109	24.2288	15.9299	0.0171	5.3175	1.3067	6.6243	2.9017	1.2022	4.1039		1,762.1239	1,762.1239	0.5369		1,763.3977

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3.3 Site Preparation - 2017
Unmitigated Construction Off-Site

Category	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
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.5093
Total	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.5093

Mitigated Construction On-Site

Category	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
Fugitive Dust					2.0738	0.0000	2.0738	1.1317	0.0000	1.1317			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	2.3109	24.2288	15.9299	0.0171	2.0738	1.3067	3.3806	1.1317	1.2022	2.3339	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977

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3.3 Site Preparation - 2017
Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6083
Total	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6083

3.4 Grading - 2017

Unmitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					4.5923	0.0000	4.5923	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0651	1.0651		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	1.8844	19.7889	13.1786	0.0141	4.5923	1.0651	5.6574	2.4909	0.9808	3.4717		1,439.1894	1,439.1894	0.4410		1,448.4496

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3.4 Grading - 2017

Unmitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6093
Total	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6093

Mitigated Construction On-Site

Category	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
lb/day																
Fugitive Dust					1.7910	0.0000	1.7910	0.9714	0.0000	0.9714			0.0000			0.0000
Off-Road	1.8644	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808	0.0000	1,439,189 4	1,439,189 4	0.4410		1,448,449 6
Total	1.8644	19.7889	13.1786	0.0141	1.7910	1.0661	2.8571	0.9714	0.9808	1.9523	0.0000	1,439,189 4	1,439,189 4	0.4410		1,448,449 6

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3.4 Grading - 2017

Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.5093
Total	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.5093

3.5 Building Construction - 2018

Unmitigated Construction On-Site

Category	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
lb/day																
Off-Road	2.5826	17.3173	13.8057	0.0220		1.0532	1.0532		1.0172	1.0172		2.021.413 6	2.021.413 6	0.4059		2,029.937 3
Total	2.5826	17.3173	13.8057	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.413 6	2,021.413 6	0.4059		2,029.937 3

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3.5 Building Construction - 2018
Unmitigated Construction Off-Site

Category	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
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0859	0.8655	1.0707	2.6000e-003	0.0750	0.0144	0.0894	0.0214	0.0132	0.0346		253.0777	253.0777	1.7900e-003		253.1154
Worker	0.1015	0.1283	1.8023	4.2500e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4300e-003	0.0914		330.4108	330.4108	0.0157		330.7400
Total	0.1874	0.9938	2.8730	6.8500e-003	0.4104	0.0170	0.4273	0.1103	0.0156	0.1259		583.4885	583.4885	0.0175		583.8564

Mitigated Construction On-Site

Category	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
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172	0.0000	2,021.413 6	2,021.413 6	0.4059		2,029.937 3
Total	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172	0.0000	2,021.413 6	2,021.413 6	0.4059		2,029.937 3

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3.5 Building Construction - 2018
Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0859	0.8655	1.0707	2.6000e-003	0.0750	0.0144	0.0894	0.0214	0.0132	0.0346		253.0777	253.0777	1.7900e-003		253.1164
Worker	0.1015	0.1283	1.6023	4.2500e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4300e-003	0.0914		330.4108	330.4108	0.0157		330.7400
Total	0.1874	0.9938	2.6730	6.8500e-003	0.4104	0.0170	0.4273	0.1103	0.0156	0.1259		583.4885	583.4885	0.0175		583.8564

3.6 Paving - 2018

Unmitigated Construction On-Site

Category	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
lb/day																
Off-Road	1.0052	10.3081	8.8698	0.0133		0.6027	0.6027		0.5553	0.5553		1,326.5758	1,326.5758	0.4051		1,335.0833
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0052	10.3081	8.8698	0.0133		0.6027	0.6027		0.5553	0.5553		1,326.5758	1,326.5758	0.4051		1,335.0833

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3.6 Paving - 2018

Unmitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0566	0.6943	1.8400e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		143.1780	143.1780	6.7900e-003		143.3207
Total	0.0440	0.0566	0.6943	1.8400e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		143.1780	143.1780	6.7900e-003		143.3207

Mitigated Construction On-Site

Category	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
lb/day																
Off-Road	1.0052	10.3081	8.8698	0.0133		0.6027	0.6027		0.5553	0.5553	0.0000	1,326.5758	1,326.5758	0.4051		1,335.0833
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0052	10.3081	8.8698	0.0133		0.6027	0.6027		0.5553	0.5553	0.0000	1,326.5758	1,326.5758	0.4051		1,335.0833

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3.6 Paving - 2018

Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0440	0.0566	0.6843	1.8400e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		143.1780	143.1780	6.7900e-003		143.3207
Total	0.0440	0.0566	0.6843	1.8400e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		143.1780	143.1780	6.7900e-003		143.3207

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

Category	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
lb/day																
Archit. Coating	38.6864					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	38.9850	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

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3.7 Architectural Coating - 2018
Unmitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0203	0.0257	0.3205	8.5000e-004	0.0671	5.2000e-004	0.0676	0.0178	4.9000e-004	0.0183		66.0822	66.0822	3.1400e-003		66.1480
Total	0.0203	0.0257	0.3205	8.5000e-004	0.0671	5.2000e-004	0.0676	0.0178	4.9000e-004	0.0183		66.0822	66.0822	3.1400e-003		66.1480

Mitigated Construction On-Site

Category	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
lb/day																
Archit. Coating	38.6864					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	38.9850	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

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3.7 Architectural Coating - 2018
Mitigated Construction Off-Site

Category	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
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0203	0.0257	0.3205	8.5000e-004	0.0671	5.2000e-004	0.0676	0.0178	4.9000e-004	0.0183		66.0822	66.0822	3.1400e-003		66.1480
Total	0.0203	0.0257	0.3205	8.5000e-004	0.0671	5.2000e-004	0.0676	0.0178	4.9000e-004	0.0183		66.0822	66.0822	3.1400e-003		66.1480

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	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
lb/day																
Mitigated	0.6664	2.1824	8.6570	0.0252	1.6890	0.0344	1.7234	0.4513	0.0317	0.4830		2.077.052	2.077.052	0.0743		2,078.613
Unmitigated	0.6664	2.1824	8.6570	0.0252	1.6890	0.0344	1.7234	0.4513	0.0317	0.4830		2.077.052	2.077.052	0.0743		2,078.613

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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Unrefrigerated Warehouse-No Rail	185.81	185.81	185.81	796,314	796,314
Total	185.81	185.81	185.81	796,314	796,314

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-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.005681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day											
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2
Natural Gas Mitigated	1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003	1.3300e-003	1.3300e-003	1.3300e-003	21.0431	21.0431
Natural Gas Unmitigated	1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003	1.3300e-003	1.3300e-003	1.3300e-003	21.0431	21.0431
											4.0000e-004	4.0000e-004
											3.9000e-004	3.9000e-004
											21.1711	21.1711

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5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBtu/yr	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
Unrefrigerated Warehouse-No Dist	178,866	1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		21.0431	21.0431	4.0000e-004	3.9000e-004	21.1711
Total		1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		21.0431	21.0431	4.0000e-004	3.9000e-004	21.1711

Mitigated

Land Use	NaturalGas Use kBtu/yr	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
Unrefrigerated Warehouse-No Dist	0.178866	1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		21.0431	21.0431	4.0000e-004	3.9000e-004	21.1711
Total		1.9300e-003	0.0175	0.0147	1.1000e-004		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003		21.0431	21.0431	4.0000e-004	3.9000e-004	21.1711

6.0 Area Detail

6.1 Mitigation Measures Area

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Use Low VOC Paint - Non-Residential Interior
Use Low VOC Paint - Non-Residential Exterior

Category	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
Mitigated	1.6945	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166
Unmitigated	1.8767	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166

6.2 Area by SubCategory

Unmitigated

SubCategory	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
Architectural Coating	0.4555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4205					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.1000e-004	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166
Total	1.8767	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166

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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	0.2733					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4205					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.1000e-004	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166
Total	1.6945	7.0000e-005	7.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0157	0.0157	4.0000e-005		0.0166

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

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APPENDIX B – TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis

14013 MARQUARDT AVENUE WAREHOUSE – SANTA FE SPRINGS

Prepared for:
Chalmers Corporation

September 11, 2017

Prepared by:



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Executive Summary

This section provides an executive summary of the Transportation Impact Analysis through a set of frequently asked questions (FAQs).

Where is the project located and what would be developed?

The proposed project is located at on the existing site at 14013 Marquardt Avenue in the City of Santa Fe Springs. The site is currently vacant and would develop the site into 71.743 TSF of warehousing uses.

What existing public streets will serve the project and where is access proposed?

Regional access to the project site would be provided by Rosecrans Avenue. Direct project access would be provided by two (2) driveways on Marquardt Avenue.

Is the site currently served by public transit?

Transit service in the project study area is provided by both Norwalk Transit and the Los Angeles County Metropolitan Transportation Authority (LA Metro). The project site is served by Norwalk Transit Route 5 on Rosecrans Avenue. LA Metro has a bus stop on Rosecrans Avenue west of Carmenita Avenue.

How many vehicular trips would the project generate?

The project is expected to generate 325 daily PCE trips including 27 PCE trips during the AM peak hour and 29 trips during the PM peak hour.

What Transportation impacts are anticipated, if any?

The project is not forecast to significantly impact any of the study area intersections in either Existing or Short-Term Future Year (2021) conditions.

What measures are proposed to reduce or control traffic impacts?

The project is not expected to significantly impact any of the study area intersections, therefore no mitigation measures would be required. No project impacts are expected for pedestrian or bicycle facilities.



Chapter 1. Introduction

The purpose of this traffic impact analysis (TIA) is to identify potential traffic-related impacts associated with the proposed 14013 Marquardt Avenue Warehouse project. As necessary, mitigation measures are identified that would offset or reduce significant impacts.

Project Description

Figure 1 illustrates the project location and study area. The proposed project will be located on a 2.29-acre site located at 14013 Marquardt Avenue in the City of Santa Fe Springs (City), California. The proposed project will consist of a 59,007 square feet (SF) of first floor warehousing, 5,000 SF of first floor office space, and 5,000 SF of mezzanine office space, and 2,736 SF of mezzanine storage space. The warehouse building will total 71,743 SF. Access to the project is provided via two driveways on Marquardt Avenue. The project site plan is shown in Figure 2.

Study Area and Scope

This analysis focuses on the weekday AM and PM peak hours (the hour of highest traffic volume between 7:00 and 9:00 AM and 4:00 to 6:00 PM). These periods represent the highest cumulative total traffic for the adjacent street system. The study intersections include:

1. Carmenita Road/Rosecrans Avenue
2. Marquardt Avenue/Rosecrans Avenue
3. Valley View Avenue/Rosecrans Avenue
4. Marquardt Avenue/Project Driveway North
5. Marquardt Avenue/Project Driveway South
6. Marquardt Avenue Connector Road (south segment)/Rosecrans Avenue (future intersection)
7. Marquardt Avenue Connector Road (north segment)/Rosecrans Avenue (future intersection)
8. Carmenita Road/Foster Road
9. Carmenita Road/Imperial Highway
10. Marquardt Avenue/Imperial Highway

The study intersections were analyzed for the following four study scenarios:

- Existing Conditions
- Existing Conditions Plus Project Conditions
- Short-Term Future Year (2021) Baseline (existing plus growth rate plus cumulative projects with proposed grade separation project at Marquardt Avenue/Rosecrans Avenue)
- Short-Term Future Year (2021) plus Project

This TIA includes a description of existing conditions in the site vicinity, including roadway network, existing and opening year weekday AM and PM peak hour traffic volumes, and traffic operations.

Methodology

The City of Santa Fe Springs intersection evaluation methodology and significance criteria is based on the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections.



At unsignalized intersections, the level of service is calculated using the *Highway Capacity Manual* (HCM) methodology.

Signalized intersections The operational characteristics of an intersection are determined by calculating the intersection's level of service (LOS). The intersection as a whole and its individual turning movements can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. At signalized intersections, LOS was calculated using the Intersection Capacity Utilization (ICU) methodology. LOS at signalized intersections is measured based on the sum of the volume to capacity (v/c) ratio of the critical movements. Table 1 shows the relationship between v/c ratio and LOS for signalized intersections.

Table 1. Level of Service Criteria for Signalized Intersections using ICU Methodology

Level of Service	V/C Ratio	General Description (Signalized Intersections)
A	≤ 0.60	Free Flow
B	$0.61 \text{ to } \leq 0.70$	Stable Flow (slight delays)
C	$0.71 \text{ to } \leq 0.80$	Stable flow (acceptable delays)
D	$0.81 \text{ to } \leq 0.90$	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	$0.91 \text{ to } \leq 1.00$	Unstable flow (intolerable delay)
F	> 1.00	Forced flow (jammed)

Unsignalized intersections. LOS at unsignalized intersections is classified by two intersection types: all-way stop-controlled and two-way stop-controlled. LOS for unsignalized intersections was also calculated using the Highway Capacity Methodology 2010 (HCM 2010) methodology. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersections. At two-way, stop-controlled intersections, the LOS is defined in terms of the average vehicle delay of an individual movement. This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movement. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersections should be viewed with discretion. Table 2 shows the relationship between vehicle delay and LOS for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Two-Way and All-Way Stop Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.

Future Traffic Forecasts Short-Term Future Year (2021) Baseline traffic volumes were determined by adding a growth rate of 1.4 percent per year to the existing traffic volumes. This rate was determined by adding a growth rate (from the respective Regional Statistical



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Transportation Impact Analysis
14013 Marquardt Avenue Warehouse

September 2017

Area #22 – RSA in the LA County CMP) to the existing traffic volumes as well as traffic from cumulative (approved/pending but not yet constructed) projects in the vicinity of the project. Transpo obtained a list of approved/pending (cumulative) projects from the City of Santa Fe Springs Planning department. Additionally, because this project is located on the border of the cities of Norwalk and Santa Fe Springs were also contacted for their list of approved/pending projects. The growth rate was determined using the "General Traffic Volume Growth Factors" provided in Exhibit D-1 of the 2010 CMP. Opening Year 2021 volumes include the addition of cumulative traffic volumes from (approved and/or pending) cumulative projects in the vicinity of the project.

Significance Criteria The City of Santa Fe Springs has a precedent of applying the significance criteria provided in the Los Angeles County Traffic Impact Analysis Report Guidelines. In Santa Fe Springs, the project would have a significant impact if the increase in the volume to capacity (v/c) ratio equals or exceeds the thresholds shown in Table 3.

Table 3. Significance Criteria for Local Signalized Intersections

Preproject		
Level of Service	V/C Ratio	Project V/C Increase
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.90 or more	0.01 or more

Source: Los Angeles County Traffic Impact Analysis Report Guidelines, 1997.
V/C Ratio = Volume to Capacity Ratio

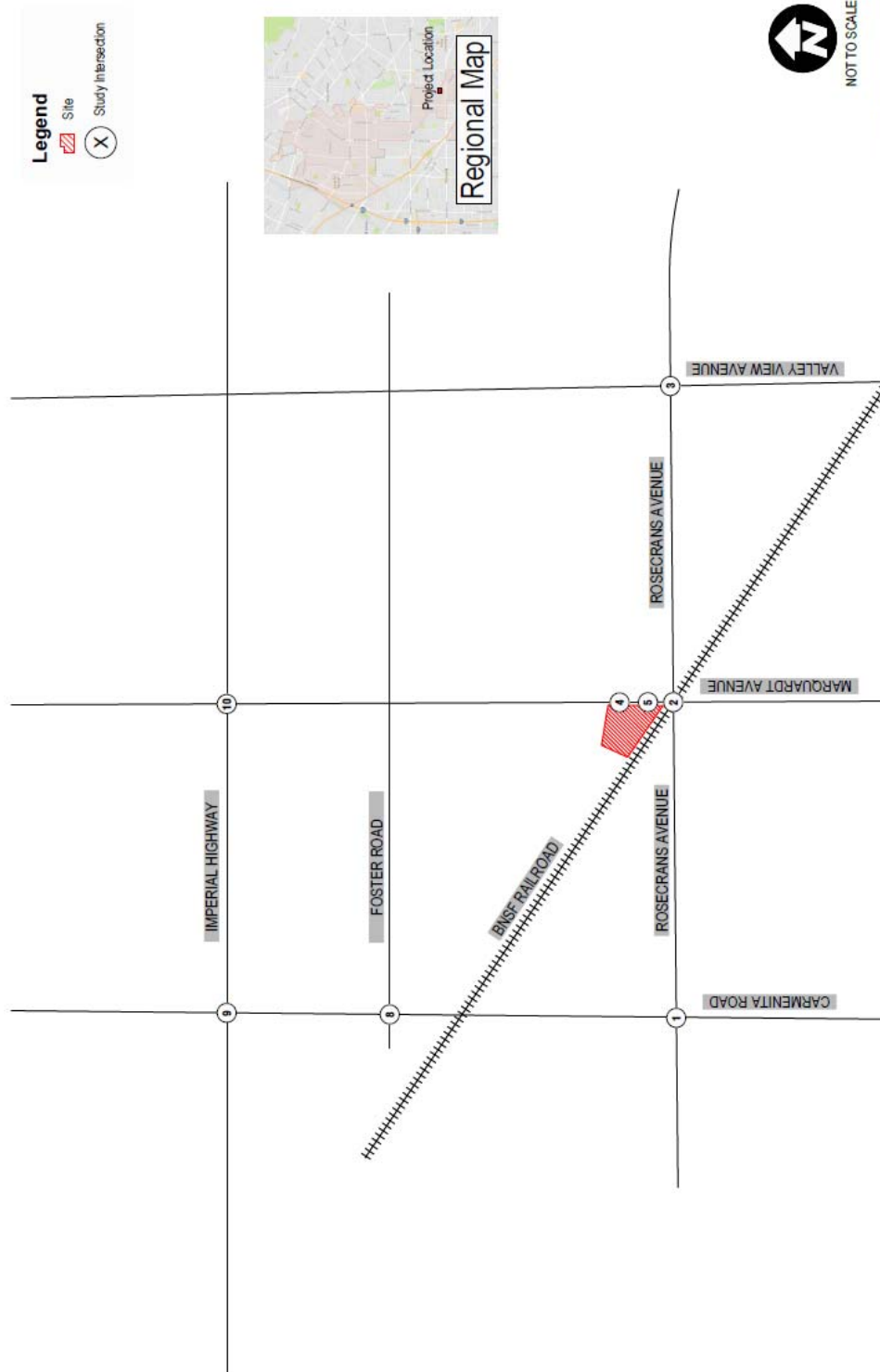
The Los Angeles County Department of Public Works and City do not have any criteria for un-signalized intersections. Therefore, the criteria from the City of Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines* was used as the significance criteria to assess impacts at un-signalized intersections. A significant impact would occur if the project increases the delay at a study area intersection as shown below in Table 4.

Table 4. Significance Criteria for Local Unsignalized Intersections

Preproject		
Level of Service	Average Control Delay (sec/veh)	Project Delay Increase
C	>15 - 25	equal to or greater than 6.0 seconds
D	>25 - 35	equal to or greater than 4.0 seconds
E/F	>35	equal to or greater than 2.5 seconds

Source: Los Angeles County Traffic Impact Analysis Report Guidelines, 1997.
V/C Ratio = Volume to Capacity Ratio





Sources: Google Maps, 06/2017.

FIGURE 1

Project Site Location and Study Area
14013 Marquardt Avenue Warehousing Project

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WHAT TRANSPORTATION CAN BE.

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Source: O.C. Design & Engineering, April 21, 2017.

FIGURE
2

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WHAT TRANSPORTATION CAN BE.

Project Site Plan
14013 Marquardt Avenue Warehousing Project

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Chapter 2. Existing and Short-Term Future Year (2021) Baseline Conditions

This section describes existing and Short-Term Future Year (2021) Baseline conditions within the identified study area. Characteristics are provided for the roadway network, peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit.

Existing Street System

Characteristics of the existing street system in the proposed project vicinity are shown in Table 5. As shown on Figure 2, the access is provided to the project site via two driveways on Marquardt Avenue.

Table 5. Study Area Existing Street System Summary

Roadway	Street Classification	Posted Speed Limit (MPH)	Number of Travel Lanes	Parking	Sidewalks	Bicycle Lanes
Carmenita Road	Major	40	4 n/o Rosecrans Ave, 5 s/o Rosecrans Ave	Some Sections	Yes	No
Marquardt Avenue	Secondary	35	2	No	Yes	No
Valley View Avenue	Major	45	4	No	Yes	Yes, n/o Rosecrans
Rosecrans Avenue	Major	45	5 w/o Carmenita Rd, 4 e/o Marquardt Ave	Some sections	Yes	No

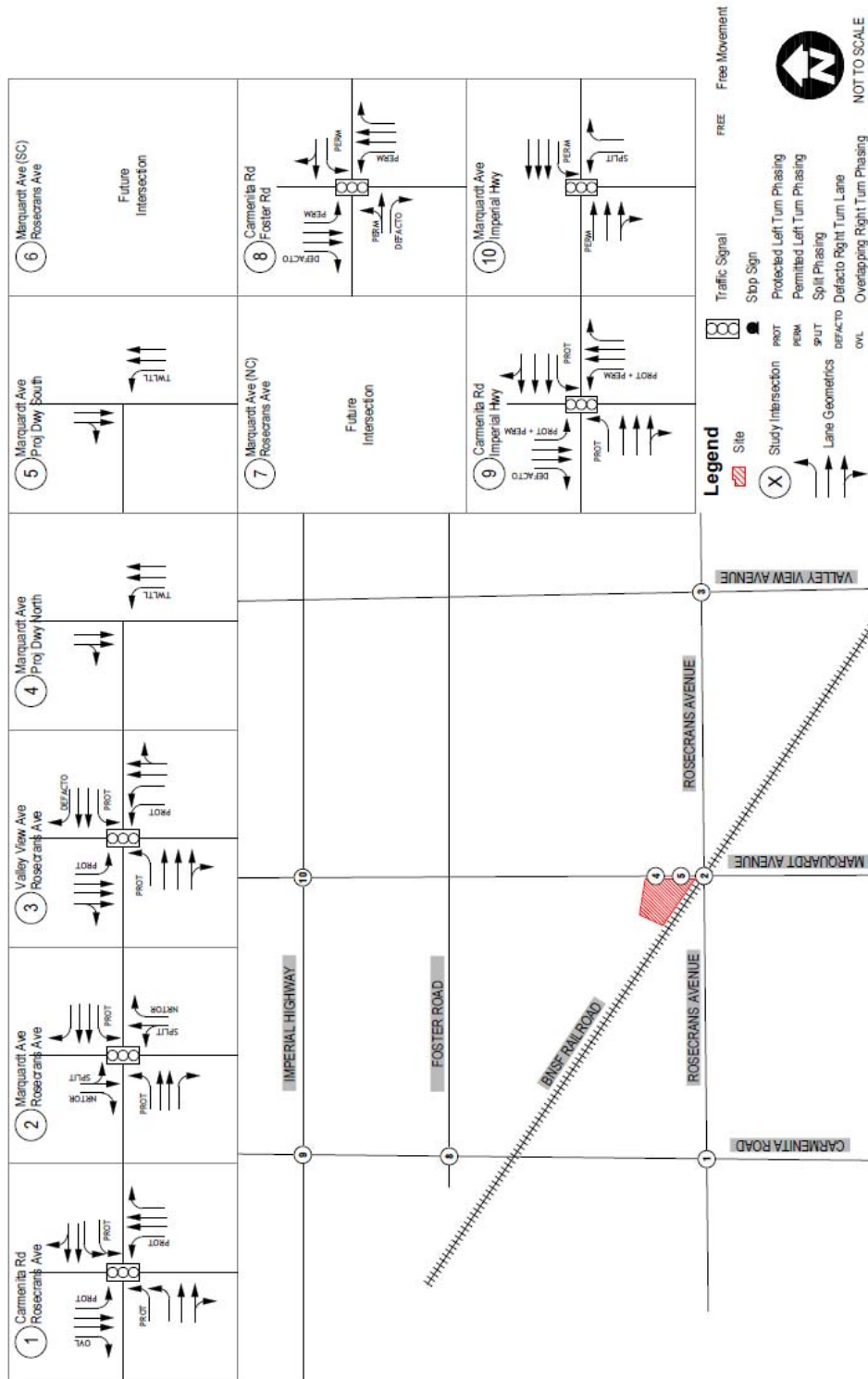
s/o = south of, n/o = north of, w/o = west of, e/o = east of, b/w = between
MPH = miles per hour

Transit service in the project study area is provided by both Norwalk Transit and the Los Angeles County Metropolitan Transportation Authority (LA Metro). The project site is served by Norwalk Transit Route 5 on Rosecrans Avenue with service starting at 4:55 AM and service ending at 7:40 PM. LA Metro has a bus stop on Rosecrans Avenue west of Carmenita Road. During the weekday, the LA Metro Route 460 starts the southbound route at 3:55 AM and ends at 11:58 PM. The northbound route starts at 4:00 AM and ends at 1:58 AM. Saturday southbound service starts at 4:30 AM and ends at 11:58 PM and northbound service starts at 4:54 AM and ends at 1:58 AM. On Sunday and holidays, the southbound route starts at 4:36 AM and ends at 11:58 PM. The northbound route starts at 5:00 AM and starts at 1:58 AM. The existing traffic controls and geometrics at the existing study area intersections are shown in Figure 3.

Marquardt Avenue/Rosecrans Avenue Grade Separation Project

The Los Angeles County Metropolitan Transportation Authority (Metro) will construct a new grade separation (bridge) at the intersection of Marquardt Avenue and Rosecrans Avenue to separate the roadways from the rail crossing. Upon completion of the bridge, vehicles traveling northbound on Marquardt Avenue (south segment) will be routed by a connector road to the west end of the bridge. A second connector road will link vehicles from the east end of the bridge to Marquardt Avenue (north segment), where vehicles will continue traveling northbound. Vehicles traveling southbound on Marquardt Avenue (north segment) will travel along the same bridge and connector roads in the opposite direction to continue southbound on Marquardt Avenue (south segment).





Existing Traffic Controls and Geometrics

14013 Marquardt Avenue Warehouse Project

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WHAT TRANSPORTATION CAN BE.

FIGURE
3

The construction of the bridge will begin in January 2019 with completion expected in January 2021. The bridge will be constructed slightly to the south of the existing intersection of Marquardt Avenue and Rosecrans Avenue. The bridge will replace the intersection of Marquardt Avenue and Rosecrans Avenue and these existing roadways will be reconfigured to connect to access ramps for the proposed bridge. Therefore, the existing intersection of Marquardt Avenue and Rosecrans Avenue will not be analyzed for future conditions. The intersection will be accessible during construction as the bridge will be constructed overhead, slightly to the south of the intersection. The initial phases of construction will involve the installation of the bridge and the latter phases of construction will involve the reconfiguration of Rosecrans Avenue and Marquardt Avenue.

The proposed project is expected to be in operation during the initial phases of the bridge construction and therefore, the bridge construction activities will not coincide with the proposed project construction activities. However, the bridge construction activities may result in limited access to the project site. The intersection of Marquardt Avenue and Rosecrans Avenue will be open during construction of the bridge. In the latter phases of bridge construction, both Marquardt Avenue and Rosecrans Avenue will be reconfigured and access will not be possible through the Marquardt Avenue and Rosecrans Avenue intersection. Although the construction of the bridge will cause some impacts to the proposed project, the bridge is a safety improvement that will ultimately facilitate safe circulation in the area. Furthermore, an environmental analysis will be prepared by Metro prior to bridge construction, which is expected in September 2017. This will further analyze traffic and circulation impacts.

A conceptual plan of this grade separation project is shown in Figure 4.

At the time that this traffic study was prepared, the environmental documents and draft analysis were not available for release and are still being prepared.

Short-Term Future Year (2021) Street System

As discussed previously, the Marquardt Avenue/Rosecrans Avenue intersection will be part of a grade separation prior to the project's opening year. Therefore, the Short-Term Future Year (2021) study area will be expanded to include the following two (2) additional intersections:

- Marquardt Avenue Connector Road (south segment)/Rosecrans Avenue (future intersection)
- Marquardt Avenue Connector Road (north segment)/Rosecrans Avenue (future intersection)

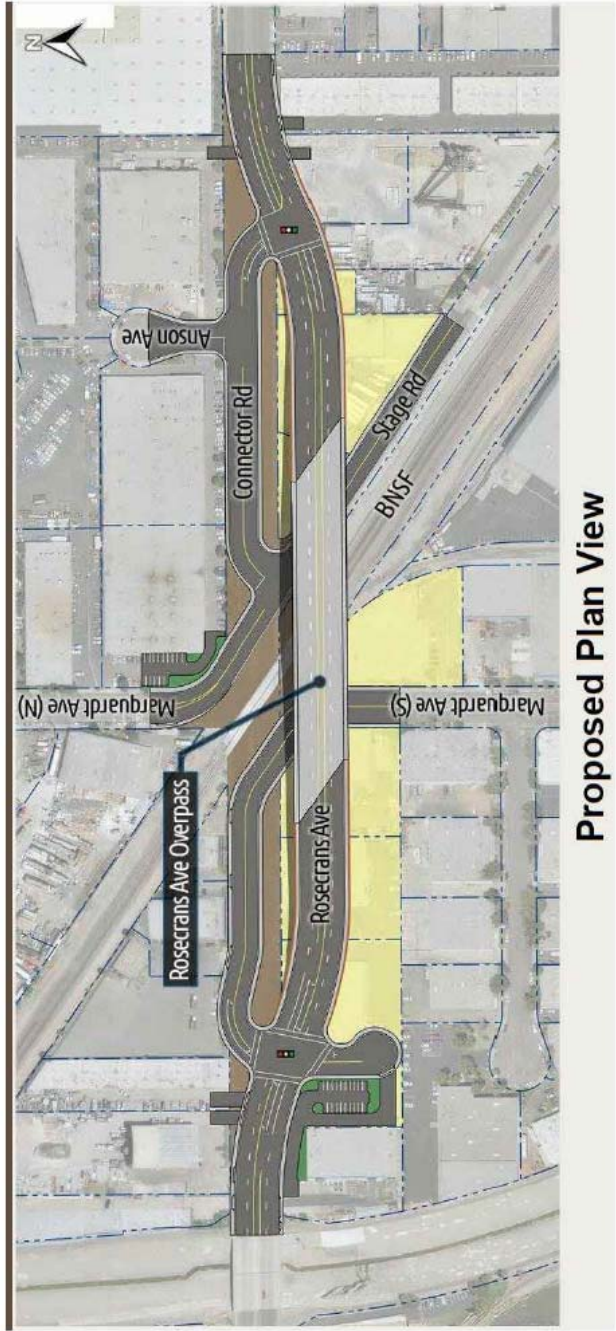
The Short-Term Future Year (2021) Study Area is illustrated in Figure 5. The traffic controls and geometrics for the future study area are illustrated in Figure 6.

Traffic Volumes

Existing Traffic Volumes

Existing turning movement counts at the existing study intersections were conducted in late June 2017. The existing condition reflects those land uses that were built and occupied at the time of the traffic counts. The site is currently vacant, therefore there were no existing trip credits applied. Intersection turning movement counts are provided in Appendix A. Existing weekday AM and PM peak hour traffic volumes are summarized on Figure 7 and were used to evaluate existing traffic conditions.





Proposed Plan View

Source: Los Angeles County Metropolitan Transportation Authority, March 2016.

Conceptual Marquardt Avenue Grade Separation Project

14013 Marquardt Avenue Warehousing Project

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FIGURE
4



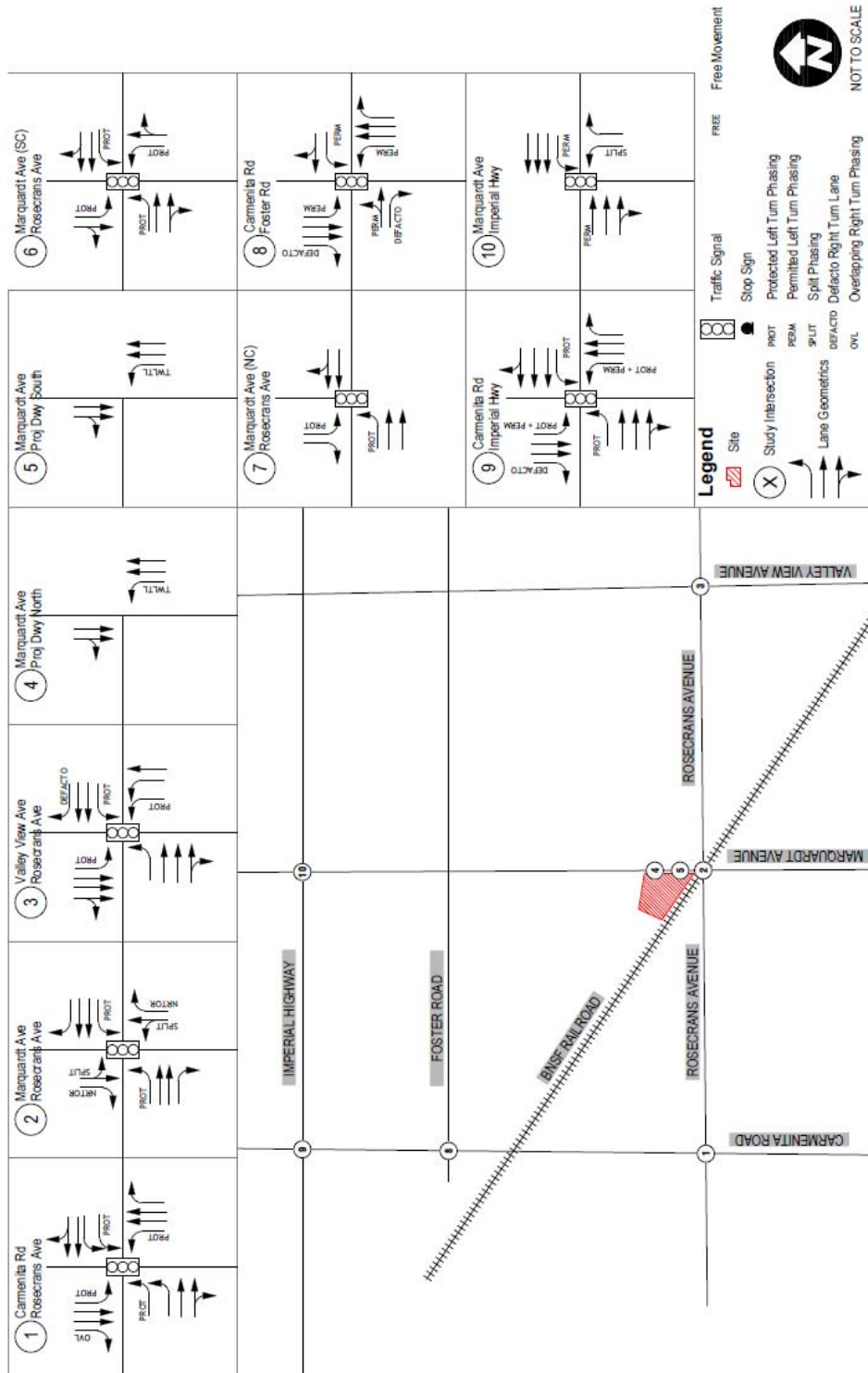
Short Term Future Year (2021) Study Area

14013 Marquardt Avenue Warehousing Project

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WHAT TRANSPORTATION CAN BE.

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FIGURE
5



FIGURE

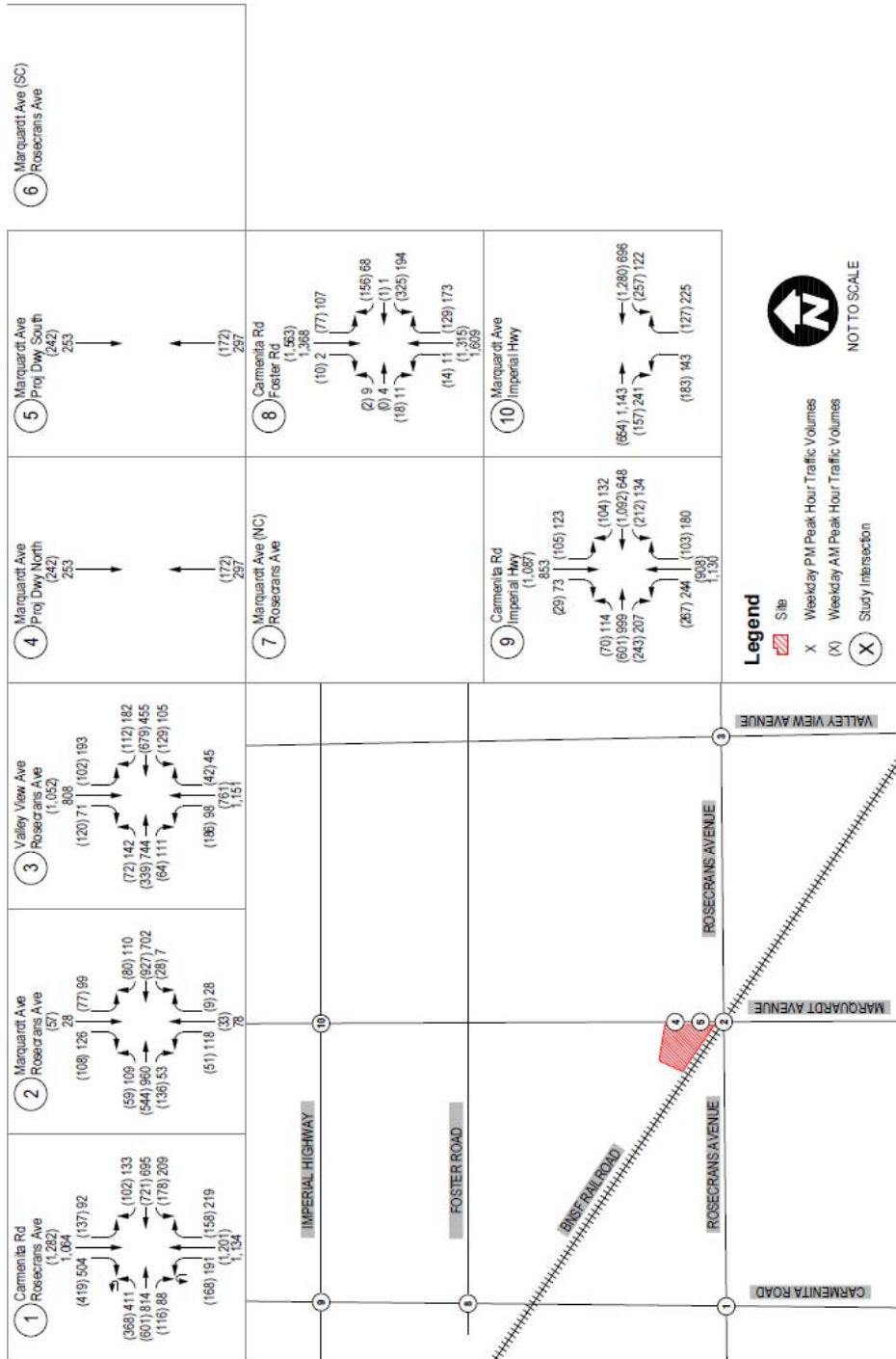
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Short-Term Future Year (2021) Traffic Controls and Geometrics

14013 Marquardt Avenue Warehouse Project

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WHAT TRANSPORTATION CAN BE.



Existing AM/PM Peak Hour Traffic Volumes
14013 Marquardt Avenue Warehouse Project

FIGURE 7

Short-Term Future Year (2021) Traffic Volumes

As noted in the methodology section, project opening year traffic volumes were forecast by adding a growth rate of 1.04 percent per year from 2017 to 2020 and then an additional 0.2 percent per year from 2020 to 2021 for a combined growth factor of 1.0336 from 2017 to 2021, as noted in the Los Angeles County Congestion Management Program. In addition, any approved/pending (cumulative) projects from the cities of Santa Fe Springs, Norwalk, and La Mirada that would affect the study area intersections were also added to make up the Short-Term Future Year (2021) traffic volumes.

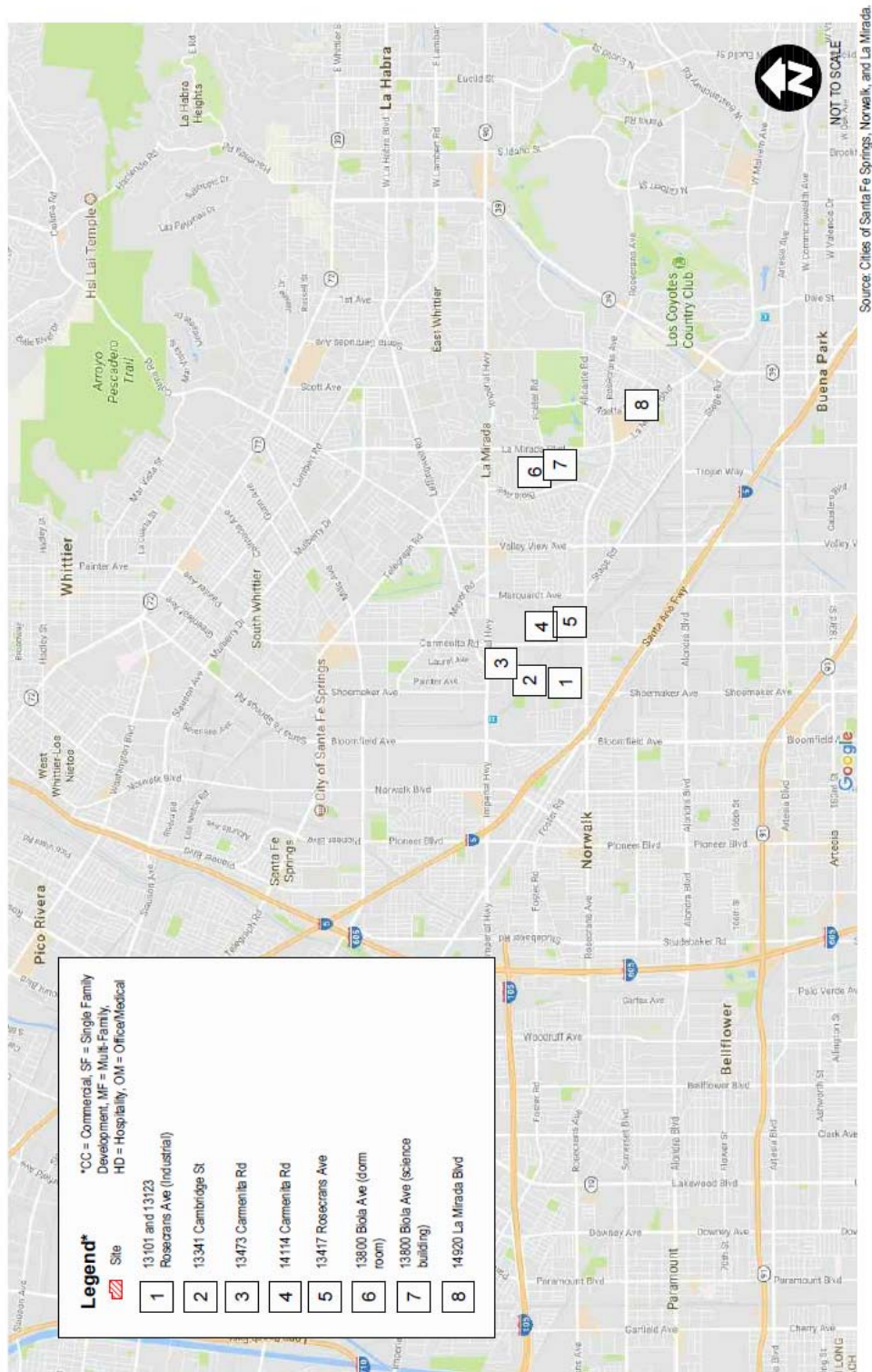
Cumulative Project Traffic Volumes

Cumulative traffic volumes were forecast by adding the traffic from cumulative projects in the study area to the factored existing traffic volumes. Cumulative projects from the cities of Santa Fe Springs, Norwalk, and La Mirada were obtained. No projects in the City of Norwalk would affect the study area. Eight (8) cumulative development projects were identified that would add traffic to the project study area. The location of the cumulative projects is shown in Figure 8. The cumulative project trip generation is shown in Table 6.

As shown in the table, the cumulative projects are expected to generate approximately 10,578 daily PCE trips, 1,059 AM peak hour PCE trips, and 1,190 PM peak hour PCE trips. These trips were distributed through the existing network and added to the existing plus growth traffic volumes.

The Short-Term Future Year (2021) AM/PM peak hour traffic volumes were first assigned to the existing network, and then manual re-assigned to the Short-Term Future Year (2021) Street System. These traffic volumes are shown on Figure 9. The volume re-assignment diagram is provided in Appendix D.





Locations of Cumulative Projects

14013 Marquardt Avenue Warehousing Project

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FIGURE

8

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Transportation Impact Analysis
14013 Marquardt Avenue Warehouse

September 2017

Table 6. Cumulative Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
General Light Industrial ¹	TSF	6.97	0.81	0.11	0.92	0.12	0.85	0.97
Gas Station with Convenience Store and Car Wash ²	VFP	152.84	6.04	5.80	11.84	7.07	6.79	13.86
Dormitory Room ³	RM	1.42	0.03	0.04	0.07	0.07	0.06	0.13
Junior/Community College ⁴	TSF	27.49	2.21	0.78	2.99	1.47	1.07	2.54
Health/Fitness Club ⁵	TSF	32.93	0.71	0.71	1.41	2.02	1.52	3.54

Project Trip Generation

Cumulative Projects Trip Generation (Santa Fe Springs)									
13101 and 13123 Rosecrans Ave (Industrial with a total of 3 buildings)	231.751	TSF	1,615	188	26	213	27	198	225
Total PCE Trip Generation ⁶			2,053	238	33	271	34	251	286
13341 Cambridge St (Industrial)	185.060	TSF	1,290	150	20	170	22	158	180
Total PCE Trip Generation ⁶			1,639	190	26	216	27	201	228
13473 Carmenita Rd (Industrial)	13.885	TSF	97	11	2	13	2	12	14
Total PCE Trip Generation ⁶			123	14	2	16	2	15	18
14114 Carmenita Rd (Industrial)	42.594	TSF	297	34	5	39	5	36	41
Total PCE Trip Generation ⁶			377	44	6	50	6	46	53
13417 Rosecrans Ave (gas station with convenience store and car wash)	12	VFP	1,834	72	70	142	85	81	166
Total Trip Generation Estimates for Cumulative Projects in PCE (Santa Fe Springs)			6,027	559	136	696	155	595	751
Cumulative Projects Trip Generation (La Mirada)									
13800 Biola Ave (dorm room)	346	RM	491	10	14	24	24	21	45
13800 Biola Ave (science building)	92.000	TSF	2,529	204	72	275	136	98	234
14920 La Mirada Blvd (Gym/Fitness Center)	45.388	TSF	1,495	32	32	64	92	69	161
Total Trip Generation for Cumulative Projects in PCE (La Mirada)			4,515	246	117	363	251	188	439
Total Trip Generation for Cumulative Projects in PCE (Santa Fe Springs and La Mirada)			10,542	805	253	1,059	406	783	1,190

TSF = Thousand Square Feet, VFP = vehicle fueling pumps, RM = room

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012. Land Use Code 110 - General Light Industrial.

² Trip rates from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012. Land Use Code 946 - Gasoline/Service Station with Convenience Market and Car Wash.

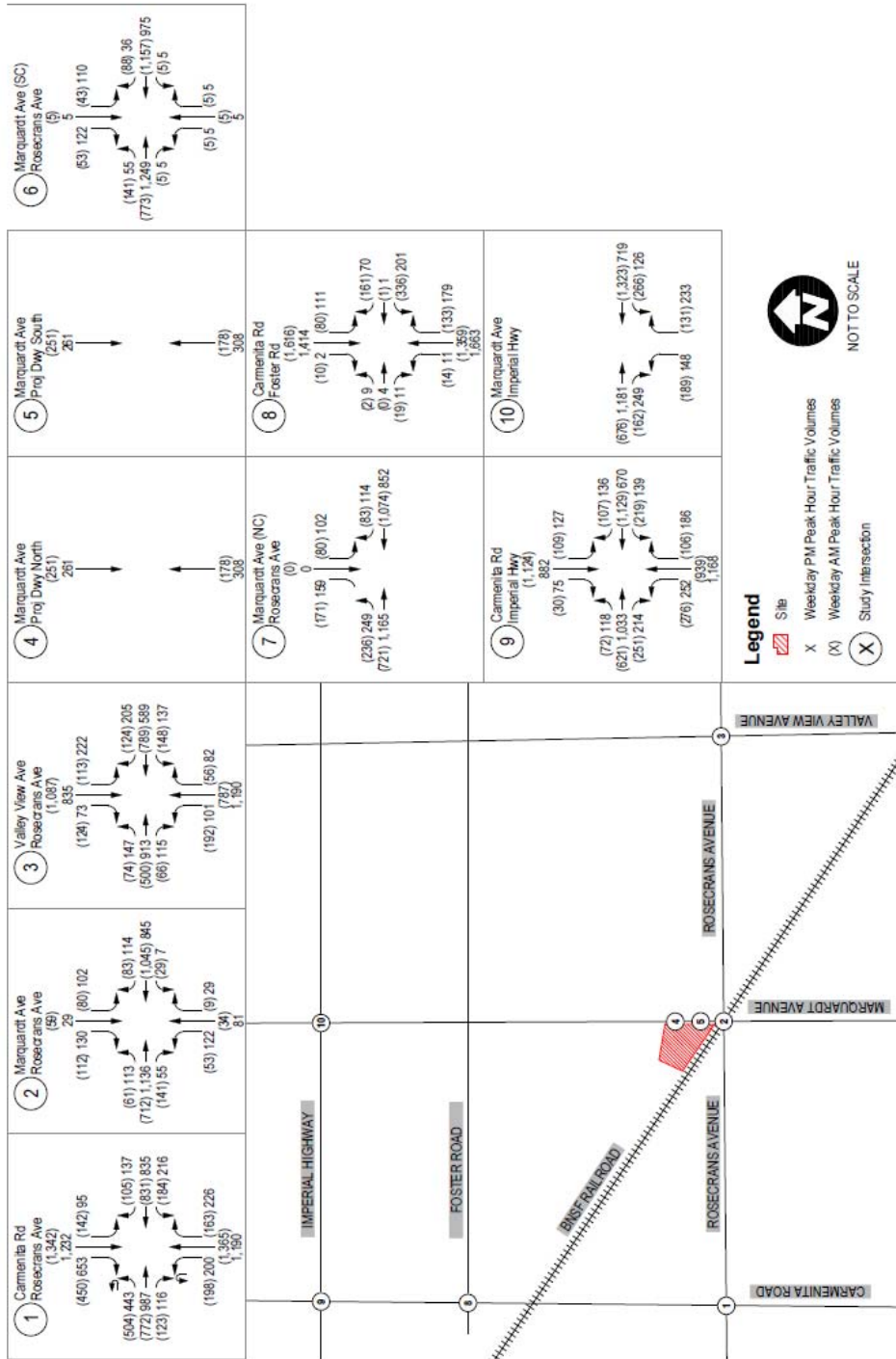
³ Trip rates from Spack Consulting, Trip Generation Study - Private Student Housing Apartments, April 12, 2012.

⁴ Trip rates from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012. Land Use Code 540 - Junior/Community College.

⁵ Trip rates from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012. Land Use Code 492 - Health/Fitness Club.

⁶ Vehicle Mix from the City of Fontana, Truck Trip Generation Study, August 2003. Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.





Short-Term Future Year (2021) AM/PM Peak Hour Traffic Volumes
14013 Marquardt Avenue Warehousing Project

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WHAT TRANSPORTATION CAN BE.

FIGURE
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Intersection Operations

A LOS analysis was prepared for the Existing and Short-Term Future Year (2021) Baseline conditions using the ICU and HCM methodologies as discussed in Chapter 1. Tables 7 and 8 show the Existing and Short-Term Future Year (2021) Baseline conditions, respectively.

Table 7. Existing Weekday Peak Hour Intersection LOS

Intersection	LOS Method	AM Peak		PM Peak	
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²
1. Carmenita Rd/Rosecrans Ave	ICU	E	0.941	E	0.964
2. Marquardt Ave/Rosecrans Ave	ICU	A	0.563	B	0.606
3. Valley View Ave/Rosecrans Ave	ICU	B	0.672	D	0.838
4. Marquardt Ave/Proj Dwy North	TWSC	-	-	-	-
5. Marquardt Ave/Proj Dwy South	TWSC	-	-	-	-
6. Marquardt Ave (SC)/Rosecrans Ave ³	ICU	-	-	-	-
7. Marquardt Ave (NC)/Rosecrans Ave ³	ICU	-	-	-	-
8. Carmenita Rd/Foster Rd	ICU	D	0.812	C	0.799
9. Carmenita Rd/Imperial Hwy	ICU	E	0.915	D	0.865
10. Marquardt Ave/Imperial Hwy	ICU	A	0.544	B	0.605

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual

TWSC = Two Way Stop Controlled (evaluated using the HCM Methodology)

¹ Level of Service

² Volume-to-capacity ratio for signalized intersection, delay for unsignalized intersections

³ Future intersections that will be constructed as part of the Marquardt Ave grade separation project.

As shown in the table, all study area intersections are currently operating at LOS D or better under Existing conditions except for the following intersections:

- Carmenita Road/Rosecrans Avenue – This intersection is currently operating at LOS E during both peak hours (0.941 in the AM peak hour and 0.964 in the PM peak hour).
- Carmenita Road/Imperial Highway – This intersection is currently operating at LOS E during the AM peak hour (0.915).



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Transportation Impact Analysis
14013 Marquardt Avenue Warehouse

September 2017

Table 8. Short-Term Future Year (2021) Baseline Weekday Peak Hour Intersection LOS

Intersection	LOS Method	AM Peak		PM Peak	
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²
1. Carmenita Rd/Rosecrans Ave	ICU	F	1.038	F	1.090
2. Marquardt Ave/Rosecrans Ave ⁴	ICU	-	-	-	-
3. Valley View Ave/Rosecrans Ave	ICU	C	0.727	E	0.936
4. Marquardt Ave/Proj Dwy North	TWSC	-	-	-	-
5. Marquardt Ave/Proj Dwy South	TWSC	-	-	-	-
6. Marquardt Ave (SC)/Rosecrans Ave ³	ICU	B	0.610	A	0.570
7. Marquardt Ave (NC)/Rosecrans Ave ³	ICU	C	0.716	B	0.657
8. Carmenita Rd/Foster Rd	ICU	D	0.836	D	0.823
9. Carmenita Rd/Imperial Hwy	ICU	E	0.942	D	0.880
10. Marquardt Ave/Imperial Hwy	ICU	A	0.559	B	0.622

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual

TWSC = Two Way Stop Controlled (evaluated using the HCM Methodology)

¹ Level of Service

² Volume-to-capacity ratio for signalized intersection, delay for unsignalized intersections

³ Future intersections that will be constructed as part of the Marquardt Ave grade separation project.

⁴ This intersection will not exist after the Marquardt Avenue grade separation project.

As shown in the table, all study area intersections are forecast to operate at LOS D or better in Short-Term Future Year (2021) conditions except for the following intersections:

- Carmenita Road/Rosecrans Avenue – This intersection is forecast to operate at LOS F during both peak hours (1.038 in the AM peak hour and 1.090 in the PM peak hour).
- Valley View Avenue/Rosecrans Avenue – This intersection is forecast to operate at LOS E in the PM peak hour (0.936 in the PM peak hour).
- Carmenita Road/Imperial Highway – This intersection is forecast to operate at LOS E during the AM peak hour (0.942).



Chapter 3. Project Impacts

This section documents project-generated impacts on the surrounding transportation system and at the study intersections.

Trip Generation

Trip generation estimates for the project were calculated using trip rates from the Institute of Transportation Engineers' *Trip Generation, 9th Edition* (ITE 2012). The calculation of project trip generation estimates is shown in Table 9. Vehicle mix percentages from the City of Fontana, *Truck Trip Generation Study*, August 2003 and passenger car equivalent (PCE) factors from the San Bernardino County CMP were used to account for the project's truck traffic.

Table 9. Project Trip Generation

		AM Peak Hour				PM Peak Hour			
Land Use	Units	Daily	In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
Warehousing ¹	TSF	3.56	0.24	0.06	0.30	0.08	0.24	0.32	
<u>Total Vehicle Trip Generation</u>									
14013 Marquardt Avenue Warehouse	71.743	TSF	255	17	5	22	6	17	23
<u>Vehicle Mix²</u>	<u>Percent</u>								
Passenger Vehicles	80.30%	205	14	4	17	5	14	18	
2-Axle Trucks	5.20%	13	1	0	1	0	1	1	
3-Axle Trucks	4.50%	11	1	0	1	0	1	1	
4+-Axle Trucks	10.00%	26	2	0	2	1	2	2	
	100%	255	17	5	22	6	17	23	
<u>PCE Trip Generation³</u>	<u>PCE Factor</u>								
Passenger Vehicles	1.0	205	14	4	17	5	14	18	
2-Axle Trucks	1.5	20	1	0	2	0	1	2	
3-Axle Trucks	2.0	23	2	0	2	1	2	2	
4+-Axle Trucks	3.0	77	5	1	6	2	5	7	
Total PCE Trip Generation		325	22	5	27	7	22	29	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 9th Edition*, 2012. Land Use Code 160 - Warehousing.

² Vehicle Mix from the City of Fontana, *Truck Trip Generation Study*, August 2003. Classification: Light Warehouse.

³ Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

As shown in the table, the project is anticipated to generate 325 PCE daily trips including 27 PCE trips during the AM peak hour and 29 PCE trips during the PM peak hour.



Trip Distribution and Assignment

Project trips were distributed to the study area intersections using the existing travel patterns, engineering judgement and likely destinations for employees and destinations of trucks. The forecast trip distribution is shown in Figure 10. Project trips were assigned to the study area intersections by multiplying the project trip generation by the trip distribution percent at each location. The project trip assignment is shown in Figure 11 for the existing study area. Figure 12 illustrates the project trip assignment with the Marquardt Avenue/Rosecrans Avenue grade separation (Short-Term Future Year 2021 Study Area).

Traffic Volumes

Existing and Short-Term Future Year (2021) with-project traffic volumes were determined by adding the project trips to the Existing and Short-Term Future Year (2021) without project traffic volumes. Figure 13 shows the Existing with-project weekday AM and PM peak hour traffic volumes at the study intersections. Figure 14 shows the Short-Term Future Year (2021) Plus project weekday AM and PM peak hour traffic volumes with the Marquardt Avenue/Rosecrans Avenue grade separation project.

Existing plus Project Intersection Operations

An intersection operations analysis was conducted for the study area to evaluate the Existing plus project weekday AM and PM peak hour conditions with the project. Intersection operations were calculated using the LOS methodology described previously. Table 10, provided at the end of this chapter, provides a comparison between the existing without and with-project conditions for the weekday peak hours using the City's ICU methodology and the HCM methodology at unsignalized intersections. Detailed LOS worksheets are included in Appendix B.

Based on the previously discussed significance criteria, all study area intersections would operate at LOS D or better with the addition of the project except for the following intersections:

- Carmenita Road/Rosecrans Avenue - This intersection is expected to continue to operate at LOS E during both peak hours (0.944 in the AM peak hour and 0.966 in the PM peak hour). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.003 in the AM peak hour and is under the City's significance thresholds.
- Carmenita Road/Imperial Highway – This intersection is expected to continue to operate at LOS E during the AM peak hour (0.917). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.002 in the AM peak hour and is under the City's significance thresholds.

These are the same intersections that are operating at LOS E or F under existing conditions.

Short-Term Future Year (2021) plus Project Intersection Operations

Table 11 provides a comparison between the Short-Term Future Year (2021) Baseline and Short-Term Future Year (2021) plus Project conditions for the weekday peak hours using the Intersection operations were calculated using the LOS methodology described previously.. Detailed LOS worksheets are included in Appendix B.

Based on the previously discussed significance criteria, all study area intersections would operate at LOS D or better with the addition of the project except for the following intersections:



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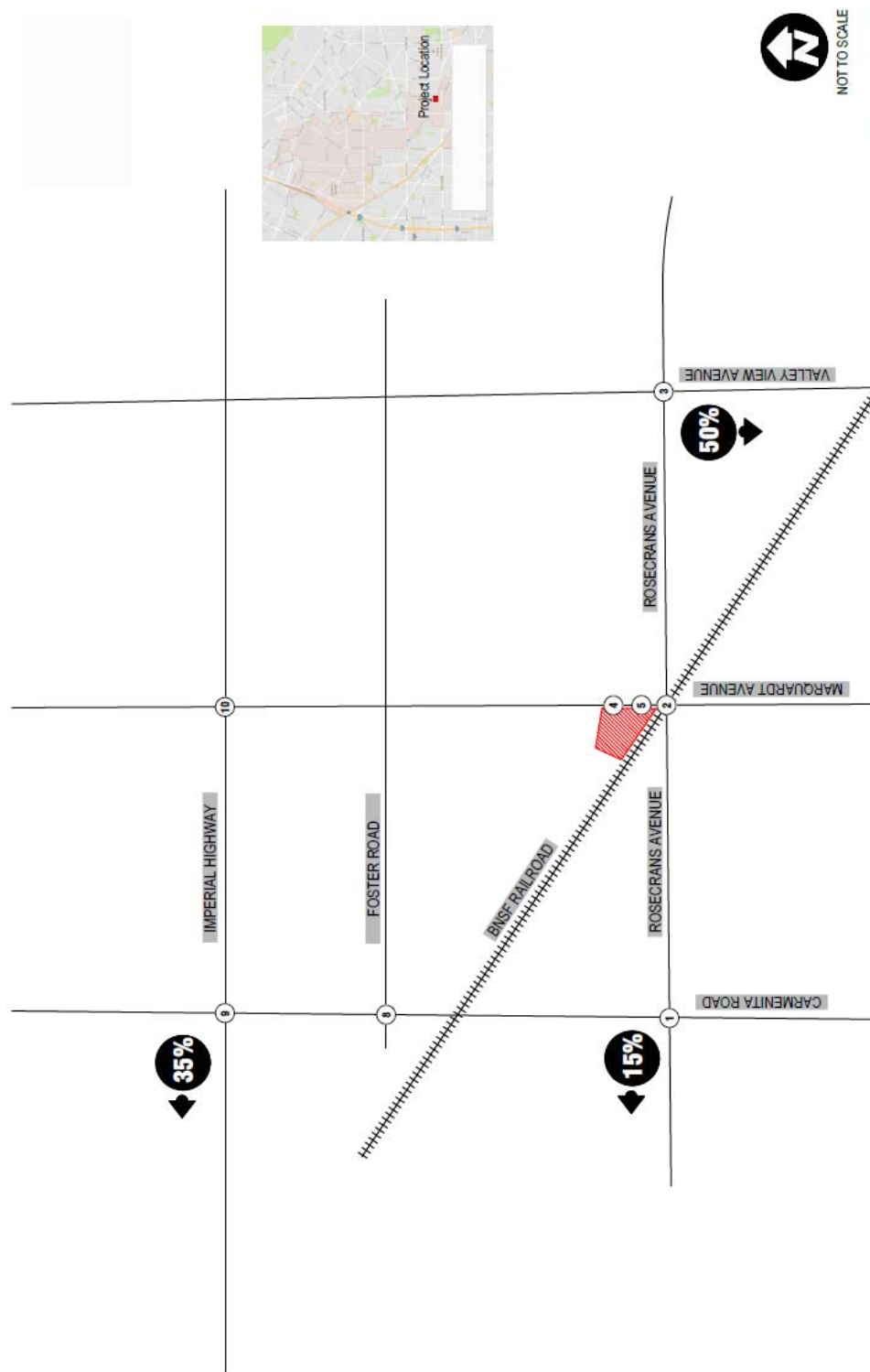
Transportation Impact Analysis
14013 Marquardt Avenue Warehouse

September 2017

- Carmenita Road/Rosecrans Avenue – This intersection is forecast to operate at LOS F during both peak hours (1.038 in the AM peak hour and 1.090 in the PM peak hour). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.001 in the AM peak hour and is under the City's significance thresholds.
- Valley View Avenue/Rosecrans Avenue – This intersection is forecast to operate at LOS E in the PM peak hour (0.936 in the PM peak hour). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.002 in the PM peak hour and is under the City's significance thresholds.
- Carmenita Road/Imperial Highway – This intersection is forecast to operate at LOS E during the AM peak hour (0.942). This would not be considered a significant project impact as the V/C ratio increases by a maximum of 0.002 in the AM peak hour and is under the City's significance thresholds.

These are the same intersections that are forecast to operate at LOS E or F conditions under Short-Term Future Year (2012) without the project conditions.





Project Trip Distribution and Assignment

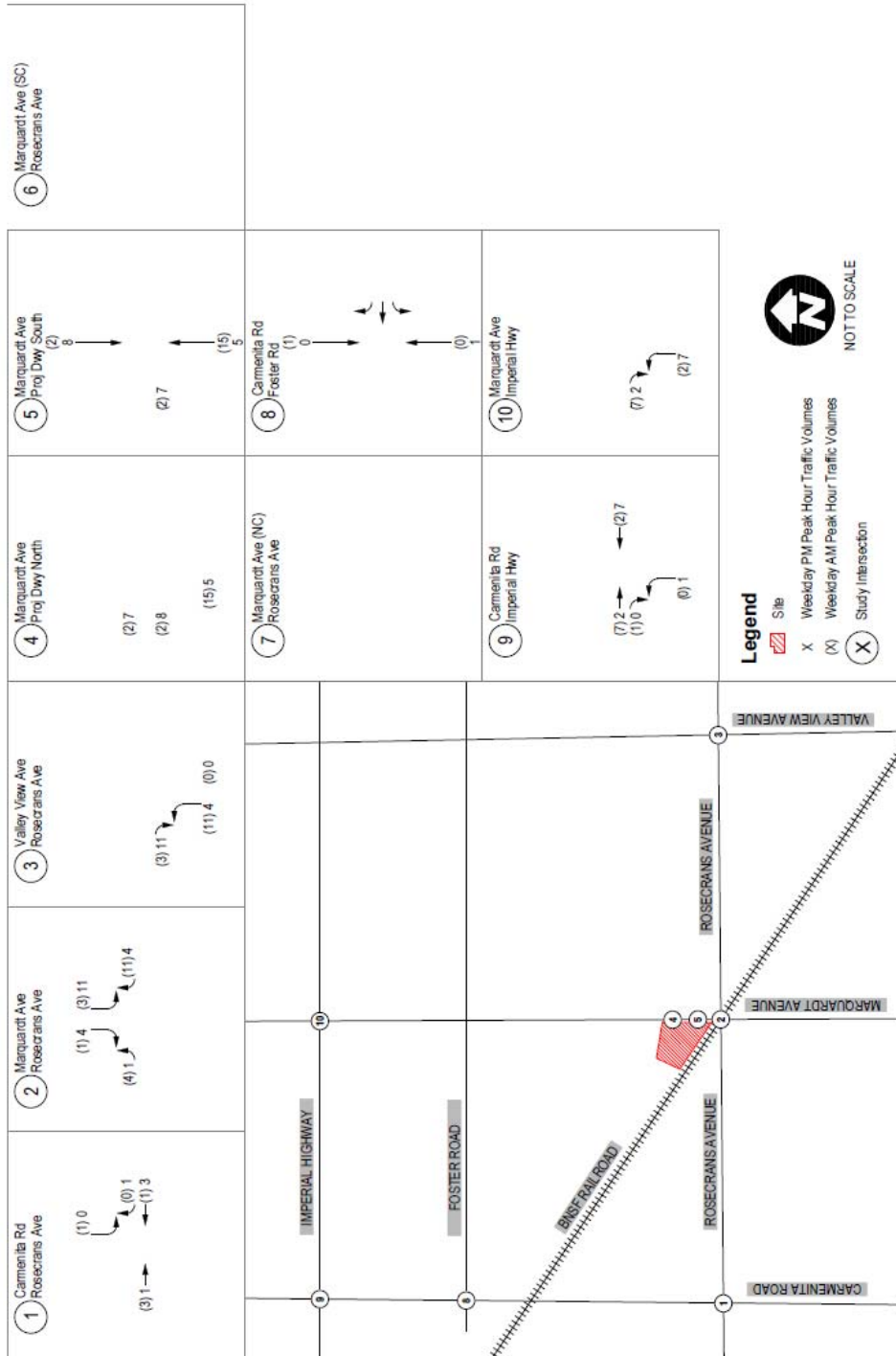
14013 Marquardt Avenue Warehouse Project

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WHAT TRANSPORTATION CAN BE

FIGURE 10



Project Trip Assignment (Existing Study Area)
14013 Marquardt Avenue Warehouse Project

FIGURE 11

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WHAT TRANSPORTATION CAN BE.

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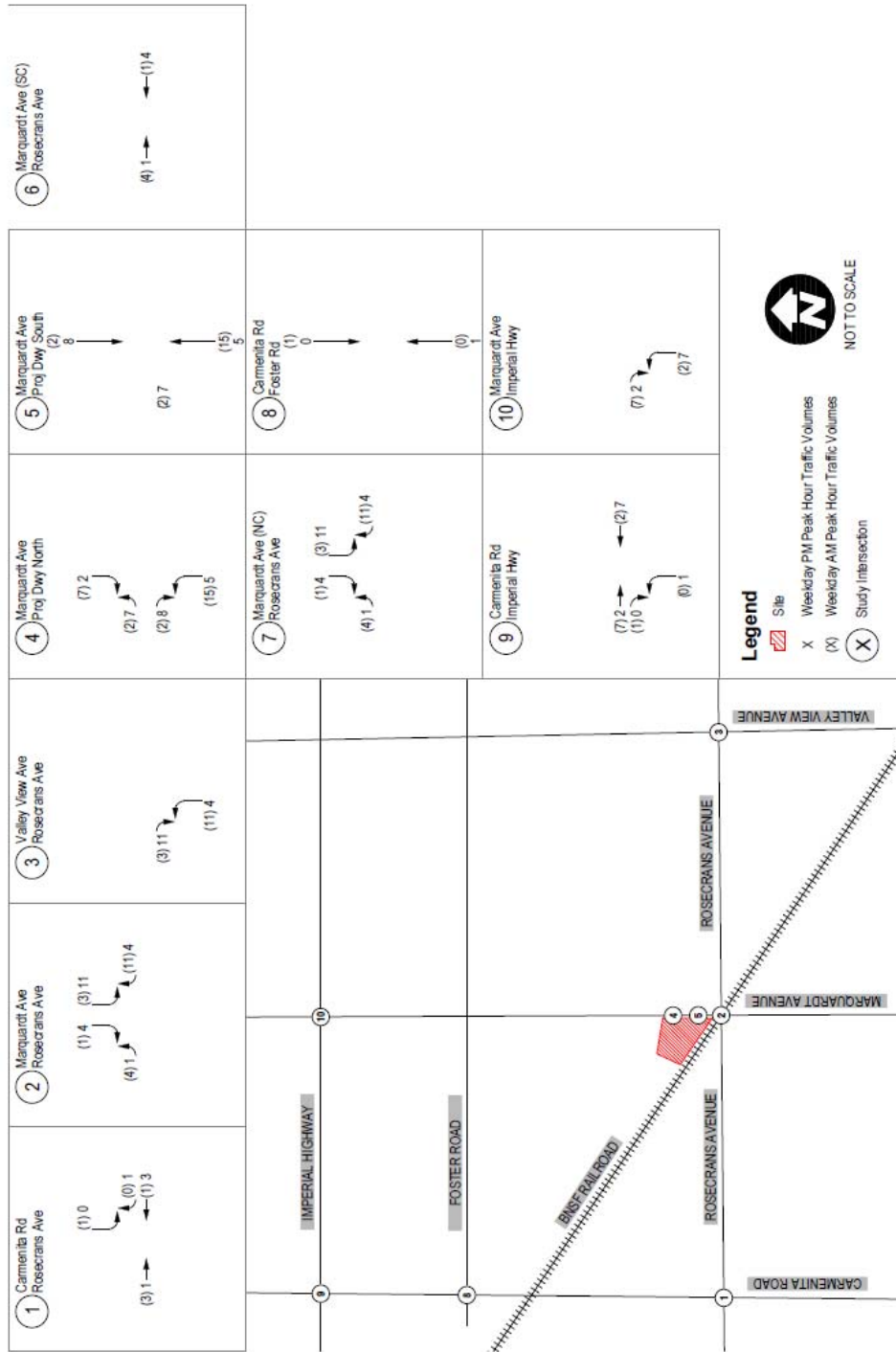


FIGURE
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Project Trip Assignment (2021 Study Area)

14013 Marquardt Avenue Warehouse Project

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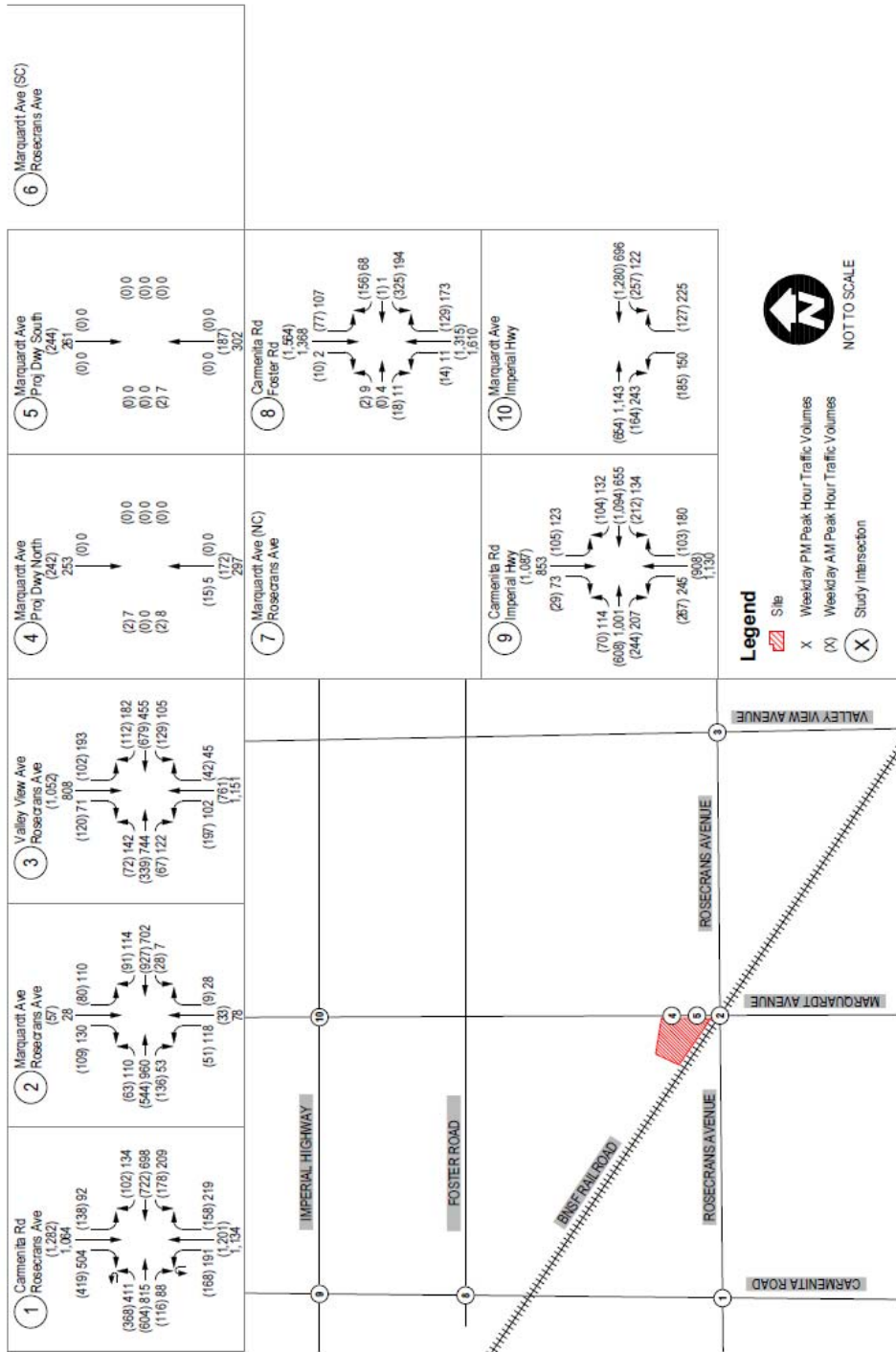


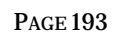
FIGURE
13

Existing Plus Project AM/PM Peak Hour Traffic Volumes

14013 Marquardt Avenue Warehouse Project

transpogroup
WHAT TRANSPORTATION CAN BE.

Sep 11, 2017 - 6:58am routing C:\Users\rbj\Documents\Tango CA\Tango CA Team Folder\Projects\2017\17300-PR- Marquardt Industrial\Santa Fe Springs\Gis\MapDocs_Marquardt Avenue.dwg Layout 1g13a-av-peak traffic.xls



Sep 11, 2017 - 6:05am
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 Layout: fig14A-stly 2021 + prj volumes

Transportation Impact Analysis
14013 Marquardt Avenue Warehouse
July 2017

Table 10. Existing and Existing plus Project Peak Hour Intersection Level of Service

Intersection	LOS Method	Existing		Existing plus Project		V/C Change		Impact?	
		AM Peak	PM Peak	AM Peak	PM Peak	AM	PM	AM	PM
		LOS ¹ V/C or Delay ²	LOS ¹ V/C or Delay ²	LOS ¹ V/C or Delay ²	LOS ¹ V/C or Delay ²				
1. Carmentia Rd/Rosecrans Ave	ICU	E 0.941	E 0.964	E 0.944	E 0.966	0.003	0.002	NO	NO
2. Marquardt Ave/Rosecrans Ave	ICU	A 0.553	B 0.606	A 0.572	B 0.613	0.009	0.007	NO	NO
3. Valley View Ave/Rosecrans Ave	ICU	B 0.672	D 0.838	B 0.670	D 0.840	-0.002	0.002	NO	NO
4. Marquardt Ave/Proj Dwy North	TWSC	-	-	B 11.1	A 8.9	11.1	8.9	NO	NO
5. Marquardt Ave/Proj Dwy South	TWSC	-	-	A 9.0	A 8.5	9.0	8.5	NO	NO
6. Marquardt Ave (SC)/Rosecrans Ave ³	ICU	-	-	-	-	-	-	-	-
7. Marquardt Ave (NC)/Rosecrans Ave ³	ICU	-	-	-	-	-	-	-	-
8. Carmentia Rd/Foster Rd	ICU	D 0.812	C 0.799	D 0.812	C 0.799	0.000	0.000	NO	NO
9. Carmentia Rd/Imperial Hwy	ICU	E 0.915	D 0.865	E 0.917	D 0.865	0.002	0.000	NO	NO
10. Marquardt Ave/Imperial Hwy	ICU	A 0.544	B 0.605	A 0.547	B 0.606	0.003	0.001	NO	NO

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual

TWSC = Two Way Stop Controlled (evaluated using the HCM Methodology)

¹ Level of Service

² Volume-to-capacity ratio for signalized intersection, delay for unsignalized intersections

³ Future intersections that will be constructed as part of the Marquardt Ave grade separation project.



Table 11. Opening Year (2019) and Opening Year (2019) plus Project Peak Hour Intersection Level of Service

Intersection	LOS Method	Cumulative				Cumulative plus Project				V/C Change		Impact?	
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
		LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²				
1. Carmentia Rd/Rosecrans Ave	ICU	F	1.038	F	1.090	F	1.039	F	1.090	0.001	0.000	NO	NO
2. Marquardt Ave/Rosecrans Ave ⁴	ICU	-	-	-	-	-	-	-	-	-	-	-	-
3. Valley View Ave/Rosecrans Ave	ICU	C	0.727	E	0.936	C	0.727	E	0.938	0.000	0.002	NO	NO
4. Marquardt Ave/Proj Dwy North	TWSC	-	-	-	-	A	10.2	B	11.7	10.2	11.7	NO	NO
5. Marquardt Ave/Proj Dwy South	TWSC	-	-	-	-	A	9.1	A	9.2	9.1	9.2	NO	NO
6. Marquardt Ave (SC)/Rosecrans Ave ³	ICU	B	0.610	A	0.570	B	0.611	A	0.570	0.001	0.000	NO	NO
7. Marquardt Ave (NC)/Rosecrans Ave ³	ICU	C	0.716	B	0.657	C	0.723	B	0.661	0.007	0.004	NO	NO
8. Carmentia Rd/Foster Rd	ICU	D	0.836	D	0.823	D	0.836	D	0.823	0.000	0.000	NO	NO
9. Carmentia Rd/Imperial Hwy	ICU	E	0.942	D	0.880	E	0.944	D	0.881	0.002	0.001	NO	NO
10. Marquardt Ave/Imperial Hwy	ICU	A	0.559	B	0.622	A	0.562	B	0.623	0.003	0.001	NO	NO

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual

TWSC = Two Way Stop Controlled (evaluated using the HCM Methodology)

¹ Level of Service

² Volume-to-capacity ratio for signalized intersection, delay for unsignalized intersections

³ Future intersections that will be constructed as part of the Marquardt Ave grade separation project.

⁴ This intersection will not exist after the Marquardt Avenue grade separation project.



Chapter 4. Findings and Recommendations

This transportation impact study summarizes the project traffic impacts of the proposed 14013 Marquardt Avenue Industrial project. General findings and recommendations include:

- The proposed project is located at on the existing site at 14013 Marquardt Avenue in the City of Santa Fe Springs. The site is currently vacant and would develop the site into 71.743 TSF of warehousing uses.
- Regional access to the project site would be provided by Rosecrans Avenue. Direct project access would be provided by two (2) driveways on Marquardt Avenue.
- The project is expected to generate 325 daily PCE trips including 27 PCE trips during the AM peak hour and 29 trips during the PM peak hour.
- The project is not forecast to significantly impact any of the study area intersections in either Existing or Short-Term Future Year (2021) conditions.
- The project is not expected to significantly impact any of the study area intersections, therefore no mitigation measures would be required.
- No project impacts are expected for pedestrian or bicycle facilities.



APPENDIX C – UTILITIES 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 7 Calculation of Project Impacts

Tables 3 through 7 indicate the results of the analysis.

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

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 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 6 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 7 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name: Marquardt Industrial Project

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

Land Use	Independent Variable	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.	71,743
Public/Institutional	Variable	Total Floor Area
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

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

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	943
Natural Gas Consumption	cubic feet/day	924
Water Consumption	gallons/day	717
Sewage Generation	gallons/day	574
Solid Waste Generation	pounds/day	430

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	71,743	4.80	kWh/Sq. Ft./Year	943.5
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)				943.5

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	71,743	4.70	Cu. Ft./Mo./Sq. Ft.	923.8
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)				923.8
Sources:				
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993				

Table 5: Water Consumption				
Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Water	Variable	Gals./Day
Single-Family Residential	0	250.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	200.00	Gals./Day/Unit	0.0
Mobile Home	0	200.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Office	0	0.14	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.14	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.14	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Room	Gals. of Water	Variable	Gals./Day
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.10	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.10	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.40	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.11	Gals./Day/Sq. Ft.	0.0
Hotel	0	130.00	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Industrial Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.14	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.14	Gals./Day/Sq. Ft.	0.0
Warehouse	71,743	0.01	Gals./Day/Sq. Ft.	717.4
Public/Institutional Use	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				717.4
Sources:				
Source: Derived from Orange County Sanitation District rates (150% of effluent generation).				

Table 6: Sewage Generation				
Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Effluent	Variable	Gals./Day
Single-Family Residential	0	230.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	120.00	Gals./Day/Unit	0.0
Mobile Home	0	180.00	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Office	0	0.11	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.11	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.11	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Gals. of Effluent	Variable	Gals./Day
Specialty Retail Commercial	0	0.08	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.08	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.08	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.08	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.30	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	105	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Industrial Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.11	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.11	Gals./Day/Sq. Ft.	0.0
Warehouse	71,743	0.01	Gals./Day/Sq. Ft.	573.9
Public/Institutional Use	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Public/Institutional	0	0.08	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.08	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				573.9
Source: Orange County Sanitation Districts.				

Table 7: Solid Waste Generation				
Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	No. of Units	Lbs. of Waste	Variable	Lbs./Day
Single-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Medium Density Residential	0	4.00	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Mobile Home	0	4.00	Lbs./Day/Unit	0.0
Office Uses	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Lbs. of Waste	Variable	Lbs./Day
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0	6.00	Lbs./Day/Room	0.0
Manufacturing Uses	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Industrial Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	71,743	6.00	Lbs./Day/1,000 Sq. Ft.	430.5
Public/Institutional Use	Sq. Ft.	Lbs. of Waste	Variable	Lbs./Day
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				430.5
Source: City of Los Angeles Average Solid Waste Generation Rates, April 1981				



PUBLIC HEARING

CEQA Categorical Exemption - Class 5 (Minor Alterations in Land Use Limitations) Lot Line Adjustment No. 2017-02

A request for approval to allow the consolidation of two (2) existing parcels that make up the subject property at 14013 Marquardt Avenue (APN: 8059-029-006 and 007), into a single parcel measuring ± 3.52 -acres, in the M-2, Heavy Manufacturing, Zone. (VB-Marquardt, LLC)

RECOMMENDATIONS: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Lot Line Adjustment No. 2017-02, and thereafter close the Public Hearing; and
- Find that the Lot Line Adjustment No. 2017-02 meets the criteria for "Minor Alterations to Land Use Limitations", pursuant to the California Environmental Quality Act (CEQA); Specifically, the proposed project is a categorically-exempt project, pursuant to Section 15305—Class 5 of CEQA; Consequently, no other environmental documents are required by law; and
- Find that the subject Lot Line Adjustment No. 2017-02 is consistent with the City's General Plan, and Zoning Regulations and Building Code, and will not create a greater number of parcels than originally existed; and
- Approve Lot Line Adjustment No. 2017-02.

BACKGROUND

The subject site, comprised of two parcels (APNs: 8059-029-006 and 007) totaling approximately 3.52-acre (146,670 sq. ft.) is located on the west side of Marquardt Avenue at 14013 Marquardt Avenue. It is zoned M-2, Heavy Manufacturing, and has a General Plan Designation of Industrial.

The site is currently developed with an abandoned structure that was previously occupied by a paper recycling company. Industrial uses are located to the north, south, east, and west of the property. Residential uses are located approximately 125 feet northwest of the subject property, within La Mirada City limit.

The developer, VB-Marquardt, LLC, recently purchased the entire ± 3.52 -acre site. VB-Marquardt, LLC is proposing to demolish all existing structures and clear the site in preparation for the development of a new $\pm 71,743$ sq. ft. concrete tilt-up industrial building.

PROJECT DESCRIPTION

The proposed development project requires approval of the following entitlements:

Lot Line Adjustment (LLA 2017-02) – Request for approval to allow the consolidation of two (2) existing parcels that make up the subject property (APN: 8059-029-006 and 007), into a single parcel measuring ±3.52-acres.

Development Plan Approval (DPA 922) – Request for approval to allow the construction of a new ±71,743 sq. ft. concrete tilt-up industrial building at 14013 Marquardt Avenue.

Modification Permit (MOD 1279) – Request for approval to allow a 2' reduction of the required front yard setback along Marquardt Avenue.

NOTE: Further details on the proposed DPA and MOD, including but not limited to required findings, and conditions of approval, is provided in a separate staff report.

PROPOSED LOT LINE ADJUSTMENT

The proposed Lot Line Adjustment will effectively consolidate the two (2) parcels that currently make-up the subject site. As shown in the attached plans, the lot line adjustment will involve the removal of an existing common property line for Parcels 1 and 2 (APN's: 8059-029-006 and 007), resulting in a single parcel measuring ±3.52-acres.

Existing:

Parcel "1" –	41,932 sq. ft.	(approx. 0.962-acre)
Parcels "2 & 3" –	111,235 sq. ft.	(approx. 2.554-acres)
	153,167 sq. ft.	(approx. 3.516-acres)

Proposed:

Parcel "A" –	153,167 sq. ft.	(approx. 3.516-acres)
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SUBDIVISION MAP ACT REQUIREMENT

Section 66412 of the State's Subdivision Map Act provides that Lot Line Adjustments between four or fewer existing adjoining parcels are exempt from the provisions of the Map Act provided that the Lot Line Adjustment will not create a greater number of parcels than originally existed, that the Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances, and that the Lot Line Adjustment is approved by the Planning Commission of the City.

Please note that a local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to the local general plan, any applicable specific plan, any applicable

coastal plan, and zoning and building ordinances. An advisory agency or local agency shall not impose conditions or exactions on its approval of a lot line adjustment except to conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances, to require the prepayment of real property taxes prior to the approval of the lot line adjustment, or to facilitate the relocation of existing utilities, infrastructure, or easements.

ENVIRONMENTAL DOCUMENT

Staff finds that the proposed lot line adjustment meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15305-Class 5 (Minor Alterations to Land Use Limitations). Consequently, no further environmental documents are required for the proposed Lot Line Adjustment Map.

15305. Minor Alterations in Land Use Limitations

Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to:

- (a) Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel;
- (b) Issuance of minor encroachment permits;
- (c) Reversion to acreage in accordance with the Subdivision Map Act.

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, including the subject Lot Line Adjustment, Development Plan Approval, Modification Permit and related Environmental Documents was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on September 28, 2017. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on September 28, 2017, and published in a newspaper of general circulation (Whittier Daily News) on September 28, 2017, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

FINDINGS

As noted previously, Section 66412(d) of the State's Subdivision Map Act provides that Lot Line Adjustments between four or fewer existing adjoining parcels are exempt from the provisions of the Map Act provided that:

1. *The proposed lot line adjustment will not create a greater number of parcels than originally existed.*

The proposed lot line adjustment is between two parcels, with a total combined area of ±3.52-acres. If approved by the Planning Commission, the lot line adjustment will reconfigure the ±3.52-acre site with two (2) existing parcels and thereby creating one (1) new parcel. The proposed lot line adjustment, therefore, will not result in a greater number of parcels than originally existed.

2. *The proposed lot line adjustment is consistent with the City's General Plan, Zoning, Building Ordinance and any local Specific or Coastal Plan.*

General Plan - The General Plan land use designation for the subject site is "Industrial" and the zoning designation is M-2, Heavy Manufacturing. Both the General Plan and land use designation will remain unchanged. The M-2 zone is primarily intended for heavy industrial uses. The proposed industrial project, therefore, will be in conformance with the General Plan land use designation for the site.

Zoning – The primary zoning consideration for a consolidation is that the proposed lot or lots meet the required minimum lot area, width and depth. As proposed, the consolidation will create one (1) parcel measuring 146,670 sq. ft. Pursuant to the development standards for the M-2 (Heavy Manufacturing) Zone, the minimum lot size shall be 7,500 square feet. The proposed lot, therefore, exceeds the minimum lot area required for an M-2 zoned property.

Additionally, Pursuant to the development standards for the M-2 (Heavy Manufacturing) Zone, the minimum lot width shall be not less than 75 feet. There is no requirement for lot depth in the M-2 Zone. As proposed, Parcel A will have a frontage of over 481 feet along Marquardt Avenue. The proposed lot, therefore, exceeds the minimum lot width required for an M-2 zoned property.

Building Ordinance/Code – The proposed lot line adjustment is merely to re-configure the existing lot lines to create one (1) new parcel. Although, the project does involve the construction of a new concrete tilt-up industrial buildings, all Building codes will be required to be met through the plan check process prior to construction.

Specific Plan/Coastal Plan – The proposed project area is not located within a Specific or Coastal plan.

In addition to the above, the proposed lot line adjustment has been reviewed by the Department of Public Works. Staff is, therefore, recommending that the Planning Commission approve Lot Line Adjustment No. 2017-02.

STAFF REMARKS

Based on the reasons enumerated above, Staff believes that Lot Line Adjustment No. 2017-02 meets the standards as set forth in Section 66412 of the State's Subdivision Map Act. Staff is, therefore recommending approval of Lot Line Adjustment No. 2017-02



Wayne M. Morrell
Director of Planning

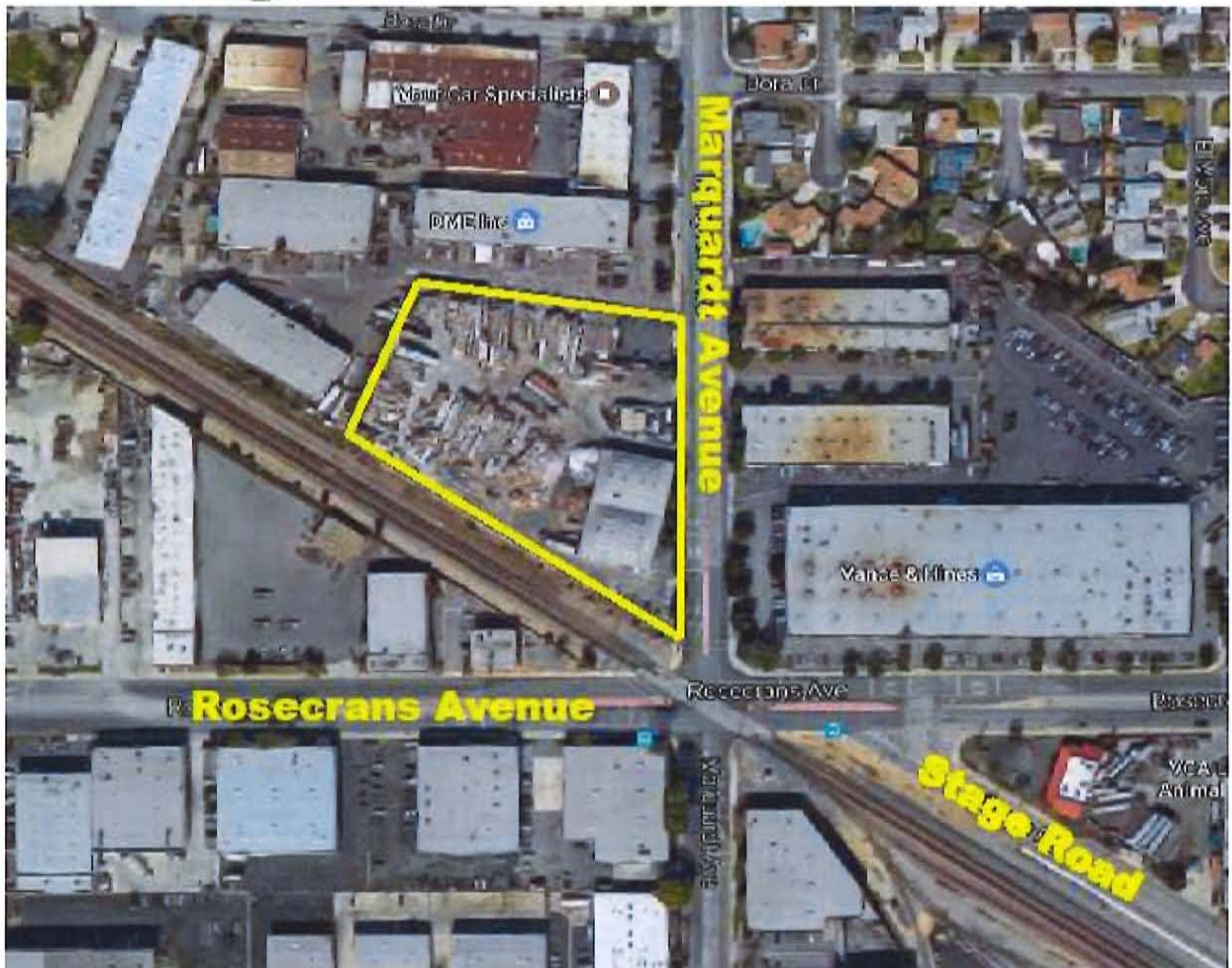
Attachments:

- 1) Aerial Photograph
- 2) Proposed Lot Line Adjustment (LLA No. 2017-02)
- 3) Lot Line Adjustment Application
- 4) Public Hearing Notice
- 5) Radius Map for Public Hearing Notice

Aerial Photograph



CITY OF SANTA FE SPRINGS



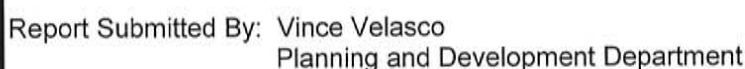
AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 922,
MODIFICATION PERMIT CASE NO. 1279, &
LOT LINE ADJUSTMENT NO. 2017-02



14013 Marquardt Avenue
(Applicant: VB-Marquardt)

LOT LINE ADJUSTMENT



Lot Line Adjustment Application



City of Santa Fe Springs

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MAY 16 2017

Planning Dept.

LOT LINE ADJUSTMENT APPLICATION AND OWNER'S STATEMENT

AREA: What is the total area of the land to be divided? 153,167 S.F.
 Number of lots proposed? ONE (1)

USE: Proposed use of the lots: WAREHOUSE/OFFICE BLDG.

GRADING: Is any grading of lots contemplated? YES (If yes, show details on the tentative map)

WATER: What provisions are being made to provide an adequate water system? CONNECT TO EXISTING 2" WATER LINE ON MARQUARDT AVENUE

SEWERS: What provisions are being made to provide an adequate sewer system? CONNECT TO 6" VCP SEWER LINE ON MARQUARDT AVENUE

GAS and: Are the appropriate utility companies being contacted to ensure service to the subject
 ELECTRICITY property? YES

STREETS: Will each resulting parcel or lot front on a dedicated and improved street? YES
 Have you discussed street improvement requirements with the Department of Public Works? YES

DEED: State nature of deed restriction, existing and proposed: _____

RESTRICTIONS: _____

THE APPLICATION IS BEING FILED BY:

- ☐ Record Owner of the Property
☒ Authorized Agent of the Owner (Written authorization must be attached to application)

STATUS OF AUTHORIZED AGENT (engineer, attorney, purchaser, developer, lessee, etc.):
ENGINEER

I HEREBY CERTIFY, under penalty of law, that the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

SIGNED: _____

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

RECORD OWNER

Name: VB-MARQUARDT, LLC
 Contact Person: JAMES DEVLING
 Address: 7901 CROSSWAY DRIVE,
 City: PICO RIVERA
 State: CA Zip: 90660
 Phone: (562) 948 4850

OWNER'S AGENT

Name: SEABOARD ENGINEERING CO.
 Contact person: MARITES A. DIZON
 Address: 1415 E. COLORADO ST., #205
 City: GLENDALE
 State: CA Zip: 91205
 Phone: (310) 277 7337

ENGINEER OR LICENSED SURVEYOR

Name: SEABOARD ENGINEERING CO.
 Contact Person: MARITES A. DIZON
 Address: 1415 E. COLORADO ST., #205
 City: GLENDALE
 State: CA Zip: 91205
 Phone: (310) 277 7337

FOR DEPARTMENT USE ONLY
 TRACT/PARCEL MAP NO: 2017-02
 DATE FILED: 05/16/2017
 FILING FEE: 17,3592.00
 RECEIPT NO: _____
 APPLICATION COMPLETE? _____

Last Updated: 8/27/2013

Q:\Planning\Database\Planning Handout\Application for Lot Line Adjustment.doc

Lot Line Adjustment Application (Cont.)

VB-MARQUARDT, LLC

April 24, 2017

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

To Whom It May Concern:

RE: 14013 Marquardt Ave., Santa Fe Springs

I hereby authorize James N. Devling to execute the Lot Line Adjustment Application for our subject project on behalf of VB-Marquardt, LLC.

I hereby authorize Seaboard Engineering Company to file the Lot Line Adjustment Application on behalf of VB-Marquardt, LLC.

Sincerely,

VB-Marquardt LLC



Robert Minsky, Manager

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Planning Dept.

Lot Line Adjustment Application (Cont.)

EXHIBIT "A"

LEGAL DESCRIPTION PRIOR TO LOT LINE ADJUSTMENT



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

PARCEL 1:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A COPY OF MAP RECORDED IN BOOK 41819, PAGES 141 ET SEQ., OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY RIGHT OF WAY 100 FEET WIDE WITH THE WESTERLY LINE OF THE EAST 20.00 FEET OF THE SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE ALONG THE SAID NORTHEASTERLY LINE, NORTH 55° 35' 05" WEST 504.49 FEET; THENCE NORTH 34° 24' 55" EAST 200.00 FEET; THENCE SOUTH 55° 35' 05" EAST 46.87 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 0° 11' 30" WEST 100.00 FEET TO THE SOUTHERLY BOUNDARY LINE OF THE LAND DESCRIBED IN THE DEED TO M. CHOZEN AND OTHERS RECORDED ON JUNE 19, 1957 AS INSTRUMENT NO. 118 IN BOOK 54820 PAGE 292 OF OFFICIAL RECORDS; THENCE ALONG THE SAID BOUNDARY LINE, SOUTH 81° 00' 00" EAST 266.59 FEET TO THE SAID WEST LINE OF THE EAST 20.00 FEET; THENCE THEREON SOUTH 0° 11' 30" EAST 193.01 FEET TO THE NORTHEAST CORNER OF THE LAND DESCRIBED IN THE DEED TO ORVAL W. STEWART AND WIFE, RECORDED ON JUNE 11, 1957 AS INSTRUMENT NO. 721 IN BOOK 54742 PAGE 228 OF SAID OFFICIAL RECORDS; THENCE ALONG THE NORTHERLY LINE OF SAID LAND OF STEWART, NORTH 73° 58' 32" WEST 120.00 FEET TO A LINE WHICH BEARS SOUTH 55° 35' 05" EAST FROM THE SAID TRUE POINT OF BEGINNING; THENCE ALONG THE LAST MENTIONED LINE, NORTH 55° 35' 05" WEST 179.74 FEET TO THE SAID TRUE POINT OF BEGINNING.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW THE SURFACE OF SAID LAND; BUT WITH NO RIGHT OF SURFACE ENTRY THERETO, AS PROVIDED IN THE DEED RECORDED APRIL 28, 1972 AS INSTRUMENT NO. 2495.

PARCEL 2:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A COPY OF A MAP RECORDED IN BOOK 41819 PAGE 141 ET SEQ., OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHEASTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILROAD RIGHT OF WAY, 100 FEET WIDE, DISTANT THEREON NORTH 55° 35' 05" WEST 504.49 FEET FROM THE WESTERLY LINE OF THE EAST 20 FEET OF SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 34° 24' 55" EAST 200 FEET; THENCE SOUTH 55° 35' 05" EAST 46.87 FEET; THENCE NORTH 0° 11' 30" WEST 100.00 FEET TO THE SOUTHERLY LINE OF THE LAND DESCRIBED IN THE DEED TO M. CHOZEN, ET AL., RECORDED ON JUNE 19, 1957 AS INSTRUMENT NO. 118 IN BOOK 54820 PAGE 292, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE LINES OF SAID LAND OF CHOZEN, ET AL., NORTH 81° 00' 00" WEST 96.80 FEET, AND SOUTH 23° 17' 15" WEST 245.38 FEET TO THE NORTHEASTERLY LINE OF THE ATCHISON TOPEKA AND SANTA FE RAILROAD; THENCE ALONG SAID NORTHEASTERLY LINE, SOUTH 55° 35' 05" EAST 50 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A COPY OF MAP MADE BY CHARLES T. HEALBY, RECORDED IN BOOK 41819 PAGE 141 ET SEQ., OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED BY THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY RIGHT OF WAY, 100 FEET WIDE, WITH THE WESTERLY LINE OF THE EAST 20 FEET OF SAID SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER; THENCE ALONG THE NORTHEASTERLY LINE OF SAID RIGHT OF WAY NORTH 55° 25' 30" WEST 504.59 FEET; THENCE NORTH 34° 24' 55" EAST 200 FEET; THENCE SOUTH 55° 25' 30" EAST 226.61 FEET TO A POINT THAT IS DISTANT NORTH 55° 25' 30" WEST 140 FEET FROM SAID WESTERLY LINE OF SAID EAST 20 FEET; THENCE EASTERLY IN A DIRECT LINE TO A POINT IN THE WESTERLY LINE THAT IS DISTANT 46 FEET NORTHERLY THEREON FROM THE NORTHEASTERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO ORVAL W. STEWART AND WIFE, RECORDED ON DECEMBER 7, 1954 AS INSTRUMENT NO. 303 IN BOOK 46303 PAGE 30, OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER, ALONG SAID WESTERLY LINE, SOUTH 0° 11' 30" EAST 288.96 FEET TO THE POINT OF BEGINNING.

LOTLINE ADJUSTMENT

14013-14037 MARQUARDT AVENUE, SANTA FE SPRINGS, CA 90670

SCALE:	NONE	SEABOARD ENGINEERING COMPANY	JOB NO.:	17-22LLA
PREPARED BY:	E.P.	1415 E. COLORADO STREET, STE 205, GLENDALE, CALIFORNIA 91205	DATE:	04/27/17
CHECKED BY:	M.D.	TEL (818) 550-0337 FAX (818) 550-0339 SEABOARD@SEABOARDENGINEERING.COM	PAGE:	1 OF 1

Lot Line Adjustment Application (Cont.)

EXHIBIT "B"

LEGAL DESCRIPTION AFTER LOT LINE ADJUSTMENT

LOT A:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A COPY OF MAP RECORDED IN BOOK 41819, PAGES 141 ET SEQ., OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY RIGHT OF WAY 100 FEET WIDE WITH THE WESTERLY LINE OF THE EAST 20.00 FEET OF THE SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE ALONG SAID NORTHEASTERLY LINE, NORTH 55° 35' 05" WEST 554.49 FEET; THENCE NORTH 23° 17' 15" EAST 245.38 FEET TO THE SOUTHERLY BOUNDARY LINE OF THE LAND DESCRIBED IN THE DEED TO M. CHOZEN AND OTHERS RECORDED ON JUNE 19, 1957 AS INSTRUMENT NO. 118 IN BOOK 54820 PAGE 292 OF OFFICIAL RECORDS; THENCE ALONG SAID BOUNDARY LINE, SOUTH 81° 00' 00" EAST 363.28 FEET TO SAID WESTERLY LINE OF THE EAST 20.00 FEET; THENCE ALONG SAID WESTERLY LINE, SOUTH 0° 11' 30" EAST 481.95 FEET SAID POINT OF BEGINNING.



RECEIVED

MAY 16 2017

Planning Dept.

Marites A. Dizon
BY: MARITES A. DIZON
PLS 9246

LOTLINE ADJUSTMENT

14013-14037 MARQUARDT AVENUE, SANTA FE SPRINGS, CA 90670

SCALE:	NONE	SEABOARD ENGINEERING COMPANY	JOB NO.:	17-22LLA
PREPARED BY:	E.P.	1415 E. COLORADO STREET, STE 205, GLENDALE, CALIFORNIA 91205	DATE:	04/27/17
CHECKED BY:	M.D.	TEL (818) 550-0337 FAX (818) 550-0339 SEABOARD@SEABOARDENGCO.COM	PAGE:	1 OF 1

Public Hearing Notice

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**CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL CASE NO. 922
MODIFICATION PERMIT CASE NO. 1279
LOT LINE ADJUSTMENT CASE NO. 2017-02
REVOCATION OF CONDITIONAL USE PERMIT CASE NO. 507
& ENVIRONMENTAL DOCUMENTS**

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

DEVELOPMENT PLAN APPROVAL CASE NO. 922: Request for approval to allow the construction of a new ±71,743 sq. ft. concrete tilt-up industrial building at 14013 Marquardt Avenue.

MODIFICATION PERMIT CASE NO. 1279: Request for approval to allow a 2' reduction of the required front yard setback along Marquardt Avenue.

LOT LINE ADJUSTMENT CASE NO. 2017-02: Request for approval to allow the consolidation of two (2) existing parcels that make up the subject property (APN: 8059-029-006 and 007), into a single parcel measuring ±3.52-acres.

REVOCATION OF CONDITIONAL USE PERMIT CASE NO. 507: In accordance with Section 155.811(D), Staff is recommending to the Planning Commission to revoke and nullify Conditional Use Permit Case No. 507 because the use for which approval was granted has ceased to exist.

ENVIRONMENTAL DOCUMENTS: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-2, Heavy Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: VB-Marquardt, LLC/ 14013 Marquardt Avenue (APN: 8059-029-006 and 007)

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

William K. Rounds, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Richard J. Moore • Juanita Trujillo • Joe Angel Zamora
Interim City Manager
Don R. Powell

Public Hearing Notice (Cont.)

mandatory 20-day public review period, starting on September 18, 2017 and ending on October 8, 2017.

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

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items listed above. If you challenge the nature of this proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs City Clerk, Planning Commission or City Council at, or prior to, the Public Hearing.

FURTHER INFORMATION on this item may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, Santa Fe Springs, California 90670 or by telephone or e-mail: (562) 868-0511, extension 7353, VinceVelasco@santafesprings.org.

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



PUBLIC HEARING

CEQA Categorical Exemption - Class 21 (Enforcement Actions by Regulatory Agencies)

Revocation of Conditional Use Permit Case No. 507

A request to revoke Conditional Use Permit Case No. 507, which granted approval to allow the operation and maintenance of a paper recycling facility located at 14051 Marquardt Avenue, within the M-2, Heavy Manufacturing, Zone. (Pan Pacific Fiber, Inc.)

RECOMMENDATIONS: That the Planning Commission:

- Find that the paper recycling activities, for which Conditional Use Permit Case No. 507 granted, has ceased operations for a period of 12 consecutive months. Consequently, the action to revoke and nullify Conditional Use Permit Case No. 507 complies with the requirements and provisions under section 155.811(D).
- Revoke and nullify Conditional Use Permit Case No. 507.

BACKGROUND

The Planning Commission, at its meeting on September 13, 1993, originally approved Conditional Use Permit (CUP) Case No. 507, a request to allow the establishment, operation, and maintenance of a paper recycling facility within a 16,721 sq. ft. building located at 14051 Marquardt Avenue. Since the initial approval in 1993, the Conditional Use Permit has been granted three (3) extensions by the Planning Commission.

The property was recently sold to VB-Marquardt, LLC, who is proposing to demolish the existing buildings and construct a ±71,743 sq. ft. concrete tilt-up industrial building on the subject property. On September 20, 2017, Staff sent the property owners, VB-Marquardt, LLC, a letter notifying them of our intent to revoke the CUP. The property owners have no objections to the revocation of CUP 507.

In accordance with Section 155.811(D), Staff is recommending that the Planning Commission revoke and nullify Conditional Use Permit Case No. 507 because the paper recycling activities do not have a valid Conditional Use Permit, and is, therefore, in violation of condition #12, referring to the compliance of all Federal, State, and local regulations. Additionally, the paper recycling use has ceased to exist for a period of 12 consecutive months.

MUNICIPAL CODE REQUIREMENTS**City of Santa Fe Springs – Zoning Regulations**
Section 155.811 – GROUND FOR REVOCATION (B)(D)

Any variance, modification, permit, or other approval may be revoked and nullified if it is found that any one of the following conditions apply:

(D) That the use for which approval was granted has ceased to exist or has been suspended for one year or more.

ENVIRONMENTAL DOCUMENTS

Upon review of the proposed project, finds the project would qualify for a categorical exemption pursuant to Section 15321, Class 21 (Enforcement Actions by Regulatory Agencies) of the California Environmental Quality Act (CEQA), in that, the use has ceased to exist for one year or more, and therefore, the City is taking the action to revoke the Conditional Use Permit. Additional environmental analysis is therefore not necessary to meet the requirements of the CEQA. If the Planning Commission agrees, staff will file a Notice of Exemption (NOE) with the Los Angeles County Clerk within 5 days from the date the Planning Commission approves the proposed project.

LEGAL NOTICE OF PUBLIC HEARING

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

In accordance with Section 155.813 of the City's Zoning Regulations, a letter (copy attached as Revocation Letter) was mailed to the business owner, and previous applicant via Certified Mail ten days or more prior to the date of this hearing to revoke and nullify CUP Case No. 507. The property owner was also notified of the hearing and provided an opportunity to maintain the Permit. However, since the property owner intends to redevelop the property, they chose to decline the opportunity.

Legal notice of the Public Hearing to revoke and nullify Conditional Use Permit Case No. 507 was also sent via first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on September 28, 2017. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and Town Center on September 28, 2017, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of October 4, 2017, Staff has not received any inquiries regarding the subject revocation, and neither the business or property owner has submitted a formal appeal.



Wayne M. Morrell
Director of Planning

Attachment:

1. Revocation Letter
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice

Revocation Letter



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

September 20, 2017

VB-Marquardt, LLC
Attn: Ignacio Crespo
14013 Marquardt Avenue
Santa Fe Springs, CA 90670

Subject: Revocation of Conditional Use Permit Case No. 507
14051 Marquardt Avenue

The Planning Commission, at their respective meeting of September 13, 1993, approved a request for Conditional Use Permit (CUP) Case No. 507 for the property located at 14051 Marquardt Avenue. We understand that the business is no longer occupying this property and are no longer utilizing the Permit. To avoid any further costs charged to you in regards to the Permit, we will be requesting that the Planning Commission terminate (revoke) CUP Case No. 507.

If you feel that this Permit shall not be revoked, please contact us immediately. Otherwise, this matter will be placed on the Planning Commission's agenda for their meeting of October 9, 2017, with a recommendation for termination.

If you have any questions regarding this matter, please do not hesitate to call me at (562) 868-0511, extension 7353 or email VinceVelasco@santafesprings.org.

Sincerely,

Vince Velasco
Planning Intern
Department of Planning and Development

cc: File

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CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL CASE NO. 922
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LOT LINE ADJUSTMENT CASE NO. 2017-02: Request for approval to allow the consolidation of two (2) existing parcels that make up the subject property (APN: 8059-029-006 and 007), into a single parcel measuring ±3.52-acres.

REVOCATION OF CONDITIONAL USE PERMIT CASE NO. 507: In accordance with Section 155.811(D), Staff is recommending to the Planning Commission to revoke and nullify Conditional Use Permit Case No. 507 because the use for which approval was granted has ceased to exist.

ENVIRONMENTAL DOCUMENTS: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-2, Heavy Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: VB-Marquardt, LLC/ 14013 Marquardt Avenue (APN: 8059-029-006 and 007)

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

William K. Rounds, Mayor • Jay Sarno, Mayor Pro Tem
 City Council
 Richard J. Moore • Juanita Trujillo • Joe Angel Zamora
 Interim City Manager
 Don R. Powell

Public Hearing Notice (Cont.)

Report Submitted By: Vince Velasco
 Planning and Development Dept.

Date of Report: October 4, 2017

mandatory 20-day public review period, starting on September 18, 2017 and ending on October 8, 2017.

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

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items listed above. If you challenge the nature of this proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs City Clerk, Planning Commission or City Council at, or prior to, the Public Hearing.

FURTHER INFORMATION on this item may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, Santa Fe Springs, California 90670 or by telephone or e-mail: (562) 868-0511, extension 7353, VinceVelasco@santafesprings.org.

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

Radius Map for Public Hearing Notice

Report Submitted By: Vince Velasco
Planning and Development Dept.

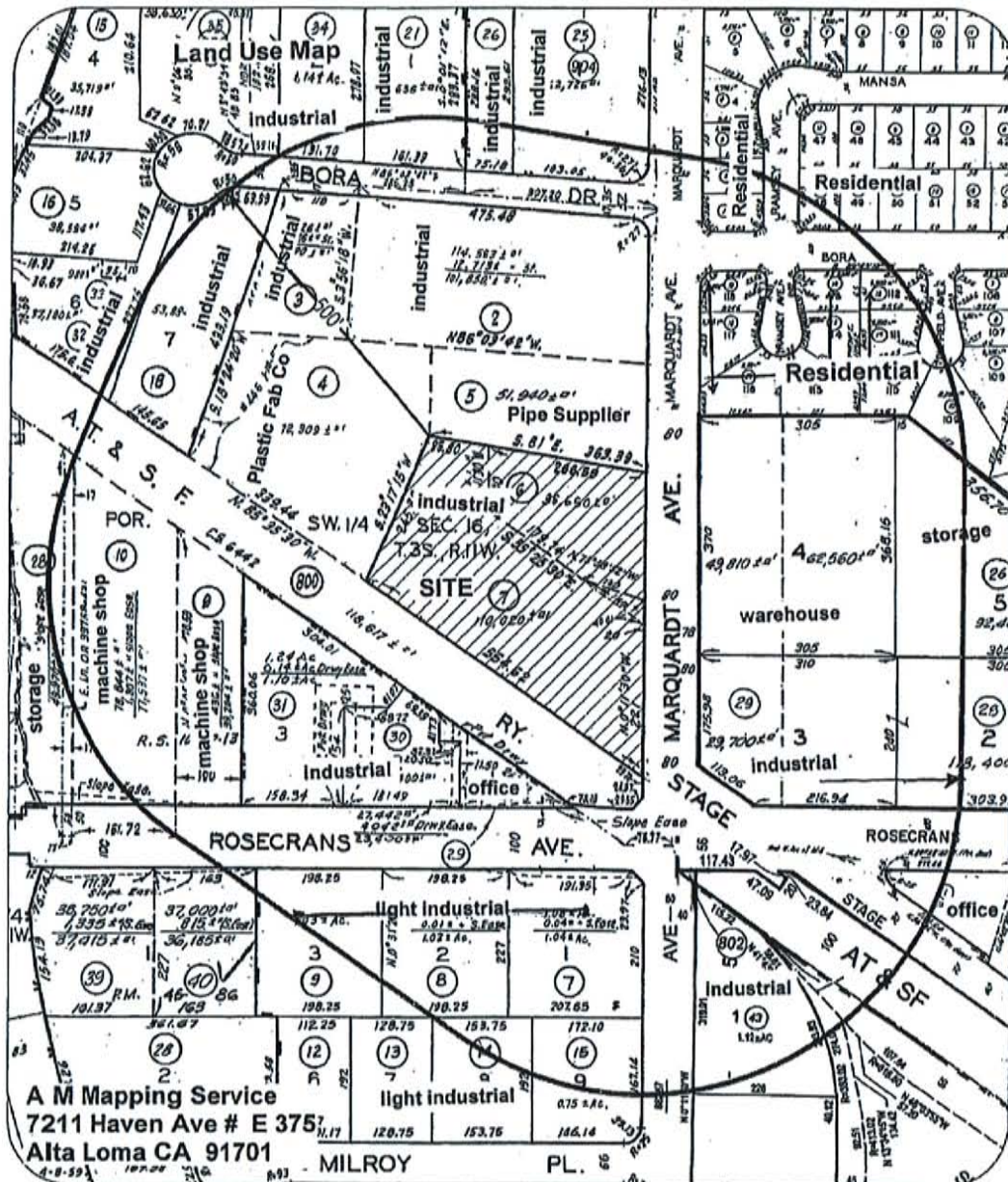
Date of Report: October 4, 2017

PROJECT INFORMATION

14013 - 14051 MARQUARDT AVE
SANTA FE SPRINGS, CA.



SCALE 1" = 200'





PUBLIC HEARING

Categorically Exempt – CEQA Guideline Section 15332, Class 32

Development Plan Approval Case No. 926

DPA Case No. 926: A request for approval to allow the construction of a ±23,264 sq. ft. concrete tilt-up industrial building addition at 10370 Slusher Drive (APN: 8009-007-042), within the M-2, heavy manufacturing, zone.
(PPF Industrial 12016 Telegraph Road LP)

RECOMMENDATIONS: That the Planning Commission:

- Open the public hearing and receive any comments from the public regarding Development Plan Approval Case No. 926, 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 Regulations and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's request meets the criteria set forth in §155.739 of the City's Zoning Regulations, for the granting of Development Plan Approval; and
- Find and determine that the project is categorically exempt pursuant to Section 15332, Class 32 (In-Fill Development Projects), of the California Environmental Quality Act (CEQA); therefore, no additional environmental analysis is required by law; and
- Approve Development Plan Approval Case No. 926, subject to the conditions of approval as contained within the staff report.

LOCATION / BACKGROUND

The subject property, located at 10370 Slusher Drive, is comprised of one parcel (APN: 8009-007-042), measuring 122,491 sq. ft. (2.81 acres), located at south side of Slusher Drive. The site is zoned M-2 (Heavy Manufacturing) and is currently developed with a 40,742 sq. ft. concrete tilt-up industrial building. Industrial uses are generally located to the north, east, south, and west of the property.

The applicant, PPF Industrial 12016 Telegraph Road LP, is proposing to construct a new ±23,264 sq. ft. concrete tilt-up industrial building east of the existing building. In accordance with the City's Zoning Regulation, a Development Plan Approval is required for the construction of any new structure, substantial addition or alternation to an existing structure.

PROJECT DESCRIPTION

DEVELOPMENT PLAN APPROVAL (DPA 926)

As stated previously, the applicant is requesting approval of Development Approval (DPA) Case No. 926: to allow for the construction of a new ±23,264 sq. ft. concrete tilt-up industrial building on the easterly portion of the subject property.

Site Plan

The applicant is proposing to construct a new ±23,264 sq. ft. concrete tilt-up industrial building located at 10370 Slusher Drive (APN: 8009-007-042). As a result, the subject property will contain a total of two (2) concrete tilt-up industrial buildings. The proposed building will be setback a minimum 60' from the street facing property line along Slusher Drive. The proposed development will utilize the existing 30' wide driveway along Slusher Drive for ingress and egress. Parking for the subject property is designated along the north and south portion of the property. The site plan meets the minimum development standards required for properties within M-2, heavy manufacturing, Zone.

Floor Plan

According to the floor plan, the proposed industrial building will consist of 20,064 sq. ft. of warehouse area, 2,200 sq. ft. of first floor office area, and 1,000 sq. ft. of mezzanine office area.

Elevations

The elevations indicate that the proposed building will have a contemporary industrial design. The entry to the office area (north elevation) is provided with extensive glazing, pop-outs, and material used. The remaining elevations have been provided with a combination of the aforementioned architectural treatments, which results in an aesthetically pleasing building. It should be noted that the proposed building was designed to have similar architectural style as the existing building for consistency.

Landscaping Requirements

The minimum landscape requirements for the proposed development, based on the overall street frontage of 657' is 18,454 sq. ft.. According to the plan, the applicant will be providing a total of 18,515 sq. ft. of landscaping throughout the subject property. Additionally, as required by Code, the applicant will landscape at least 6% of the parking area. The project, therefore, does meet the minimum requirement set forth in the City's Zoning Regulation.

Parking Requirements

Per City Zoning Regulation, the subject property is required to provide a total of 181 parking stalls.

- Proposed Building – 23,264 sq. ft. of warehouse: 1 stall per 500 sq. ft. for the first 20,000 sq. ft. = 40 stalls, and 1 stall per 750 sq. ft. for the next 3,264 sq. ft. = 5 stalls.
- Overall Property – According to the parking analysis, Exhibit A, the existing multi-tenant industrial building just west of the proposed building is required to provide a total of 136 parking stalls.

A total of 101 parking stalls will be provided on the subject site: 96 standard stalls, 4 accessible stalls, and 1 accessible van stall. The project, therefore, does not meet the minimum requirement set forth in the City's Zoning Regulation. To satisfy City's Zoning Regulation, the applicant is proposing a shared parking agreement that will allow the applicant to utilize surplus parking stalls from adjacent properties.

The proposed shared parking agreement will consist of a total of 10 parcels and 1,001 parking stalls as shown in Exhibit A. per City's Zoning Regulation a total of 905 parking stalls are required among the 10 parcels as shown in Exhibit B. The proposed project with the parking agreement would, therefore, meet the minimum parking requirements set forth by the City's zoning regulations. To ensure that parking will continually be available for the subject development, staff is requiring, as a condition of approval, that the applicant record the proposed shared parking agreement with the Los Angeles County Registrar-Recorder prior to issuance of Building Permit(s).

Loading Doors

The proposed building will have a total of one (1) grade level roll-up door, along the west elevation. The proposed roll-up door will lead to an interior dock. The proposed loading door is strategically placed so that it will not be directly visible from Slusher Drive.

Per City's Zoning Regulation, all off-street truck loading areas, zone, ramps, doors, wells or docks shall be designed to provide and maintain a minimum unobstructed area of 120 ft. to allow for proper truck maneuvering on-site. According to the site plan, the grade level roll up door will have a minimum unobstructed area of 120 ft., therefore, meets the minimum requirement set forth in the City's Zoning Regulation.

Trash Enclosures

According to the site plan, one (1) 12 x 15' (180 sq. ft.) trash enclosure will be constructed along the southeast portion of the property.

COMMISSION'S CONSIDERATIONS**DEVELOPMENT PLAN APPROVAL (DPA 926)**

In accordance with Section 155.739 of the City's Zoning Regulations, before granting a Development Plan Approval, the Commission shall give consideration to the following:

- A) That the proposed development is in conformance with the overall objectives of this chapter.
- B) That the architectural design of the proposed structure is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.
- C) That the proposed structure will be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.
- D) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter.
- E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.
- F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Staff believes that the applicant's request meets the criteria required by Section 155.739 of the City's Zoning Ordinance for the granting of a Development Plan Approval.

The reasons for the findings are as follows:

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

The proposed project is located within the M-2, Heavy Manufacturing, Zone. Pursuant to Section 155.240 of the Zoning Regulations "The purpose of the M-2 Zone is to preserve the lands of the city appropriate for heavy industrial uses, to protect these lands from intrusion by dwellings and inharmonious commercial uses, to promote uniform and orderly industrial development, to create and protect property values, to foster an efficient, wholesome and aesthetically pleasant industrial district, to attract and encourage the location of desirable industrial plants, to provide an industrial

environment which will be conducive to good employee relations and pride on the part of all citizens of the community and to provide proper safeguards and appropriate transition for surrounding land uses.”

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
2. Since the proposed project (concrete tilt-up industrial building) is industrial, rather than residential or commercial in nature, the land is, therefore, being maintained for industrial uses.
3. Because the project involves the construction of a new and attractive industrial building on a portion of the site that is currently vacant, the assessed value of the property will significantly improve thus leading to an increase in property values for both the subject property and neighboring properties.
4. The proposed industrial project will provide a positive contribution to the local job market as the 23,264 sq. ft. industrial building should bring in several new job opportunities for nearby residents.

(B) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter:

The easterly portion of the subject parcel has been vacant and essentially undeveloped for years. The proposed project/building will be a significant improvement to the subject site. The proposed building has been designed with variation in the provided setback, height, materials, and color. The result is an attractive project with a contemporary building that is comparable to other high quality industrial projects in Santa Fe Springs.

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

The design of the proposed building provides quality architectural design (demonstrated by glazing, pop-outs, materials, and color). These architectural design elements break up the mass of the building, and present an attractive, distinctive façade to visitors. Therefore, as designed, the new building is suitable for all of its intended users, and the distinctive design of the building represents the architectural principles of proportion. In addition, the proposed elevation features similar architectural designs to the existing industrial building in order to create harmony and consistency.

(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 Regulations. For instance, the existing landscape areas meet the minimum requirements set forth in the City's Zoning Regulation with the majority of the landscaping provided in the front setback area and where it is mostly visible from the street. Additionally, the proposed trash enclosure has been strategically placed on the south side of the property and will not be accessible or directly visible to the public.

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

As stated previously, the proposed building is contemporary and attractive. The architect used setback, materials and color. The style and architecture of the proposed building is consistent with other high quality buildings in the general area. Additionally, the proposed building is designed to match the architectural style of the surrounding building to create a sense of consistence and harmony.

(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 Regulations "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the sitting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

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

STAFF REMARKS

Based on the findings set forth in the staff report, staff finds that the applicant's request meets the criteria set forth in Section 155.739 of the City's Zoning Regulations, for the granting of a Development Plan Approval.

STREETS AND HIGHWAYS

The subject site has frontage on Slusher Drive. Slusher Drive is designated as local street within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

Table 1 – Current Zoning, General Plan and Land Use

Surrounding Zoning, General Plan Designation, Land Use			
Direction	Zoning District	General Plan	Land Use (Address/Business Name)
North	M-2, Heavy Manufacturing, Zone	Industrial	<u>Industrial and Office Use</u> (10355 Slusher Dr. & 12070 Telegraph Rd.)
South	M-2, Heavy Manufacturing, Zone	Industrial	<u>Industrial Use</u> (12015 & 12041 Mora Dr.)
East	M-2, Heavy Manufacturing, Zone	Industrial	<u>Industrial Use</u> (10349 Heritage Park Dr.)
West	M-2, Heavy Manufacturing, Zone	Industrial	<u>Industrial Use</u> (10375 Slusher Dr.)

LEGAL NOTICE OF PUBLIC HEARING

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

Legal notice of the Public Hearing for the proposed Development Plan Approval, Modification Permit and related Environmental Documents was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 ft. of the exterior boundaries of the subject property on September 28, 2017. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on September 28, 2017, and published in a newspaper of general circulation (Whittier Daily News) on September 28, 2017, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

ENVIRONMENTAL DOCUMENTS

Staff finds that pursuant to Section 15332, Class 32 (In-Fill Development Projects), of the California Environmental Quality Act (CEQA), this project is categorically exempt and has determined that additional environmental analysis is, therefore, not necessary to meet the requirement of the California Environmental Quality Act (CEQA).

The project involves the construction of a 23,264 sq. ft. industrial building. The proposed project is consistent with the general plan; the project site is less than 5-acres; project has no value as habitat for endangered, rare or threatened species; the

project will not result in any significant effects relating to traffic, noise, air quality or water quality; and the site can be adequately served by all required utilities and public services. In fact, the proposed development will be an enhancement to the property and surrounding properties.

AUTHORITY OF PLANNING COMMISSION:

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

CONDITIONS OF APPROVAL

ENGINEERING / PUBLIC WORKS DEPARTMENT:

(Contact: Robert Garcia ext. 7545)

STREETS

1. That the applicant shall pay a flat fee of \$7,852.90 to reconstruct/resurface the existing street frontage to centerline for Slusher Drive.
2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Slusher Drive street frontage. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.
3. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.
4. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the applicant shall pay the actual cost of sign installation.
5. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.

CITY UTILITIES

6. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Slusher Drive. Storm drain plans shall be approved by the City Engineer.
7. 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.
8. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study (including a sewer flow test) shall be submitted along with the sanitary sewer plans.
9. All buildings shall be connected to the sanitary sewers.
10. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.
11. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.
12. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, 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

13. The applicant shall submit a traffic study prepared by a Professional Engineer. The traffic study shall show the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures including installation of traffic signals and/or modifications, the installation of additional left turn lanes or deceleration lanes, the lengthening of

left turn lanes or other median modifications, etc. that are warranted based on the study, the applicant and/or developer shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements.

14. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns may be prohibited as designated by the City Engineer.

FEES

15. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant and/or developer cannot meet the mitigation requirements, the applicant and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.
16. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.
17. That the applicant shall pay the water trunkline connection fee of \$3,250 per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

18. That a grading plan shall be submitted for drainage approval to the City Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.
19. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.
20. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.
21. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the current MS4 Permit. The applicant will also be required to submit a Certification for the project

and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)

(Contact: Richard Kallmen 562.868-0511 x3710)

22. That all buildings over 5,000 sq ft shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.
23. That the applicant shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study, in accordance with Ordinance No. 955, prior to issuance of building permits.
- 23b. To prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs.
24. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.
25. That if on-site fire hydrants are required by the Fire Department, a minimum flow must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25.
26. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 ft. with a minimum clear height of 13 ft. 6 inches. Internal driveways shall have a turning radius of not less than 52 ft.. The final location and design of this 26 ft. shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. A request to provide emergency vehicle aisle width less than 26 ft. shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.
27. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 ft. per inch. Include on plan all entrance gates that will be installed.

28. 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.
29. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.
30. When applicable, abandoned oil wells must be exposed and inspected under the oversight of a registered petroleum engineer. The wells must be monitored for methane leaks and the precise location of each abandoned well shall be surveyed. A report of findings along with a description of any recommended remedial actions needed to comply with the Division of Oil, Gas, and Geothermal Resources, signed by a registered petroleum engineer, must be provided to the Fire Department.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Tom Hall 562.868-0511 x3715)

31. 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 (SFSDFR) 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 SFSDFR Environmental Protection Division (EPD) with a copy of the AAI investigation report for review and approval. If the AAI investigation identifies a release, or potential release at the site, the applicant must comply with part b.
 - b. An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and approved by the EPD in writing. Should the report indicate that contaminate levels exceed the City's remediation standards or other regulatory agency guidelines, remedial action will be required. A remedial action work plan must be approved by the EPD and/or another authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.
 - c. Soil Management Plan & Report. A Soils Management Plan (SMP) which addresses site monitoring and a contingency plan for addressing previously unidentified contamination discovered during site development activities may be required. If required, the SMP shall be submitted to the EPD for review and approval before grading activities begin. Once grading is complete, a SMP report must be submitted to the

EPD for final written approval. Building plans will not be approved until the SMP report has been approved by the EPD in writing.

32. 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.
33. 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
34. That the applicant shall submit plumbing plans to the Fire Department Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562.409-1850 x3320 or Margarita Matson at x3319)

35. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.
36. That the applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.
37. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public

parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.

38. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.
39. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at each building and/or entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards may be removed after each building has been identified with their individual permanent number address.
40. That it shall be the responsibility of the job-supervisor to maintain the job site in a clean and orderly manner. Dirt and debris that has migrated to the street or neighboring properties shall be immediately cleaned. Porta-potties, or equal, shall not be visible from the public street and maintained in a regular basis.

WASTE MANAGEMENT:

(Contact: Teresa Cavallo 562.868.0511 x7309)

41. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.
42. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.
43. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as

amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

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

44. That the applicant shall apply for an Well Review Report (report) through the Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). A copy of this report shall be provide to the Planning Department. If historic oil wells are identified on-site, well abandoned to current DOGGR standards may be required before a building permit can be issued.
45. That the applicant shall apply for an Oilfield Site Plan Review through the Planning Department.
46. That the owner/developer shall be required to obtain the services of a qualified Native America Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representative from the Gabrieleno Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.
47. That the owner/developer 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.
48. That during construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:
 - a. Name of the development/project.
 - b. Name of the development company.
 - c. Address or Address range for the subject site.
 - d. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.)
49. That the owner/developer agrees and understands that all existing overhead utilities within the development shall be placed underground.

50. That the Department of Planning and Development requires that the double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) ft. surrounding the detector assembly; however, the area in front of the OS and Y valves shall not be screened. The screening shall also only be applicable to the double-check detector assembly and shall not include the fire department connector (FDC). Notwithstanding, the Deputy Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.
51. That the applicant shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. Information shall include, but is not limited to, the following:
- a. Current maps, routes and schedules for public transit routes serving the site; and
 - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
 - c. Ridesharing promotional material supplied by commuter-oriented organization; and
 - d. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
 - e. A listing of facilities available for carpoolers, vanpoolers, bicyclist, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
52. That the owner/developer understands and agrees that compliance with condition of approval number 51 must be obtained prior to issuance of a certificate of occupancy.
53. That prior to submitting plans to the Building Division for plan check, the applicant shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning or designee.
- a. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:
 - i. A roof plan showing the location of all roof-mounted equipment;

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

NOTE: line-of-sight drawing and/or building cross section must be scaled.

54. That owner/developer 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. *Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

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

55. That the landscaped areas shall be provided with a suitable, fixed, permanent and automatically controlled method for watering and sprinkling of plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to insure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this section shall be spaced to assure complete coverage of all landscaped areas. *Said plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*
56. That upon completion of the new landscaping, said landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.
57. That any damaged asphalt and swale (ribbon gutter) shall be repaired and the parking lot area shall be slurry-sealed and re-striped within ninety (90) days from the date of issuance of a Certificate of Occupancy by the Building Inspector for the proposed building addition.
58. That the owner/developer shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting can also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.

59. That all activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services and the Fire Marshall.
60. That the electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the prior approval of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department).
61. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval from both the Fire and Planning Departments.
62. That the Planning Department shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on a minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.
63. That a sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ ft. in width nor than 6 ft. in height. (*Calculations are subject to change*).
64. That approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.
65. That the applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Slusher Drive or Mora Drive, use street(s) as a staging area, or to backup onto the street from the subject property.

66. That the proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.
67. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.
68. That the applicant must record a shared parking agreement to the Los Angeles County Registrar-Recorder prior to the issuance of a Building Permit. Said shared parking agreement shall be approved by the Director of Planning and Development.
69. That the applicant shall notify the Director of Planning and Development, in writing, three (3) months prior to the expiration of the shared parking agreement. At that time, the applicant shall provide a copy of an extension of the said parking agreement. If said agreement is not extended, the applicant shall work with staff to implement mitigation measures necessary to offset any loss of parking associated with said parking agreement.
70. That all parking stalls shall be legibly marked off on the pavement, showing the required parking spaces. Additionally, all compact spaces shall be further identified by having the words "Compact" or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.
71. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.
72. That the owner/developer shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.
73. That prior to issuance of building permits, the owner/developer shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:
 - a. Covenants.
 1. Applicant or owner/developer shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described above and except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous

substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq.

2. Applicant or owner/developer shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of their knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.
 - b. Applicant and owner/developer understand and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.
 - c. Applicant and owner/developer understand and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.
74. That prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

75. That the applicant or the owner/developer shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. *Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.*
76. That the owner/developer shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be 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. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.
77. That the applicant and owner/developer agree to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to all entitlements and approvals issued by the City in connection with the Project and from any CEQA challenges relating to the environmental review and determination for the Project, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.
78. That all otherwise specified in the action granting Development Plan Approval, said approval which has not been utilized within a period of 12 consecutive months from the effective date shall become null and void. Also the abandonment or nonuse of a development plan approval for a period of 12 consecutive months shall terminate said development plan approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.
79. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

80. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.
81. That the owner/developer understands and agrees that if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.
82. That the owner/developer shall clarify on the construction drawings that all roof drains (facing the street), shall be provided along the interior walls and not along the exterior of the building.


Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Exhibit A – Proposed Shared Parking Area
3. Exhibit B – Parking Analysis
4. Overall Site Plan
5. Site Plan
6. Floor Plan
7. Color Elevation
8. Material Board
9. Color Rendering
10. Development Plan Permit Application
11. Initial Study Pt. 1
12. CEQA Screening Memorandum(previously delivered to PC on 9/27/2017)
13. Hazardous Waste and Substances Statement
14. Notice to Newspaper
15. Public Hearing Notice/Postcard
16. Radius Map for Public Hearing Notice

Q:\Planning\Staff\Jimmy\10370 Slusher Drive\DPA 926 - 10370 Slusher Drive - Draft Staff Report.docx

Aerial Photograph



Development Plan Approval 926
10370 Slusher Drive
HPA Architecture

Exhibit A – Proposed Shared Parking Area

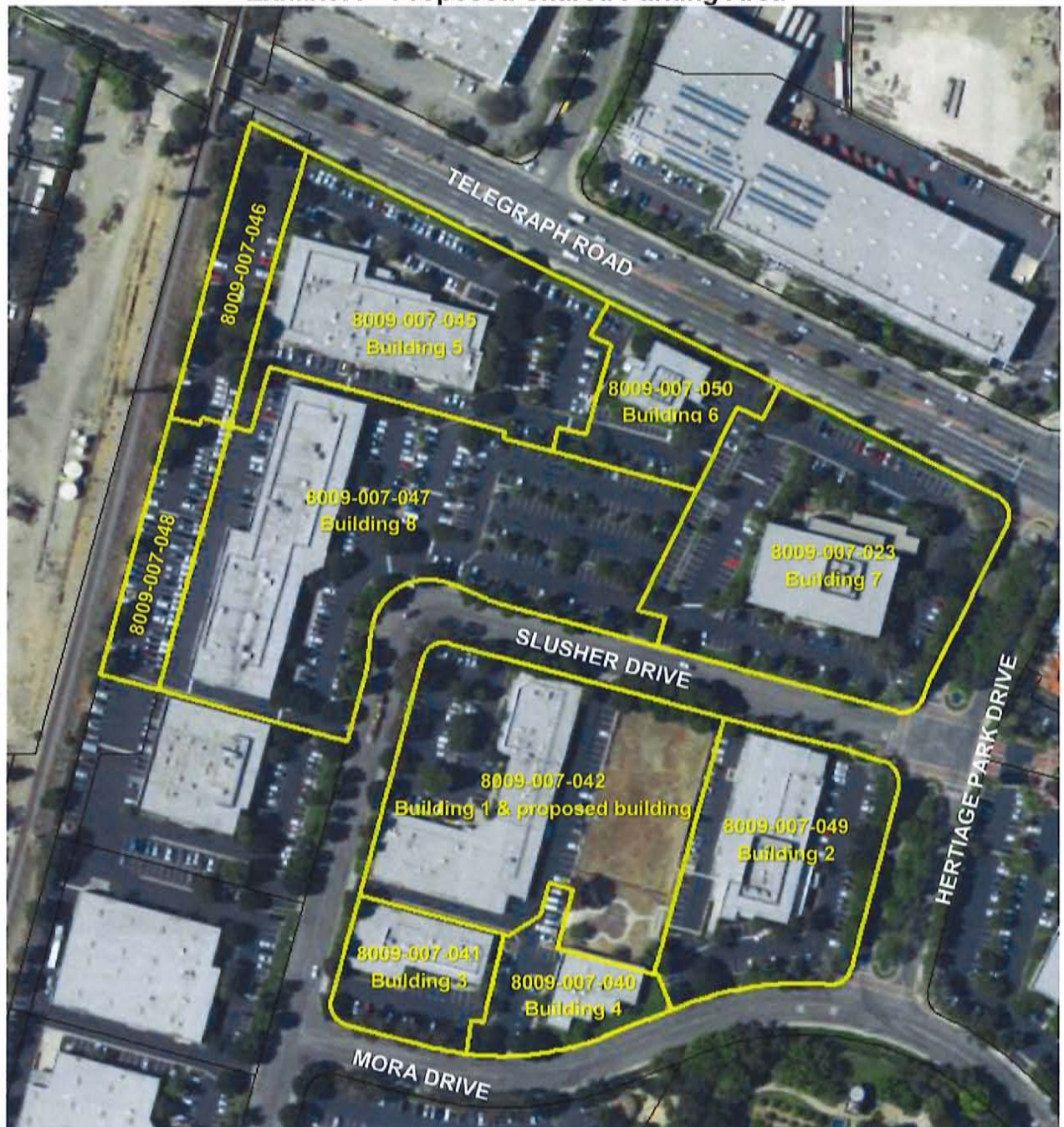


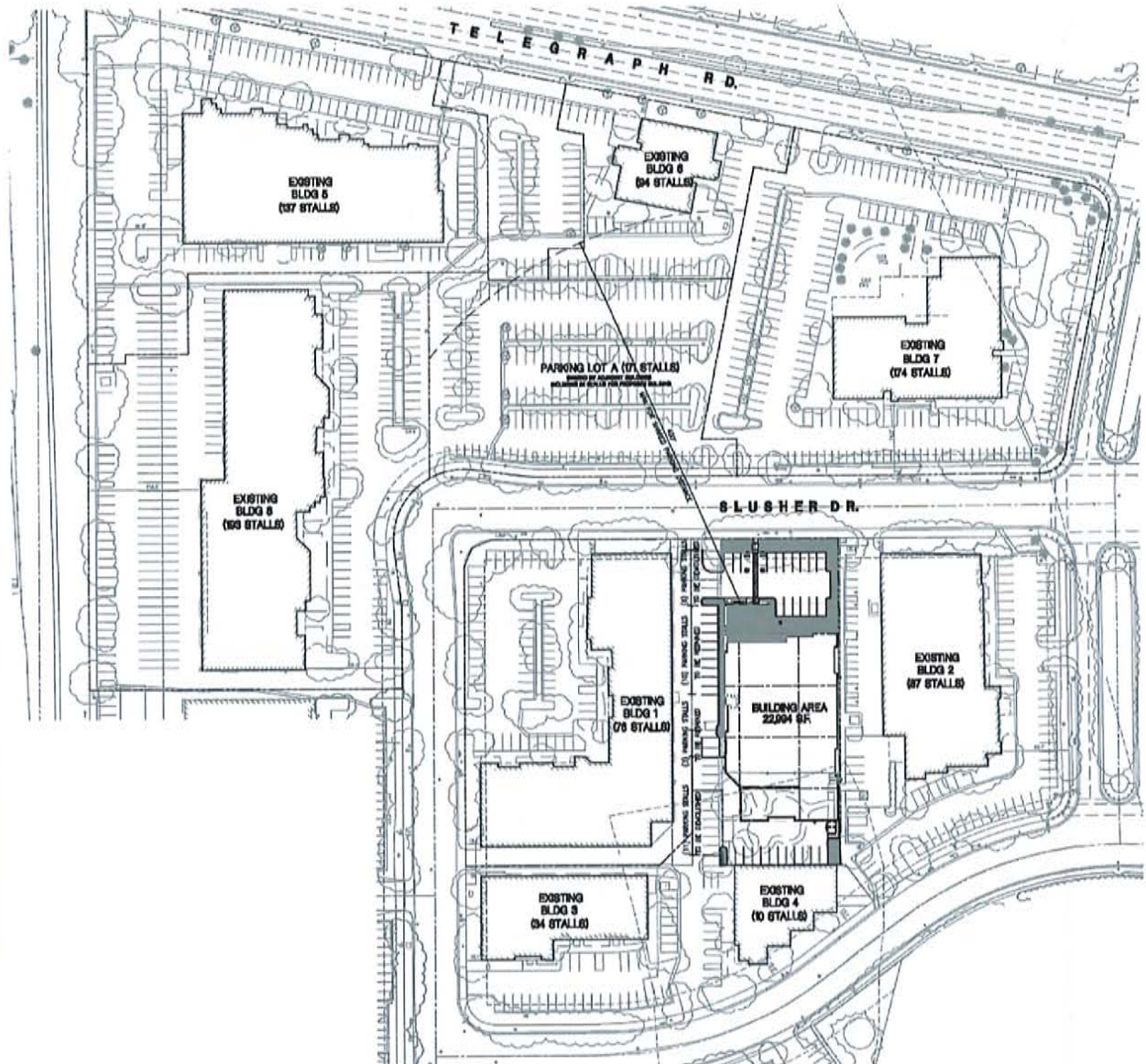
Exhibit B – Parking Analysis Pt.1

		Building 1 - 10370 Slusher Drive				Required Parking	On-site Stalls	Comments
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)			
KPB Food	Restaurant	0	0	2,741	n/a	54.4		Assumes 1,800 SF of restaurant space
Solar SGV	Industrial	2,741	600	3,341	99			
Central Admixture	Industrial	13,171	3,293	16,464	823			
Ethos Energy	Industrial	3,212	800	4,012	198			
LA Cable TV	Industrial	2,366	1,183	3,549	651			
Ellison Technologies	Industrial	2,394	1,676	4,070	1,066			
Brandon Kim	Industrial	4,765	1,800	6,565	815			
		28,649	9,352	40,742	3,652	135.3	62.0	
		Building 2 - 10349 Heritage Park Drive				Required Parking	On-site Stalls	Comments
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)			
Vacant	Flex/Industrial	4,573	8,600	13,173	6,624			
Infusystem	Flex/Industrial	1,030	4,120	5,150	3,348			
OneSource	Flex/Industrial	2,808	1,872	4,680	1,170			
Trenset	Flex/Industrial	0	3,880	3,880	3,880			
		8,411	18,472	26,883	15,022	73.8	87.0	
		Building 3 - 12015 Mora Drive				Required Parking	On-site Stalls	Comments
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)			
B3W	Industrial	3,188	1,000	4,188	372			
MIK Construction	Industrial	2,274	1,400	3,674	849			
Grand Pacific	Industrial	794	1,852	2,646	1,455			
Gil Land	Industrial	594	1,385	1,979	1,088			
		6,850	5,637	12,487	3,764	30.0	34.0	
		Building 4 - 12041 Mora Drive				Required Parking	On-site Stalls	Comments
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)			
Pacific Medical Imaging	Industrial	4,305	3,522	7,827	2,348	18.8	10.0	
		Building 5 - 11980 Telegraph Road				Required Parking	On-site Stalls	Comments
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)			
Crescent Healthcare	Office	3,516	19,927	23,443	n/a			
Eventus	Flex	3,251	3,251	6,502	2,276			
Kaiser Healthcare	Office	0	22,965	22,965	n/a			
		6,767	46,143	52,910	2,276	166.0	137.0	

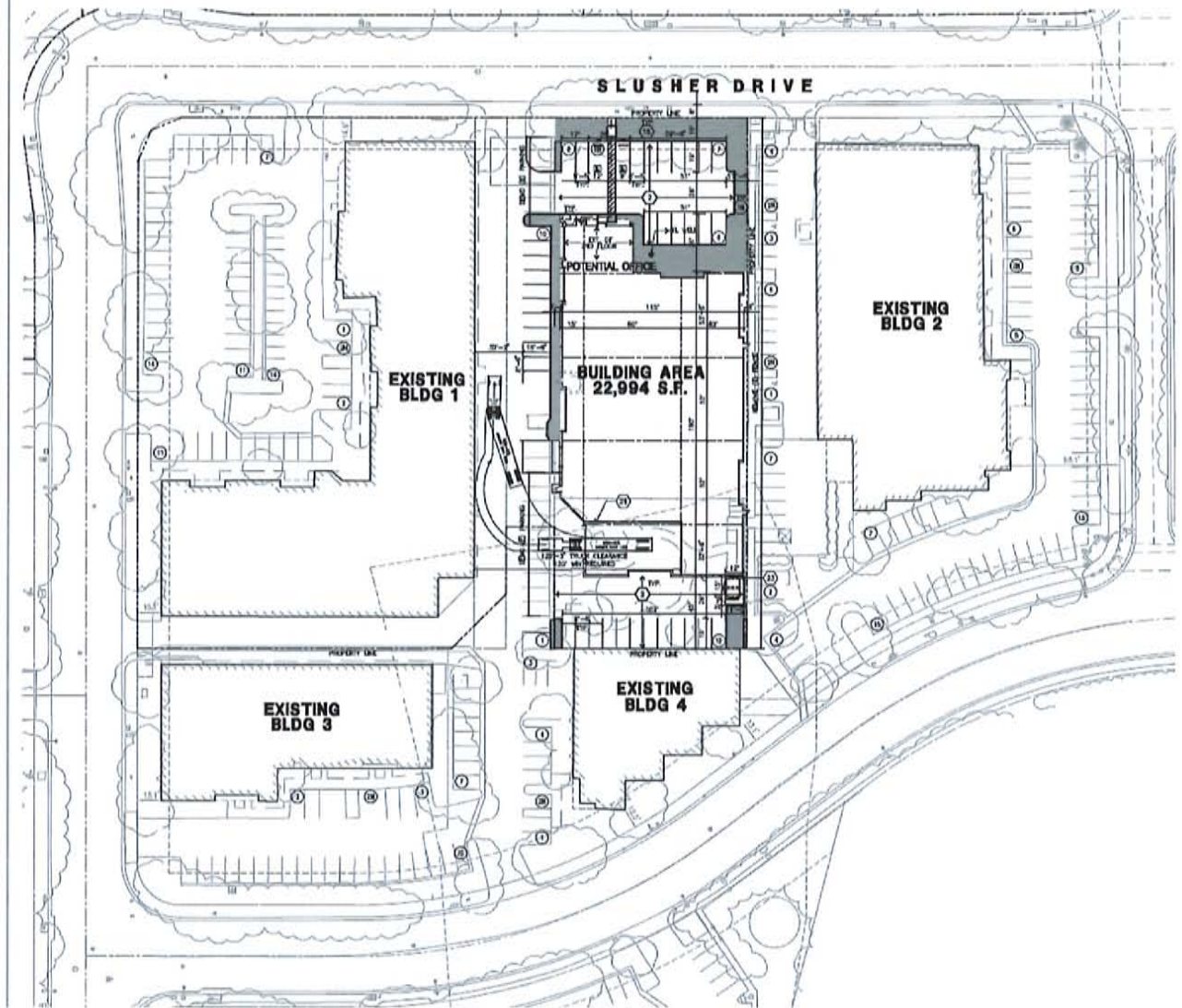
Exhibit B – Parking Analysis Pt.2

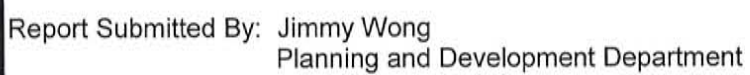
Building 6 - 12016 Telegraph Road								
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)	Required Parking	On-site Stalls	Comments
SFS Chamber	Office	0	3,133	3,133	n/a			
Inroads Pacific Southwest	Office	0	2,001	2,001	n/a			
Westcal Property Group	Office	0	1,281	1,281	n/a			
Taihan Electric	Office	0	1,560	1,560	n/a			
Monument Security	Office	0	1,018	1,018	n/a			
Kearny Real Estate	Office	0	1,435	1,435	n/a			
John Caballero	Office	0	581	581	n/a			
Vacant	Office	0	966	966	n/a			
Locus Telecom	Office	0	1,247	1,247	n/a			
		0	13,222	13,222		44.1	94.0	
Building 7 - 12070 Telegraph Road								
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)	Required Parking	On-site Stalls	Comments
Friendly Hills Bank	Office	0	3,592	3,592	n/a			
Kimco Staffing Service	Office	0	1,138	1,138	n/a			
Heritage Gym	Recreation	0	1,313	1,313	n/a			
BNSF Logistics	Office	0	1,883	1,883	n/a			
Prestige Tilt-up	Office	0	2,013	2,013	n/a			
Applied Power Tech	Office	0	1,182	1,182	n/a			
T.H.I.N.K. Together	Office	0	5,190	5,190	n/a			
Metal One America	Office	0	2,482	2,482	n/a			
Vacant	Office	0	5,791	5,791	n/a			
Imperial Paving	Office	0	3,529	3,529	n/a			
Premier Sales	Office	0	2,756	2,756	n/a			
Inter Global Logistics	Office	0	3,481	3,481	n/a			
Packagin Corp of America	Office	0	2,107	2,107	n/a			
Wells Fargo Bank	Office	0	2,831	2,831	n/a			
Tricore	Office	0	3,557	3,557	n/a			
Vacant	Office	0	3,215	3,215	n/a			
SMACNA	Office	0	3,019	3,019	n/a			
PFR Engineering	Office	0	2,626	2,626	n/a			
			51,705	51,705		173.2	174.0	
Building 8 - 10355 Slusher Drive								
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)	Required Parking	On-site Stalls	Comments
Office Building	office	0	65,568	65,568	n/a	218.6	193.0	
Proposed Building								
Tenant	Use	Industrial Square Footage (1/500)	Office Square Footage (1/300)	Total Square Footage	Office Square Footage Above 15% (1/300)	Required Parking	On-site Stalls	Comments
Vacant	Industrial	20,034	3,200	23,234	n/a	44.3	39.0	
						294.578	904.1	1001.0
								Parking Lot A = 171 stalls
								Total Stalls Available
								96.9

Overall Site Plan

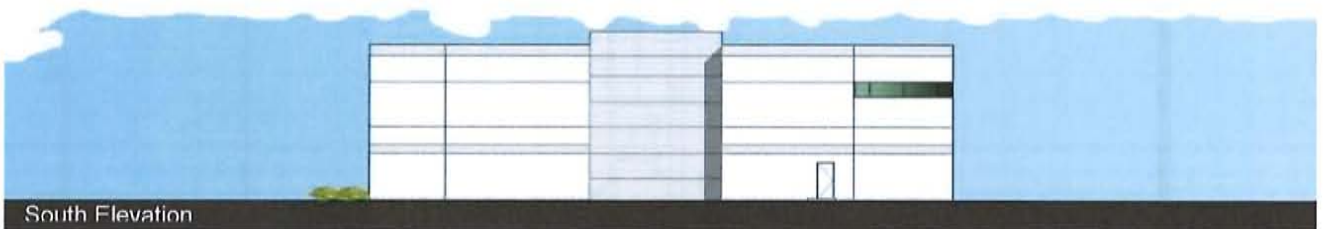
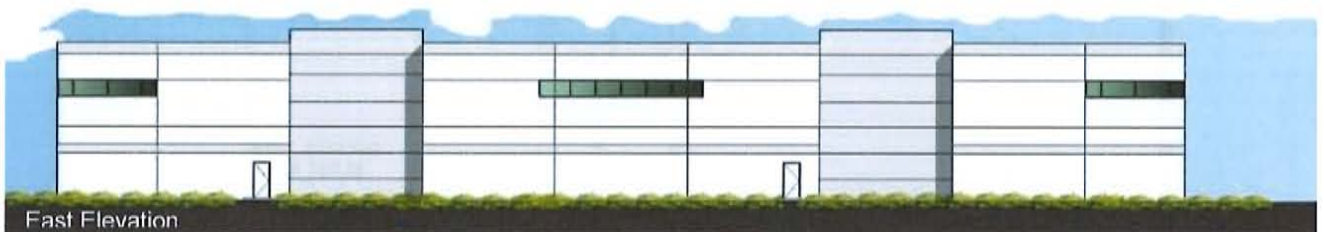


Site Plan

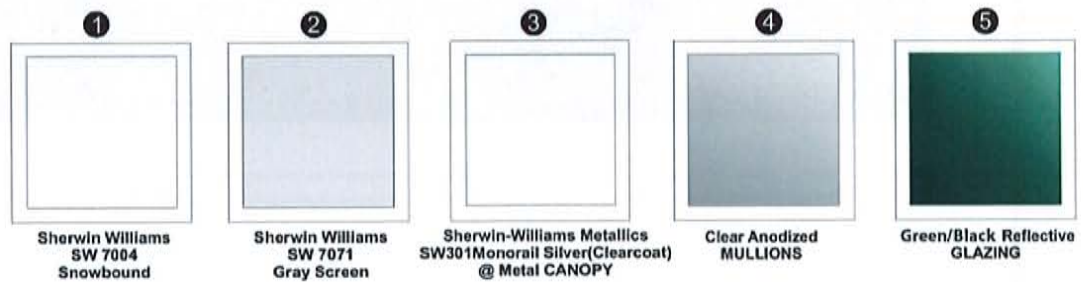
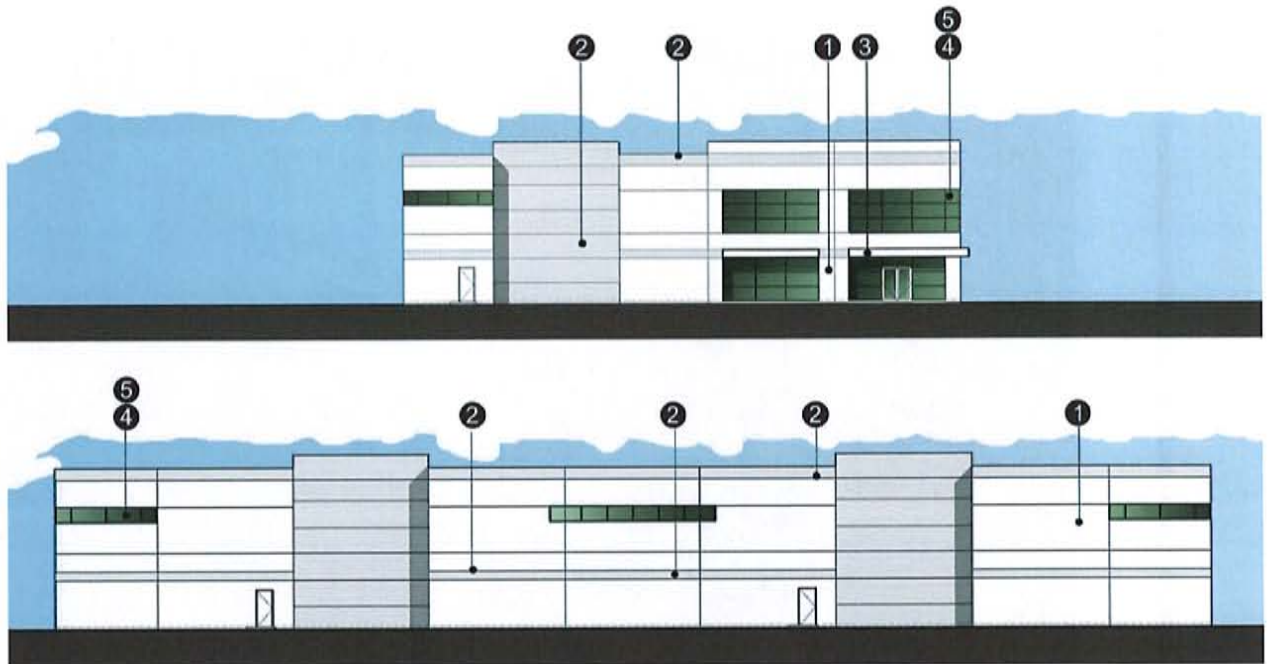




Color Elevation



Material Board



Color Rendering 1



Color Rendering 2



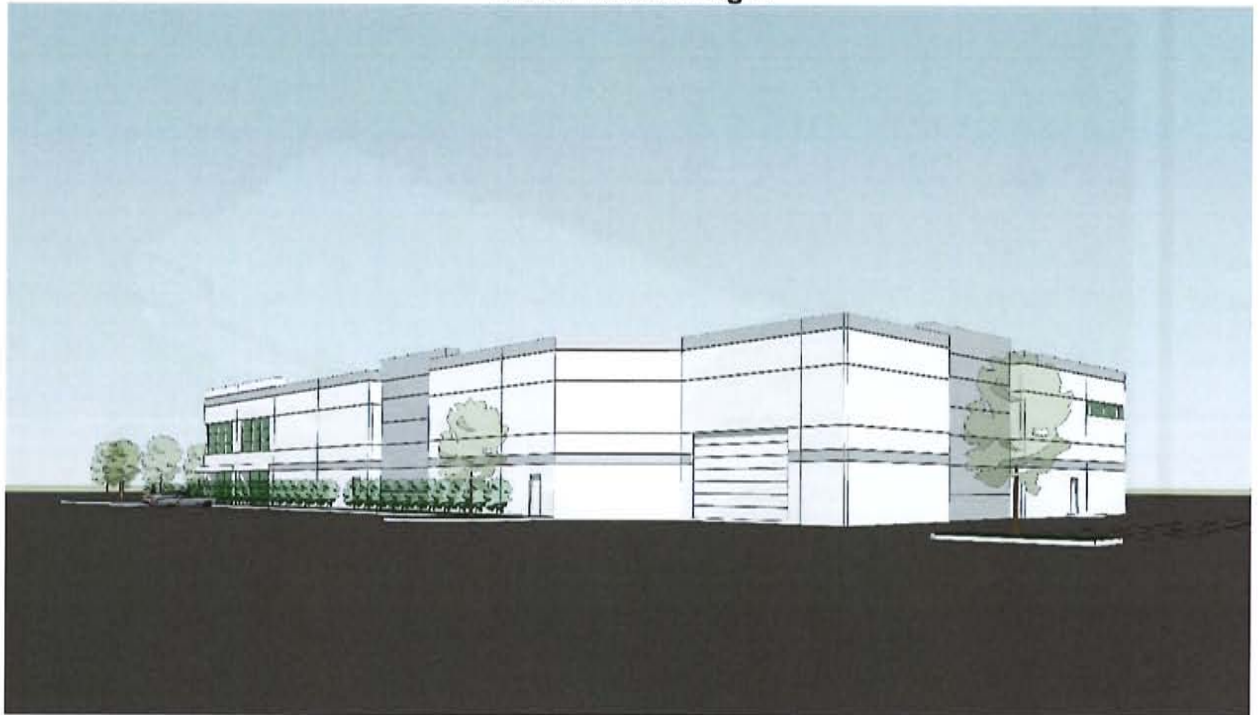
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Color Rendering 4



Color Rendering 5



Development Plan Approval Application



City of Santa Fe Springs Application for **DEVELOPMENT PLAN APPROVAL (DPA)**

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:

Provide street address or Assessors Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:

APNs: 8009-007-040, 041, 042, 049

RECORD OWNER OF THE PROPERTY:

Name: PPF Industrial 12016 Telegraph Road LP Phone No: 310-203-1858

Mailing Address: 1875 Century Park East, Suite 380
Los Angeles, CA 90067

Fax No: 310-203-1850 E-mail: ewelinstock@kearny.com

THE APPLICATION IS BEING FILED BY:

- ☐ Record owner of the property
- ☒ Authorized agent of the owner (written authorization must be attached to application)

Status of Authorized Agent: Engineer/Architect: _____ Attorney: _____
Purchaser: _____ Lessee: _____
Other (describe): Manager

DESCRIBE THE DEVELOPMENT PROPOSAL (See reverse side of this sheet for information as to required accompanying plot plans, floor plans, elevations, etc.)

new industrial building on infill lot within Heritage Corporate Center business park

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

Signed: _____

Signature
HOONIE KANG

Print name

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

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Development Plan Approval."

Development Plan Approval Application (Cont.)

DPA Application
Page 2 of 2

PROPERTY OWNERS STATEMENT

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

Name (please print): HOONIE KANG
 Mailing Address: 1875 CENTURY BLVD EAST, SUITE 380, LOS ANGELES, CA 90067
 Phone No: 310-203-1847
 Fax No: 310-203-1850 E-mail: hkang@Kearny.com
 Signature: _____

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

CERTIFICATION

STATE OF CALIFORNIA)
 COUNTY OF LOS ANGELES) ss.

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

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

(seal)

On 4/11/2017 before me, C. Sherwood
 Personally appeared HOONIE KANG
 personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies); and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

C. Sherwood
 Notary Public



FOR DEPARTMENT USE ONLY

CASE NO: _____
 DATE FILED: _____
 FILING FEE: _____
 RECEIPT NO: _____
 APPLICATION COMPLETE? _____

Development Plan Approval Application (Cont.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

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

State of California)

County of Los Angeles)On April 11, 2016 before me, _____
DateC. Sherwood

Here Insert Name and Title of the Officer

personally appeared _____

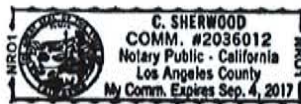
Hoonie Kang

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.



Signature _____

C. Sherwood

Signature of Notary Public

Place Notary Seal Above

OPTIONAL

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

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

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

Signer Is Representing: _____

Signer's Name: _____

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

Signer Is Representing: _____

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Initial Study Part 1



City of Santa Fe Springs

PART 1

INITIAL STUDY

Date Filed: 4/13/2017Type of Project: Development Plan Approval
File No: DPA 426ENVIRONMENTAL INFORMATION FORM
(To be completed by applicant)GENERAL INFORMATION

1. Name and address of developer or project sponsor: _____

Kearny Real Estate Company on behalf of PPF Industrial 12016 Telegraph Road LP
1875 Century Park East Suite 380 LA CA 900672. Address of project: 10370 Slusher Drive SFS CAAssessor's Block and Lot Number: 8009-007-040, 041, 042, 049

3. Name, address and telephone number of person to be contacted concerning this project: _____

Steve Hong
18831 Bardeen Ave. Suite 100 Irvine CA 92612

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

5. List and describe any other related permits and other public approvals required for this project, including those required by the city, state, and federal agencies: _____

city planning, LA County building and safety/ MEP, Grading, drainage, hydrology, sanitation, fire department, geotech, school fee, industrial waste

6. Existing zoning district: M-2 (heavy mfr district)7. Proposed use of site (project for which this form is filed): same as existing

Initial Study Part 1 (Cont.)**PROJECT DESCRIPTION**

8. Site Size: approx 120' x 330'
9. Square footage: 39,720
10. Number of floors of construction: 2
11. Amount of off-street parking provided: 23
12. Attach plans: attached
13. Proposed scheduling: _____
14. Associated project: _____
15. Anticipated incremental development: _____
- _____
16. If residential, include the number of unit, schedule of unit sizes, range of sale prices or rents, and type of household size expected. _____
- NA
- _____
17. If commercial, indicated number of unit, schedule of unit sizes, range of sale prices or rents, and type of tenants expected: _____
- NA
- _____
18. If industrial, indicated type, estimated employment per shift, and loading facilities: _____
- currently speculative
- _____
19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project. _____
- NA
- _____

Initial Study Part 1 (Cont.)

20. If the project involves a Variance, Conditional Use Permit, or Zone Change, state this and indicated clearly why the entitlement is required. _____

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

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

Initial Study Part 1 (Cont.)**ENVIRONMENTAL SETTING**


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

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

CERTIFICATION

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

Date: 4/10/17

Signature: 

Firm Name: HPA

Address: 18831 Bardeen Ave. Suite 100 Irvine CA 92612

Phone Number: 949-862-2132

Hazardous Waste and Substances Statement



HAZARDOUS WASTE AND SUBSTANCES STATEMENT

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

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

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

APPLICANT INFORMATION

Name: Kearny Real Estate Company
 Address: 1875 Century Park East Suite 380
 City, State, Zip: Los Angeles CA 90067
 Phone Number: 310-203-1858

PROPERTY OWNER INFORMATION

Name: Kearny Real Estate Company on behalf of: PPF Industrial 12016 Telegraph Road LP
 Address: 1875 Century Park East Suite 380
 City, State, Zip: Los Angeles CA 90067
 Phone Number: 310-203-1858

Address of Site: 10370 Slusher Drive SFS CA
 Local Agency (City and County): _____
 Assessor's book, page and parcel number: 8009-007-040, 041, 042, 049
 Specify list(s): _____
 Regulatory Identification Number: _____
 Date of List: _____

DATE: _____ OWNER SIGNATURE: _____

DATE: _____ APPLICANT SIGNATURE: _____

Notice of Newspaper

Legal Liner

CITY OF SANTA FE SPRINGS NOTICE OF PUBLIC HEARING DEVELOPMENT PLAN APPROVAL CASE NO. 926

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

DEVELOPMENT PLAN APPROVAL CASE NO. 926: to allow for the construction of a new ±23,264 square feet concrete tilt-up industrial building addition at 10370 Slusher Drive.

APPLICANT / PROJECT LOCATION: PPF Industrial 12016 Telegraph Road LP / 10370 Slusher Drive (APN: 8009-007-042)

CEQA STATUS: Upon review of the proposed project, staff has decided that the project is categorically exempt pursuant to Section 15332, Class 32 (In-Fill Development Project), of the California Environmental Quality Act (CEQA). If the Planning Commission agrees, staff will file a Notice of Exemption (NOE) with the Los Angeles County Clerk within 5 days from the date the Planning Commission approves the proposed project.

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

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items listed above. If you challenge the nature of this proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs City Clerk, Planning Commission or City Council at, or prior to the Public Hearing.

FURTHER INFORMATION on this item may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, Santa Fe Springs, California 90670 or by telephone or e-mail: (562) 868-0511, extension 7451, Jimmywong@santafesprings.org.

Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 906
Whittier Daily News Ad#

Published: September 28, 2017

Public Hearing Notice

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

NOTICE IS HEREBY GIVEN that public hearings will be conducted at regular meetings by the Planning Commission on **Monday, October 9, 2017** at **6:00 p.m.** in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Development Plan Approval Case No. 926 For property located at: 10370 Slusher Drive

A request for a Development Plan Approval to allow for the construction of a new ±23,264 square feet concrete tilt-up industrial building addition at 10370 Slusher Drive (APN: 8009-007-042) measuring 122,491 square feet (2.81 acres) that make up the subject property (PPF Industrial 12015 Telegraph Road LP)

* Upon review of the proposed project, staff has decided that the project is categorically exempt pursuant to Section 15332, Class 32 (In-Fill Development Project), of the California Environmental Quality Act (CEQA). If the Planning Commission agrees, staff will file a Notice of Exemption (NOE) with the Los Angeles County Clerk within 5 days from the date the Planning Commission approves the proposed project.

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs Department of Police Services at, or prior to the Public Hearing. Any person interested in this matter may contact Jimmy Wong at 562-868-0511, Ext. 7451 or jimmywong@santafesprings.org



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

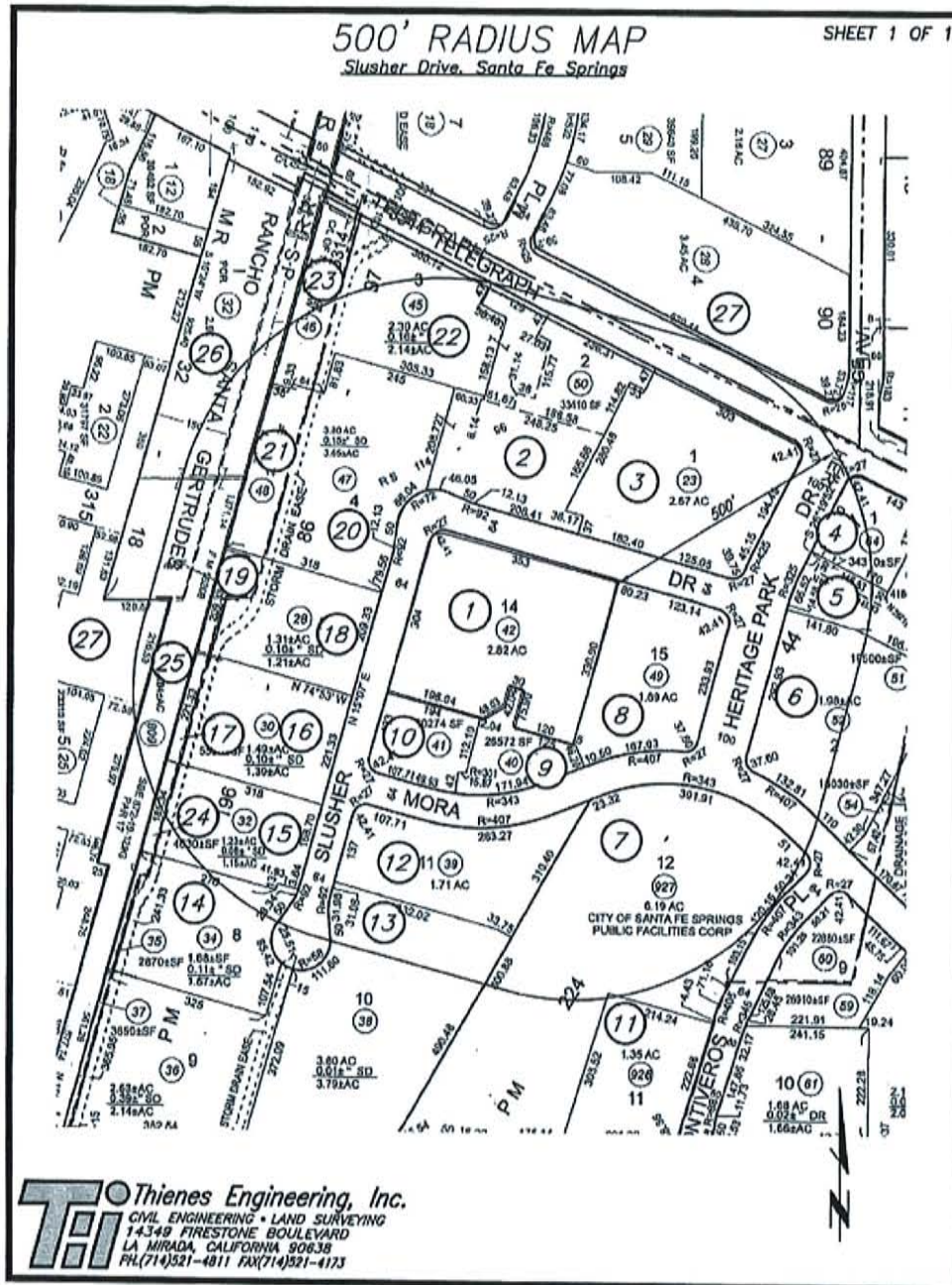
NEOPOST FIRST-CLASS MAIL
09/28/2017
US POSTAGE \$000.00²
ZIP 90670
049L11267783

FILE

(NOTICE OF PUBLIC HEARING)

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

Radius Map





PUBLIC HEARING

CEQA Categorical Exemption - Class 5 (Minor Alterations in Land Use Limitations)
Lot Line Adjustment No. 2017-03

A request for approval to allow the consolidation of four (4) existing parcels that make up the subject property (APNs: 8168-013-027, 008) into a single parcel measuring ± 7.0 acres located at 8820-8832 Dice Road in the M-2, Heavy Manufacturing Zone. (David Knell for Air Liquide)

RECOMMENDATIONS That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Lot Line Adjustment No. 2017-03, and thereafter close the Public Hearing; and
- Determine that Lot Line Adjustment No. 2017-03 meets the criteria for "Minor Alterations to Land Use Limitations", pursuant to the California Environmental Quality Act (CEQA); Specifically, the proposed project is a categorically-exempt project, pursuant to Section 15305-Class 5 of CEQA; Consequently, no other environmental documents are required by law; and
- Find that Lot Line Adjustment No. 2017-03 is consistent with the City's General Plan, and Zoning, and will not create a greater number of parcels than originally existed; and
- Approve Lot Line Adjustment No. 2017-03.

BACKGROUND

The subject property is located at 8820 – 8832 Dice Road and is roughly bounded by Dice Road to the west, the Southern Pacific Railroad to the south, Sorensen Avenue to the east, and Baker Place to the north. The subject parcels are zoned M-2, Heavy Manufacturing with a General Plan designation of Industrial. APN: 8168-013-027 (parcel 1) is several times larger than the other parcels and developed with four buildings, storage and loading areas, landscaping, parking, and two driveways. APN: 8168-013-008 is comprised of parcels 2, 3, and 4. The three parcels combined measure approximately one acre and are currently developed with a parking lot, landscaping and driveway. Air Liquide has operated on the subject parcels for several decades.

PROPOSED LOT LINE ADJUSTMENT

The proposed Lot Line Adjustment is triggered by Air Liquide's future plan to construct a new building that would be situated over the existing parcel lines. The lot line

adjustment will remove the existing common property lines for parcels 1, 2, 3, and 4 (APNs: 8168-013-008 and 8168-013-027) and result in one parcel measuring ± 7.0 acres.

Existing:

Parcel "1"	261,587 sq. ft. (approx. 6.0 acres)
Parcels "2, 3 & 4"	<u>43,599 sq. ft. (approx. 1.0 acre)</u>
	305,186.54 sq. ft. (approx. 7.0 acres)

Proposed:

Parcel "A"	305,186.54 sq. ft. (approx. 7.0-acres)
------------	--

NOTE: A Development Plan Approval application for the construction of the new building will be presented to the Planning Commission at a later time.

SUBDIVISION MAP ACT REQUIREMENT

Section 66412 of the State's Subdivision Map Act provides that Lot Line Adjustments between four or fewer existing adjoining parcels are exempt from the provisions of the Map Act provided that the Lot Line Adjustment will not create a greater number of parcels than originally existed, that the Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances, and that the Lot Line Adjustment is approved by the Planning Commission of the City.

A local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to the local general plan, any applicable specific plan, coastal plan, and zoning and building ordinances. An advisory agency or local agency shall not impose conditions or exactions on its approval of a lot line adjustment except to conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances, to require the prepayment of real property taxes prior to the approval of the lot line adjustment, or to facilitate the relocation of existing utilities, infrastructure, or easements.

ENVIRONMENTAL DOCUMENTS

Staff finds that the proposed lot line adjustment is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Section 15305-Class 5 (Minor Alterations in Land Use Limitations) of the CEQA Guidelines since the project does not result in the creation of any new parcel. If the Planning Commission agrees, staff will file a Notice of Exemption with the County Clerk of the Los Angeles County Registrar-Recorder office within five (5) days of approval by the Planning Commission of the proposed lot line adjustment.

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 Lot Line Adjustment was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on September 28, 2017. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on September 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on September 28, 2017, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

FINDINGS:

Section 66412(d) of the State's Subdivision Map Act provides that Lot Line Adjustments between four or fewer existing adjoining parcels are exempt from the provisions of the Map Act provided that:

1. The proposed lot line adjustment will not create a greater number of parcels than originally existed.

The proposed lot line adjustment is between four parcels, APN: 8168-013-027 and APN: 8168-013-008 (comprised of 3 parcels), with a combined area of ± 7.00 acres. Approval by the Planning Commission will not result in additional parcels or lots being created.

2. The proposed lot line adjustment is consistent with the City's General Plan, Zoning and Building ordinances.

General Plan/Zoning: Prior to and after the proposed lot line adjustment, the General Plan Land Use designation of "Industrial" and Zoning designation of M-2, Heavy Manufacturing, Zone, will remain unchanged. The M-2 zone is primarily intended for industrial related commercial, service and office uses, as well as industrial type public facilities. Since the proposed lot line adjustment does not involve a change of use or zone, it is consistent with the City's General Plan and Zoning.

Building Ordinance/Code: Prior and after proposed lot line adjustment, the existing buildings would be in conformance with applicable Building Codes.

Specific Plan/Coastal Plan: The proposed project area is not located within a Specific or Coastal plan.

In addition to the above, the proposed lot line adjustment has been reviewed by the Department of Public Works.

STAFF REMARKS

Based on the reasons enumerated above, Staff believes that Lot Line Adjustment No. 2017-03 meets the standards as set forth in Section 66412 of the State's Subdivision Map Act. Staff is, therefore, recommending approval of Lot Line Adjustment No. 2017-03.



Wayne M. Morrell
Director of Planning

Attachments

1. Location Aerial
2. Exhibit "A" – Existing Legal Descriptions
3. Exhibit "B" – Legal Description after Lot Line Adjustment
4. Exhibit "C" – Lot Lines to be Removed
5. Map Check Closures
6. Lot Line Adjustment Map
7. Lot Line Adjustment Application
8. Public Hearing Notice
9. Radius Map for Public Hearing Notice

Location Aerial

Lot Line Adjustment 2017-03

Air Liquide

8820 - 8832 Dice Road

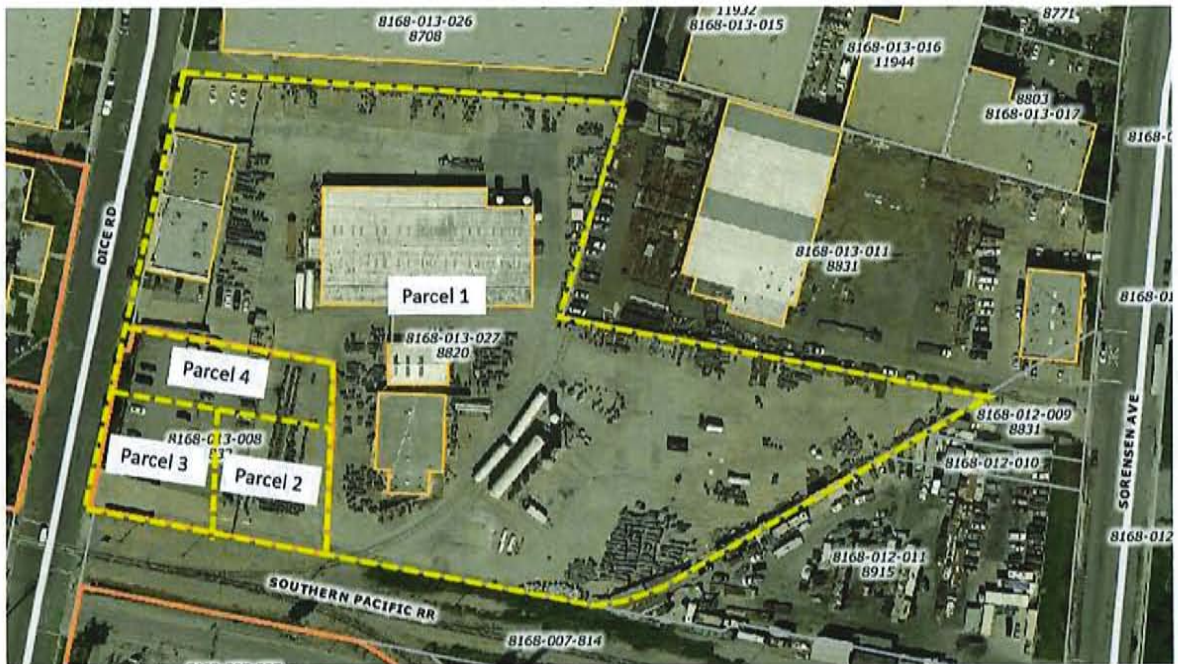


EXHIBIT "A"
EXISTING LEGAL DESCRIPTIONS

PARCEL 1:

THAT PORTION OF THE COLIMA TRACT, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE CENTER LINE OF DICE ROAD, 40.00 FEET NORTHERLY THEREON FROM THE CENTER LINE OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY (AS SAID RIGHT OF WAY AND DICE ROAD ARE SHOWN ON A MAP RECORDED IN BOOK 3465 PAGE 135 OF DEEDS, RECORDS OF SAID COUNTY); THENCE ALONG SAID CENTER LINE OF DICE ROAD, NORTH 11° 54' 10" EAST 120.90 FEET; THENCE SOUTH 83° 26' EAST 261.70 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 01° 21' EAST 68.8 FEET; THENCE NORTH 83° 21' WEST 249.00 FEET TO THE CENTER LINE OF SAID DICE ROAD; THENCE NORTH 11° 54' 10" EAST ALONG SAID CENTER LINE TO A POINT BEING 136.46 FEET SOUTHERLY, MEASURED ALONG SAID CENTERLINE FROM THE FIRST ANGLE POINT IN THE CENTERLINE OF SAID DICE ROAD, SAID POINT BEING SHOWN AS MARKED BY A COUNTY SURVEYOR'S CONCRETE ONUMENT AS SHOWN IN FIELD BOOK FT 33-0366 ON FILE IN THE OFFICE OF THE COUNTY SURVEYOR OF SAID COUNTY; THENCE SOUTH 86° 16' 45" EAST 497.16 FEET TO THE WESTERLY LINE OF THE LAND DESCRIBED IN INSTRUMENT NUMBER 891, RECORDED APRIL 21, 1954 IN BOOK 44382 PAGE 402, OF OFFICIAL RECORDS, RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF LAST SAID INSTRUMENT NORTH 16° 06' 40" EAST 35.42 FEET TO THE NORTHERLY LINE OF THE LAND DESCRIBED IN CERTIFICATE OF TITLE NO. X-10800 ON FILE IN THE OFFICE OF THE REGISTRAR OF SAID COUNTY; THENCE ALONG THE NORTHERLY LINE SOUTH 73° 50' 40" EAST 658.68 FEET TO THE NORTHWESTERLY LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY AS SAID RIGHT OF WAY WAS KNOWN ON AUGUST 24, 1920; THENCE SOUTH 60° 48' 40" WEST 762.55 FEET TO THE NORTHERLY LINE OF SAID PACIFIC RAILWAY RIGHT OF WAY; THENCE ALONG SAID LAST MENTIONED NORTHERLY LINE NORTH 78° 02' WEST 294.17 FEET TO A POINT DISTANT SOUTH 78° 02' EAST 282.70 FEET THEREON FROM SAID CENTER LINE OF DICE ROAD; THENCE NORTH 3° 15' 22" EAST 147.25 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT THEREFROM THE LAND DESCRIBED IN THE DEED FROM BURDETT OXYGEN COMPANY OF CLEVELAND, INC., A CORPORATION, TO C. W. ROBERTS, A MARRIED MAN, RECORDED APRIL 21, 1954 IN BOOK 44382 PAGE 402, OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION WITHIN SAID DICE ROAD CONVEYED TO COUNTY OF LOS ANGELES IN FEE SIMPLE FOR ROAD PURPOSES, BY DEED RECORDED OCTOBER 10, 1908 IN BOOK 3465 PAGE 133 OF DEEDS.

ALSO EXCEPT THEREFROM THAT PORTION THEREOF, INCLUDED WITHIN THE FOLLOWING DESCRIBED LINES:

BEGINNING AT THE MOST SOUTHERLY CORNER OF THE LAND SHOWN ON SAID MAP NO. CF-157; THENCE NORTH 60° 48' 40" EAST ALONG THE SOUTHEASTERLY BOUNDARY OF SAID LAND, 85.52 FEET TO A POINT OF CUSP WITH A TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 372.24 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 15° 51' 39", AN ARC DISTANCE OF 103.05 FEET TO ITS INTERSECTION WITH THE SOUTHERLY BOUNDARY OF SAID LAND; THENCE SOUTH 78° 02' 00" EAST, ALONG SAID SOUTHERLY BOUNDARY, 21.53 FEET TO THE POINT OF BEGINNING.

SAID LAND IS ALSO SHOWN AS PARCEL "B" IN THAT CERTAIN GRANT OF WAIVER AND CERTIFICATE OF COMPLIANCE LOT LINE ADJUSTMENT NO. 98-04, RECORDED DECEMBER 23, 1998 AS INSTRUMENT NO. 98-2327776, OF OFFICIAL RECORDS.

PARCEL 2:

THAT PORTION OF THE COLIMA TRACT, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF THE RIGHT OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY, SAID LINE BEING THE SOUTHERLY LINE OF THE LAND DESCRIBED IN CERTIFICATE OF TITLE Y-11053 IN THE OFFICE OF THE REGISTRAR OF TITLES OF SAID COUNTY, DISTANT THEREON SOUTH 78° 02' EAST, 163.50 FEET FROM THE INTERSECTION OF SAID LINE WITH THE CENTER OF DICE ROAD AS SAME IS SHOWN ON MAP OF RIGHT OF WAY OF SAID PACIFIC ELECTRIC RAILWAY, RECORDED IN BOOK 3465 PAGE 135 OF DEEDS, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID NORTHERLY LINE OF SAID RIGHT OF WAY SOUTH 78° 02' EAST 119.20 FEET; THENCE NORTH 03° 15' EAST 147.25 FEET TO AN ANGLE POINT IN THE NORTHERLY LINE OF SAID LAND DESCRIBED IN SAID CERTIFICATE Y-11053; THENCE ALONG SAID NORTHERLY LINE OF SAID LAND NORTH 83° 26' WEST 118.02 FEET; THENCE SOUTH 03° 15' WEST 136.02 FEET TO THE POINT OF THE BEGINNING.

PARCEL 3:

COUNTY; THENCE NORTH 78° 02' WEST ALONG SAID NORTHERLY LINE OF SAID RIGHT OF WAY AND THE SOUTHERLY LINE OF SAID REGISTERED PARCEL, 163.50 FEET TO THE POINT OF BEGINNING. THAT PORTION OF THE COLIMA TRACT, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTER LINE OF DICE ROAD, DISTANT 40 FEET NORTHERLY THERON FROM ITS INTERSECTION WITH THE CENTER LINE OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY, AS SHOWN ON A MAP OF SAID RIGHT OF WAY RECORDED IN BOOK 3465 PAGE 135 OF DEEDS, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CENTER LINE OF SAID DICE ROAD, NORTH 11° 54' 10" EAST, 120.90 FEET; THENCE SOUTH 83° 26' EAST 143.59 FEET; THENCE SOUTH 3° 15' WEST, 136.02 FEET TO A POINT IN THE NORTHERLY LINE OF THE AFORESAID RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY, SAID LINE BEING THE SOUTHERLY LINE OF THE LAND DESCRIBED IN CERTIFICATE Y-11053 OF THE REGISTRAR OF TITLES OF SAID

EXCEPT THEREFROM THAT PORTION WITHIN, SAID DICE ROAD, CONVEYED TO THE COUNTY OF LOS ANGELES, IN FEE SIMPLE FOR ROAD PURPOSES, BY DEED RECORDED OCTOBER 10, 1908 IN BOOK 3465 PAGE 133 OF DEEDS.

PARCEL 4:

THAT PORTION OF THE 236 ACRE PARCEL IN THE COLIMA TRACT, RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, INCLUDED WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:

BEGINNING AT A POINT IN THE CENTER LINE OF DICE ROAD. 40 FEET NORTHERLY THEREON FROM THE CENTER LINE OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY (AS SAID RIGHT OF WAY AND DICE ROAD ARE SHOWN ON MAP ATTACHED TO AND RECORDED WITH A DEED RECORDED IN BOOK 3465 PAGE 133 OF DEEDS); THENCE ALONG THE CENTER LINE OF SAID DICE ROAD, NORTH $11^{\circ} 54' 10''$ EAST 120.90 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH $83^{\circ} 26'$ EAST 261.70 FEET; THENCE NORTH $1^{\circ} 21'$ EAST 68.8 FEET; THENCE NORTH $83^{\circ} 21'$ WEST 249 FEET TO SAID CENTER LINE OF DICE ROAD; THENCE ALONG SAID CENTER LINE, SOUTH $11^{\circ} 54' 10''$ WEST 69.18 FEET TO THE TRUE POINT OF BEGINNING. EXCEPT THEREFROM THAT PORTION WITHIN, SAID DICE ROAD, CONVEYED TO THE COUNTY OF LOS ANGELES, IN FEE SIMPLE FOR ROAD PURPOSES, BY DEED RECORDED OCTOBER 10, 1908 IN BOOK 3465 PAGE 133 OF DEEDS.

PREPARED UNDER MY SUPERVISION:

David O. Knell
David O. Knell PLS 5301 Date



EXHIBIT "B"
Legal Description

AFTER LOT LINE ADJUSTMENT

LOT A

THAT PORTION OF THE COLIMA TRACT, IN THE RANCHO SANTA GERTRUDES,
IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF
CALIFORNIA, DESCRIBED AS FOLLOWS:

ALL OF PARCEL B AND THAT CERTAIN PARCEL SHOWN AS "NOT A PART" ON
CITY OF SANTA FE SPRINGS LOT LINE ADJUSTMENT NO. 98-04 AS PER
DOCUMENT RECORDED DECEMBER 23, 1998 AS INSTRUMENT NO. 98-23227776
OF OFFICIAL RECORDS OF SAID COUNTY.

EXCEPT THOSE PORTIONS LYING WITHIN DICE ROAD.

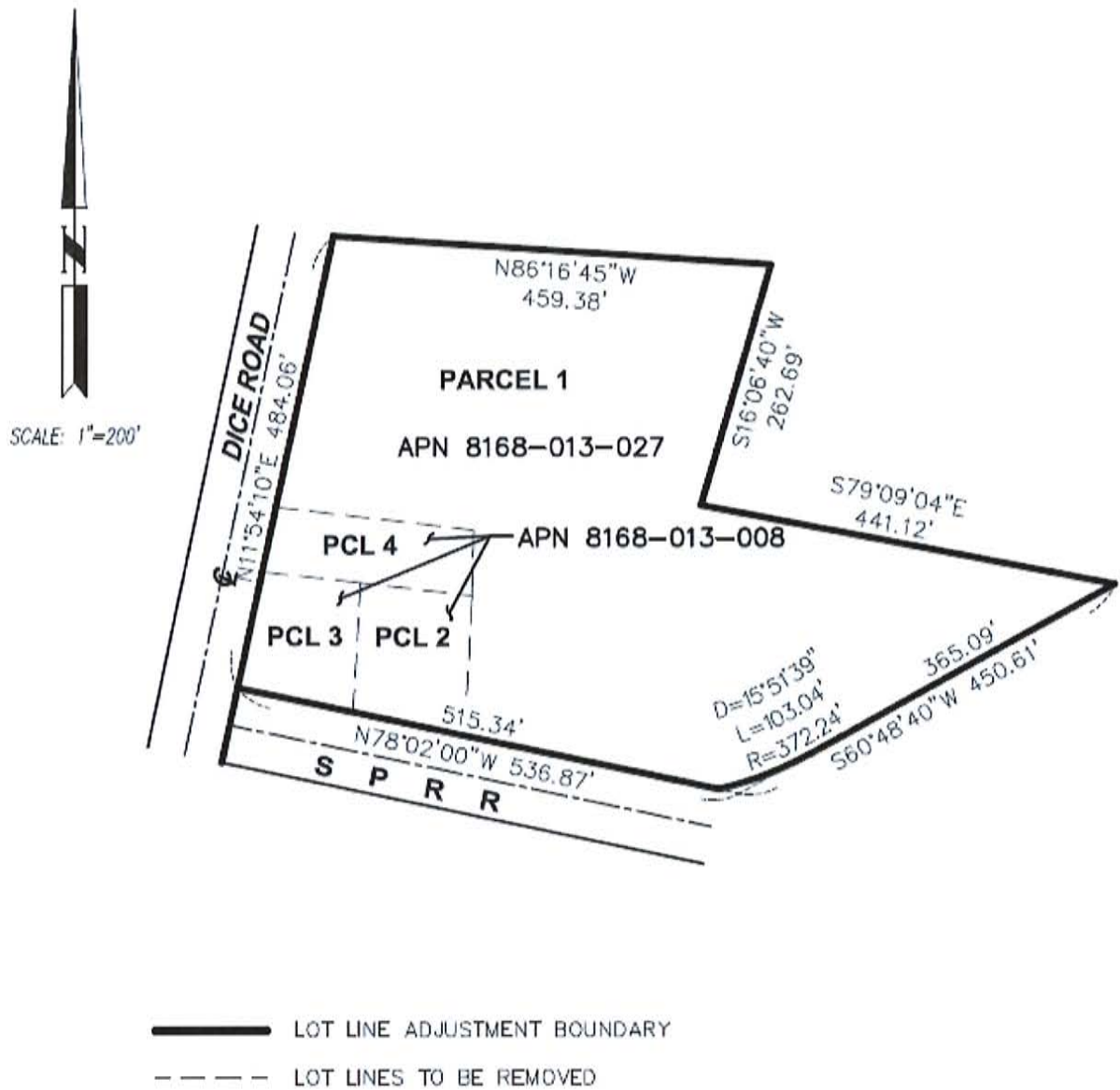
As shown on Exhibit "C" attached hereto and by this reference made a part hereof

Prepared under my supervision:

David O. Knell 8/9/2017
David O. Knell PLS 5301 Date



Exhibit "C" – Lot Lines to be Removed



Map Check Closures

calc.txt

North: 11415.7830' East: 19296.4173'

Segment #1 : Line

Course: N11°54'10.00"E Length: 484.062'
North: 11889.4372' East: 19396.2559'

Segment #2 : Line

Course: S86°16'45.00"E Length: 459.383'
North: 11859.6255' East: 19854.6705'

Segment #3 : Line

Course: S16°06'40.00"W Length: 262.690'
North: 11607.2525' East: 19781.7738'

Segment #4 : Line

Course: S79°09'04.00"E Length: 441.120'
North: 11524.2252' East: 20215.0097'

Segment #5 : Line

Course: S60°48'40.00"W Length: 365.090'
North: 11346.1743' East: 19896.2800'

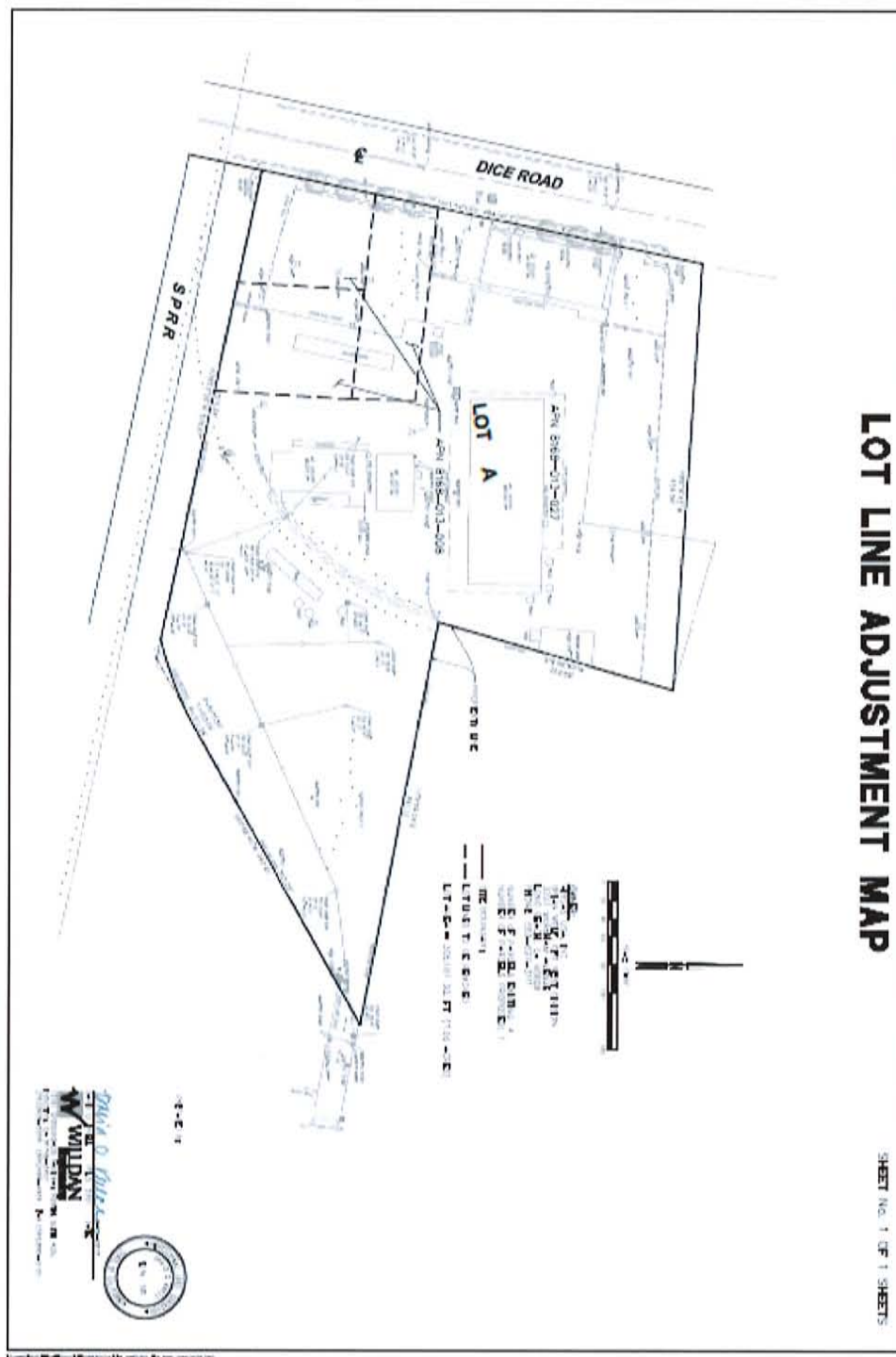
Segment #6 : Curve

Length: 103.045' Radius: 372.240'
Delta: 015°51'38.85" Tangent: 51.854'
Chord: 102.716' Course: S68°44'29.43"W
Course In: N29°11'20.00"W Course Out: S13°19'41.15"E
RP North: 11671.1460' East: 19714.7422'
End North: 11308.9319' East: 19800.5534'

Segment #7 : Line

Course: N78°02'00.00"W Length: 515.335'
North: 11415.7828' East: 19296.4175'Perimeter: 2630.725' Area: 305186.54 Sq. Ft.
Error Closure: 0.0003 Course: S40°44'20.31"E
Error North: -0.00020 East: 0.00017

Precision 1: 8767986.667





City of Santa Fe Springs

Received

AUG 09 2017

Planning Department

LOT LINE ADJUSTMENT APPLICATION AND OWNER'S STATEMENT

AREA: What is the total area of the land to be divided? 6.625 Acres
 Number of lots proposed? 1 (one)

USE: Proposed use of the lots: Industrial - No change

GRADING: Is any grading of lots contemplated? No (If yes, show details on the tentative map)

WATER: What provisions are being made to provide an adequate water system? N/A

SEWERS: What provisions are being made to provide an adequate sewer system? N/A

GAS and: Are the appropriate utility companies being contacted to ensure service to the subject
 ELECTRICITY property? N/A
 STREETS: Will each resulting parcel or lot front on a dedicated and improved street? YES
 Have you discussed street improvement requirements with the Department of Public
 Works? NO

DEED: State nature of deed restriction, existing and proposed: N/A
 RESTRICTIONS:

THE APPLICATION IS BEING FILED BY:

- ☐ Record Owner of the Property
☒ Authorized Agent of the Owner (Written authorization must be attached to application)

STATUS OF AUTHORIZED AGENT (engineer, attorney, purchaser, developer, lessee, etc.): _____

I HEREBY CERTIFY, under penalty of law, that the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

SIGNED:

Brian Wolf Brian Wolf, CFO West Division
 (If signed by other than the Record Owner, written authorization must be attached to this application)

RECORD OWNER

Name: Argus USA, LLC
 Contact Person: Brian Wolf, CFO West Division
 Address: 3737 Worsham Ave
 City: Long Beach
 State: CA Zip: 90808
 Phone: () 562-827-3111

OWNER'S AGENT

Name: Willdan Engineering
 Contact person: David Knell
 Address: 13191 Crossroads Pkwy North
 City: Industry
 State: CA Zip: 91746
 Phone: () 962-364-8525

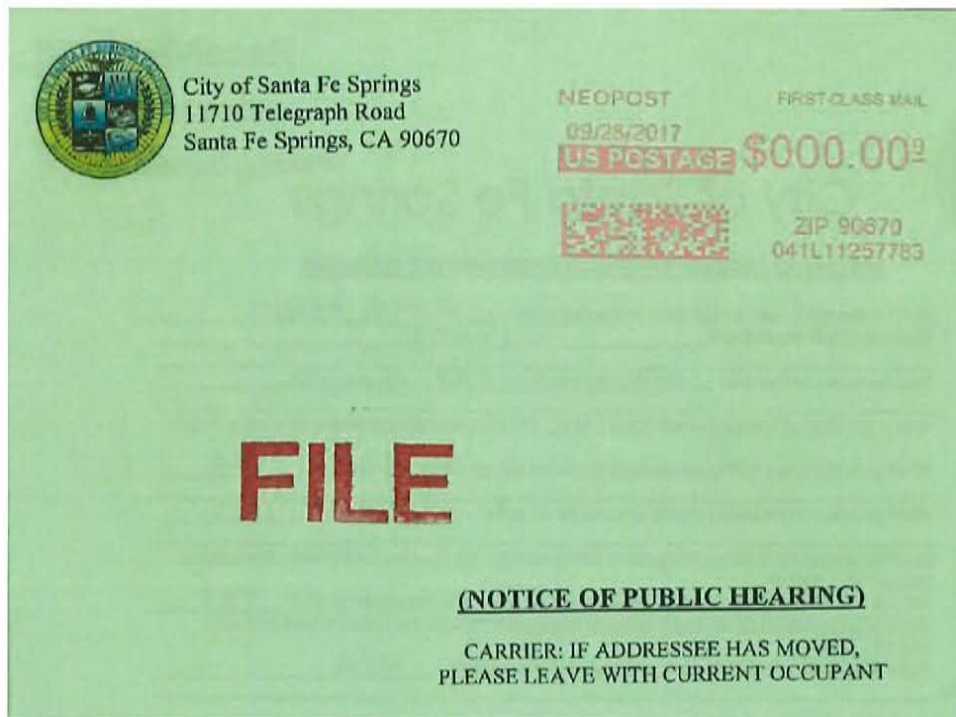
ENGINEER OR LICENSED SURVEYOR

Name: Same as Agent
 Contact Person: _____
 Address: _____
 City: _____
 State: _____ Zip: _____
 Phone: () _____

FOR DEPARTMENT USE ONLY
 TRACT/PARCEL MAP NO: 2017-3
 DATE FILED: 8/17/17
 FILING FEE: \$3592.00
 RECEIPT NO: 160115
 APPLICATION COMPLETE? _____

Last Updated: 8/27/2010
 G:\Planning\Database\Planning Handouts\Application for Lot Line Adjustment.doc

Public Hearing Notice



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

NOTICE IS HEREBY GIVEN that the Santa Fe Springs Planning Commission will conduct a public hearing at a regular meeting on **Monday, October 9, 2017** at 6:00 p.m., in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant: Air Liquide

Property located at: 8820 Dice Road (APN: 8168-013-027, 008)

Lot Line Adjustment Case No. 2017-03: Request for approval to allow the consolidation of four (4) existing parcels that make up the subject property (APNs: 8168-013-027, 008) into a single parcel measuring ± 7.0 acres.

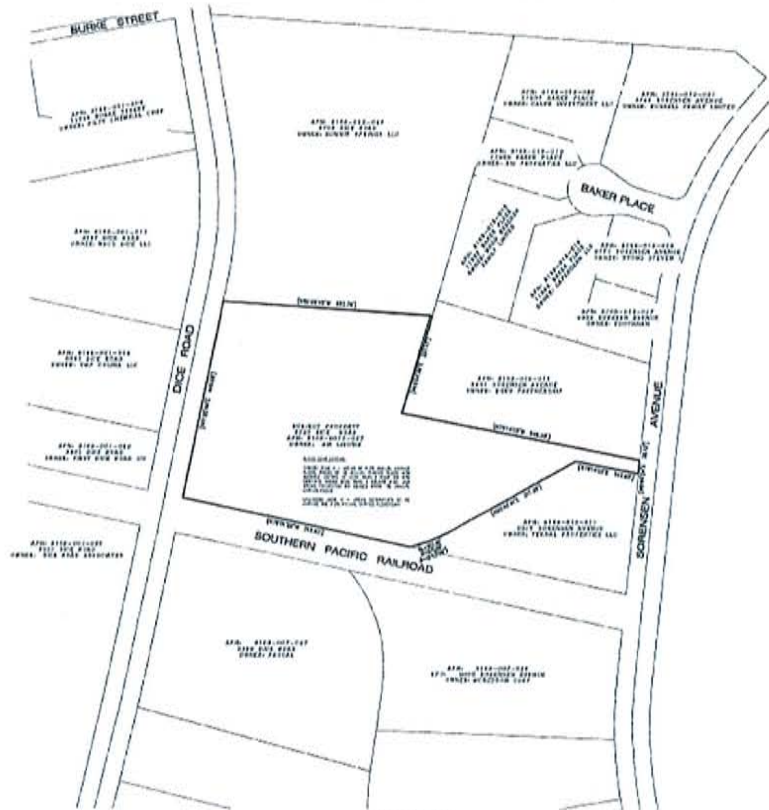
CEQA Status: The proposed lot line adjustment is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Section 15305 -Class 5 (Minor Alterations in Land Use Limitations) of the CEQA Guidelines. Staff will file a Notice of Exemption with the Los Angeles County Clerk within five (5) days of approval by the Planning Commission of the proposed lot line adjustment map.

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs Department of Police Services at, or prior to the Public Hearing. Any person interested in this matter may contact Laurel Reimer at 562-868-0511, Ext. 7354 or laurelreimer@santafesprings.org

Radius Map for Public Hearing Notice

PROPERTY OWNERSHIP MAP

IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN OCTOBER 2016 BY GATEWAY ENGINEERING, INC.



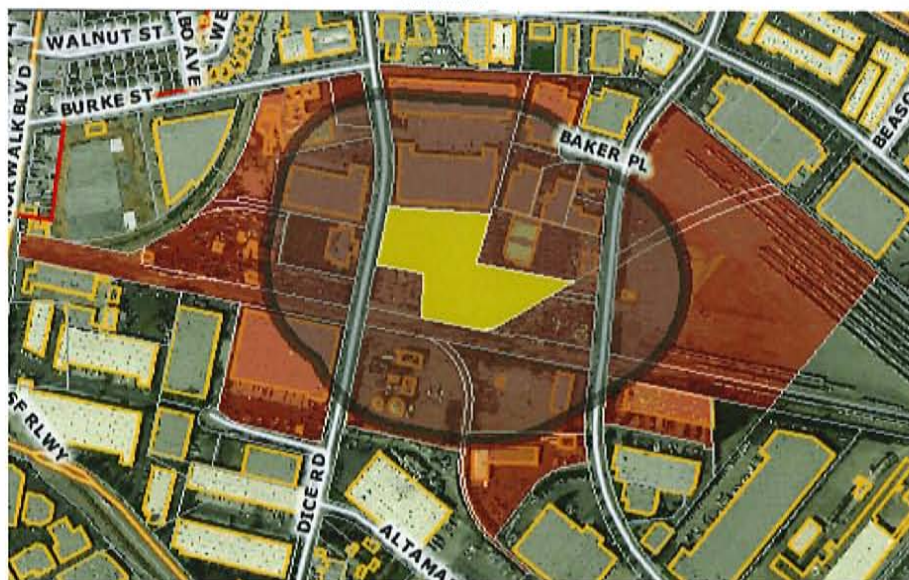
BOUNDARY MAP

SITE INFORMATION:

1. NO ADJACENT LOT TO BE ADJUSTED IN SIZE
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18. NO ADJACENT LOT TO BE ADJUSTED IN SIZE
19. NO ADJACENT LOT TO BE ADJUSTED IN SIZE
20. NO ADJACENT LOT TO BE ADJUSTED IN SIZE

ARCHITECT CONTACT INFORMATION:

ARCHITECT: GATEWAY ENGINEERING, INC.
ADDRESS: 10000 BAKER BLVD, SUITE 100
CITY: SANTA FE SPRINGS, CA 90680
PHONE: (562) 951-1111





CONSENT ITEM

Entertainment Conditional Use Permit Case No. 14

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

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval set forth in the initial approval of Entertainment Conditional Use Permit Case No. 14 and request that this matter be brought back before October 9, 2022, 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

In accordance with Section 155.723, the Applicant applied for and was granted Entertainment Conditional Use Permit (ECUP) Case No. 14 by the Planning Commission and the City Council at their respective meetings of June 11, and June 14, 2012. ECUP Case No. 14 was approved subject to several conditions of approval. One of those conditions requires a compliance review of the operation and a report of the findings to the Planning Commission. This matter is before the Planning Commission to present the mentioned compliance report.

CALLS FOR SERVICE

Police records indicated that the restaurant has had calls for service, but they were not recorded as a direct result of the entertainment activities provided by the Applicant.

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 also investigated the use in light of its proximity to the adjoining businesses.

After conducting said investigation, Staff found that the establishment is currently being maintained and operated in full compliance with the City's Zoning Regulations, and the Conditions of Approval. The Applicant maintains a Type 47 License (On-Sale General Eating Place), and a Type 58 License (Catering). Staff checked with the Alcohol Beverage Control (ABC) and found that the establishment is in full compliance with all of the ABC regulations.

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 October 9, 2022.

CONDITIONS OF APPROVAL

Modifications to the existing conditions of approval have not been made, except for Condition No. 21, which references the new compliance review date.

1. That the Applicant shall comply with all of the conditions of approval as required by the companion Alcohol Sales Conditional Use Permit Case No. 17.
2. That the Applicant shall submit to the Director of Police Services the names, addresses and California Driver's License Number, or California Identification Number, of all applicants that will rent a room, hall, chamber or any other location within the premises for parties or special events thirty (30) days prior to the event.
3. That the management shall provide the Director of Police Services with a monthly calendar of all scheduled entertainment thirty (30) days prior to the event. The City retains the right to require an increase in security and public safety personnel for any event.
4. That the Applicant shall continue to maintain digital video surveillance cameras overlooking the perimeter of the parking lot. Any relocation or modification of the video surveillance cameras shall be reviewed and approved by the Director of Police Services. Video surveillance cameras shall continue to be of high quality capable of videotaping during the day and night. Video surveillance cameras shall be maintained in working order at all times and replaced as needed by the owner. The on-site manager shall be proficient in the use of the cameras and related recording equipment.
5. That the Applicant and his acting management shall allow the Director of Police Services, Whittier Police Officers and any of their representatives to view the security surveillance video tapes immediately upon their request.
6. That mosh pits, mosh dancing and slam-type dancing is prohibited and management shall remove patrons from premise who initiate, or participate in such activity or other similar type of activity.
7. That raised platforms shall not be used for dancing or other similar forms of entertainment by the entertainment or patrons.

8. That equipment, decorations, props or other similar ornaments shall not interfere with doors, emergency exits or emergency access at all times.
9. That alcoholic beverage related games and/or contests are prohibited and management shall remove patrons from premises who initiate, or participate in such activity or other similar type of activity.
10. That the Applicant shall be responsible for maintaining control of litter on the subject property and the adjoining properties, parking areas and parkways.
11. That, as a minimum standard, between the hours of 8:00 p.m. and 30 minutes after the established closing time, the applicant/licensee shall provide a security guard whose sole purpose is to patrol the parking lot and around the establishment to maintain order therein; and prevent any illicit or nuisance activity, including activity that could interfere with the quiet and calm of nearby residents or businesses.
12. That it shall be unlawful for any person who is intoxicated or under the influence of any drug, to enter, be at, or remain upon the licensed premises as set forth in Section 25602(a) of the Business and Professions Code.
13. That the security personnel shall not perform any law enforcement functions. 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.
14. That security personnel, as well as the owner, corporate officers and managers shall cooperate fully with all city officials, law enforcement personnel and code enforcement officers and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
15. That no change or alterations to the approved entertainment format or content shall occur without prior written approval from the Director of Police Services.
16. That all exit signs shall be maintained and illuminated at all times per California Fire Code 2501.15.
17. That the audible entertainment provided shall not be audible beyond the exterior of the building.
18. That a copy of these conditions shall be posted and maintained with a copy of the City Business License and Fire Department Permits, and shall be located in a place conspicuous to all employees of the location.

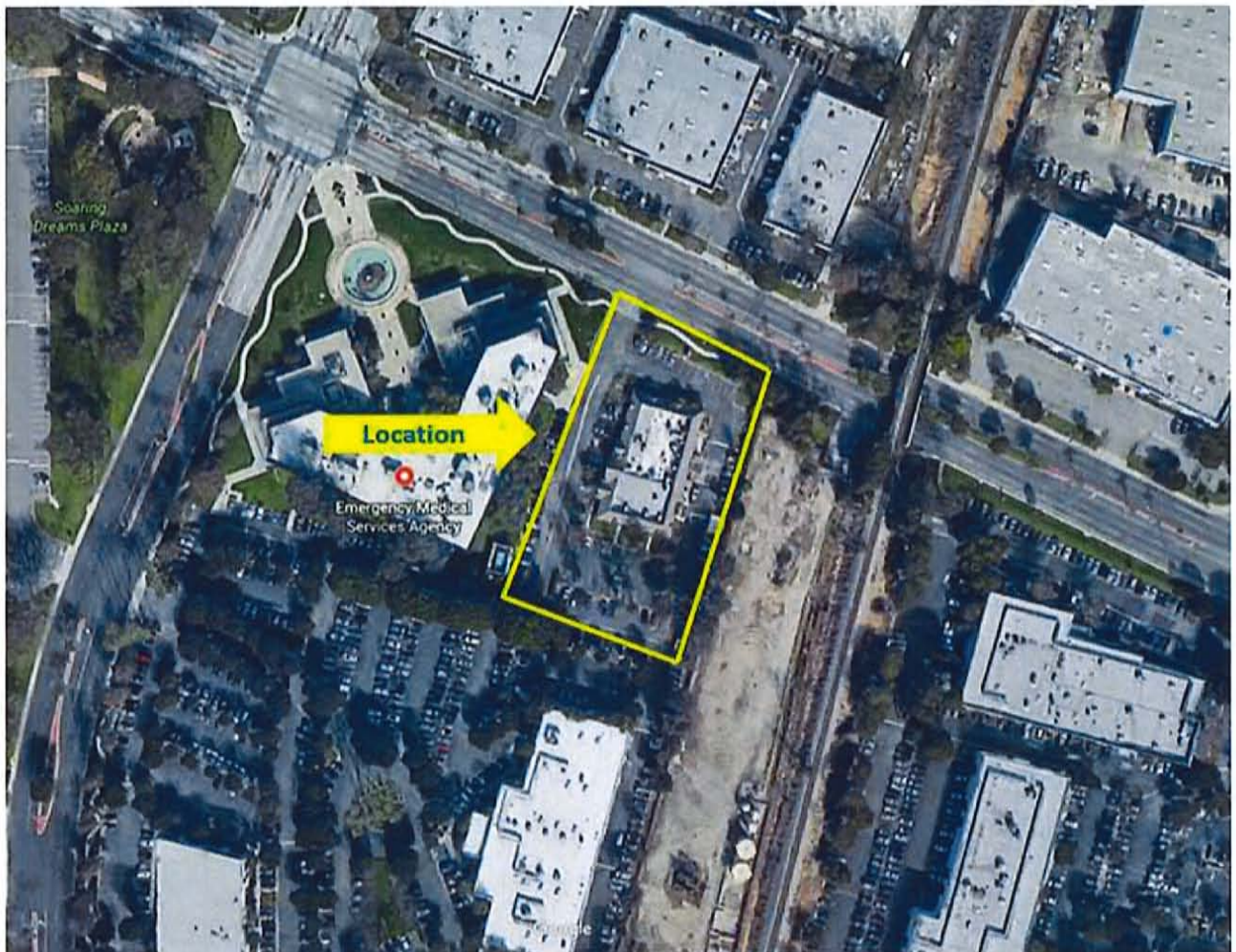
19. That the Applicant shall provide adequate professional security for the entertainment provided or any special event and/or private parties.
20. That in the event the owner(s) intend to sell, lease or sublease the subject the business operation or transfer the subject Permit to another party, the 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.
21. ***That this Permit shall be subject to a compliance review in five years, no later than October 9, 2022, to ensure the entertainment 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.***
22. That this permit is contingent upon the approval by the Department of Police Services of an updated security plan. Said security plan shall be submitted to the Director of Police Services by November 9, 2017. The security plan shall address the following for the purposes of minimizing risks to the public's health, welfare and safety:
 - (A) A description of the storage and accessibility of alcoholic beverages on display as well as surplus alcoholic beverages in storage;
 - (B) A description of crime prevention barriers in place at the subject premises, including, but not limited to, placement of signage, landscaping, ingress and egress controls, security systems and site plan layouts;
 - (C) A description of how the permittee plans to educate employees on their responsibilities and the actions required of them with respect to enforcement of laws dealing with the sale of alcohol to minors and the conditions of approval set forth herein;
 - (D) A business policy requiring employees to notify the Police Services Center of any potential violations of law or this Conditional Use Permit occurring on the subject premises and the procedures for such notifications.
23. The Director of Police Services may, at his discretion, require amendments to the Security Plan to assure the protection of the public's health, welfare and safety.
24. That streamers, banners, pennants, whirling devices or similar objects that wave, float, fly, rotate or move in the breeze shall be prohibited unless approved by the Director of Planning and Development.

25. That the owner/operator shall comply with all Federal, State and local requirements and regulations included, but not limited to, the Santa Fe Springs City Municipal Code, Uniform Building Code, Uniform Fire Code and all other applicable codes and regulations.
26. 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 and the privileges granted hereunder shall lapse.

A handwritten signature in black ink, appearing to read 'Dino Torres', with a long horizontal stroke extending to the right.

Dino Torres
Director of Police Services

Attachment(s)
Location Map
Location Picture



LOCATION MAP

11900 TELEGRAPH ROAD
MAGGIE'S PUB

Location Picture



Front View of Restaurant



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 in the ML, Light Manufacturing Zone at 11900 Telegraph Road, within the Consolidated Redevelopment Project Area. (Hani Tabello, Maggie's Pub)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval set forth in the initial approval of Alcohol Sales Conditional Use Permit Case No. 17, and request that this matter be brought back before October 9, 2022, 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

Maggie's Pub has operated as an established family restaurant at the subject site for approximately 30 years. In May 2011, the remaining original owner, Peter Wright, sold the business to the Tabello family. The Tabello Family has continued to maintain and operate Maggie's Pub as a British Pub with large television screens that make Maggie's Pub a popular place in the community during sporting events. Maggie's Pub further provides a sit-down dining area and several banquet facilities for private gatherings.

The initial approval of Conditional Use Permit Case No. 17 was granted by the Planning Commission and the City Council at their respective meetings of August 12 and August 15, 2002. This matter is before the Planning Commission because, as required by the conditions of approval, a compliance review is due.

CALLS FOR SERVICE

Police records indicated that the restaurant has had calls for service, but they were not recorded as a direct result of the alcohol sales or the storage 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

proximity to the adjoining businesses.

After conducting the said investigation, Staff found that the establishment is currently being maintained and operated in full compliance with the City's Zoning Regulations, and the Conditions of Approval. The Applicant maintains a Type 47 License (On-Site General Eating Place), and a Type 58 License (Catering) from the State Department of Alcohol Beverage Control (ABC). Staff checked with (ABC) and found that the establishment is in full compliance with all of the ABC regulations.

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 October 9, 2022.

CONDITIONS OF APPROVAL

Modifications to the existing conditions of approval have not been made, except for Condition No. 31, which references the new compliance review date.

1. That the Applicant shall comply with the conditions of approval as required by the companion Entertainment Conditional Use Permit Case No. 14.
2. That the sale of alcoholic beverages shall not be permitted between the hours of 1:00 a.m. and 10:00 a.m., or as required by the Alcohol Beverage Code.
3. That the Type 47 Alcoholic Beverage Commission License allowing on-site sale of beer and wine and liquor in connection with a public eating place shall be restricted to the sale for consumption of alcoholic beverages on the subject site only; the use shall not sell alcoholic beverages for transport and /or consumption off the subject premises.
4. That the consumption of alcoholic beverages is only permitted inside the restaurant and is prohibited outside in the parking lot. It shall be the responsibility of the owner and/or his employees to monitor the area and immediately notify the Whittier Police Department of any violators. Signs shall be placed within the parking areas notifying customers that the consumption of alcoholic beverages outside of the restaurant is prohibited. Said signs and their location shall be reviewed and approved by the Director of Police Services prior to installation.
5. That the maximum number of occupants shall be established by the City Fire Marshall according to a floor plan of the restaurant use. A maximum occupancy placard shall be posted in a conspicuous place on the premises. This occupancy limitation shall not be violated.

6. That there shall be no pool tables or coin-operated games maintained upon the premises at any time.
7. That vending machines, water machines, pay telephones, newspaper racks and other similar equipment shall not be placed outdoors where visible from the street or adjacent properties. The location of said items shall be subject to the review and approval of the Director of Planning and Development.
8. That parking areas of the subject site shall be used exclusively for vehicle parking in conjunction with the permitted restaurant use and shall not be reduced or encroached upon by tents, merchandize displays, beverage stands, barbecue and/or other cooking devices, and shall not be used for congregation or as secondary outdoor dining areas or waiting areas.
9. That it shall be the responsibility of the owner and/or his employees to assure that all alcoholic beverages purchased on the subject site shall be consumed within the business establishment.
10. That the owner 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 as set forth in Section 25602(a) of the Business and Professions Code.
11. That there will be a corporate officer or manager, twenty-five years of age or older, on the licensed premises during all public business hours, who will be responsible for activities and business operations. The general manager and any newly/subsequently hired manager(s) of the licensed premise shall obtain an ABC Manager's Permit. The City of Santa Fe Springs' Director of Police Services shall be provided a copy of said Manager's Permit including the name, age, residential address and related work experience of the intended Manager prior to the Manager assuming the manager's responsibilities.
12. That the Applicant and/or his employees 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.
13. That the Applicant and/or his employees 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 as set forth in Section 25607 (a) of the State Business and Professions Code.

14. That the Applicant and/or his employees shall not sell, furnish or give any alcoholic beverage to any person under 21 years of age as set forth in Section 25658 (a) of the State Business and Professions Code.
15. That the Applicant and/or his employees shall not permit any person under 21 years of age to sell alcoholic beverages.
16. That solicitation of drinks is prohibited; that is, an employee of the licensed premises shall not solicit alcoholic drinks from customers. Refer to Section 303 of the California Penal Code and Section 25657 of the Business and Professions Code.
17. That the Applicant shall be responsible for maintaining control of litter on the subject property and the adjacent properties as a result of the business.
18. That the Applicant shall not allow any person to loiter on the subject premises, shall report all such instances to the City's Police Services Center and shall post signs, as approved by the Department of Police Services, prohibiting loitering.
19. That the parking lot serving the subject use shall not be used for any type of gathering involving individuals, private parties or patrons before, after and during hours of operation where food and/or alcoholic beverages are involved. This includes but is not limited to tailgating parties for any sporting, cultural or holiday event without the written consent of the Director of Police Services.
20. That outdoor cooking or outdoor preparation of food is prohibited at all times.
21. That the Applicant shall furnish to the Director of Police Services thirty (30) days prior to the date of any reservation date by a private party a detailed report containing the nature of the party, including names, addresses, phone numbers, a copy of the person(s) driver's license who are making the reservation and duration and times of use. Upon receiving this information and reviewing it, the Director of Police Services may require the Owner/Applicant to modify the level of security in order to ensure public safety.
22. That all buildings, structures, walls, fences and similar appurtenances shall be maintained in good appearance and condition at all times.
23. That streamers, banners, pennants, whirling devices or similar objects that wave, float, fly, rotate or move in the breeze shall be prohibited unless approved by the Director of Planning.

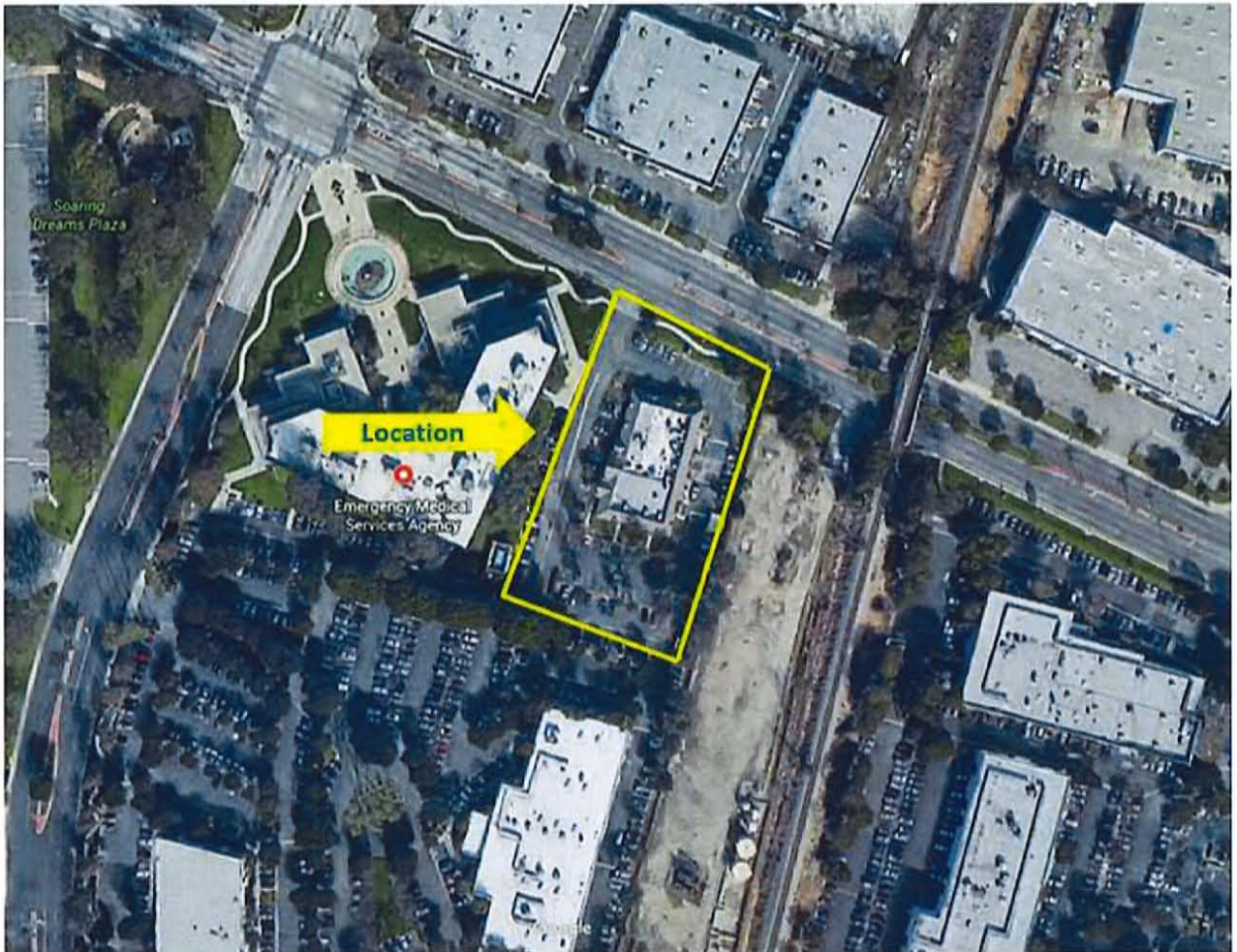
24. That the occupancy for each room shall be conspicuously posted over the doorway to that room, and this limitation shall not be violated.
25. That emergency lighting shall be tested monthly and replaced as necessary.
26. That security personnel shall not perform any law enforcement functions; instead, 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.
27. That security personnel, as well as the owner, corporate officers and managers shall cooperate fully with all city officials, law enforcement personnel and code enforcement staff, and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
28. That the Applicant shall continue to maintain video surveillance cameras overlooking the perimeter of the parking lot. The Director of Police Services shall approve location of any new video surveillance cameras. Video surveillance cameras shall be of high quality capable of videotaping during the day and night. Video surveillance cameras shall be maintained at all times and replaced as needed by the owner. The on-duty manager and owner/operator shall be proficient in the use of such video surveillance equipment.
29. That the owner/management shall allow the Director of Police Services, Whittier Police Officers and any of their representatives to view the security surveillance video tapes immediately upon their request.
30. That between all hours of operation, the licensee shall provide an adequate professional security guard on site to discourage undue noise making; damage to vehicles and also to be in a position to notify law enforcement of any unlawful activities which may occur. The security staffing shall be identified in a separate document that must be approved by the Director of Police Services. The plan will include at a minimum: security in the parking lot, within the interior of the facility and the procedure for dealing with unruly patrons.
31. ***That this Permit shall be subject to a compliance review in five years, no later than October 9, 2022, 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.***

32. That this permit is contingent upon the approval by the Department of Police Services of an updated security plan. Said security plan shall be submitted to the Director of Police Services within November 9, 2017. The security plan shall address the following for the purposes of minimizing risks to the public's health, welfare and safety:
- (A) A description of the storage and accessibility of alcoholic beverages on display as well as surplus alcoholic beverages in storage;
 - (B) A description of crime prevention barriers in place at the subject premises, including, but not limited to, placement of signage, landscaping, ingress and egress controls, security systems and site plan layouts;
 - (C) A description of how the permittee plans to educate employees on their responsibilities and the actions required of them with respect to enforcement of laws dealing with the sale of alcohol to minors and the conditions of approval set forth herein;
 - (D) A business policy requiring employees to notify the Police Services Center of any potential violations of law or this Conditional Use Permit occurring on the subject premises and the procedures for such notifications.
32. The Director of Police Services may, at his discretion, require amendments to the Security Plan to assure the protection of the public's health, welfare and safety.
33. 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.
34. 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 and the privileges granted hereunder shall lapse.



Dino Torres
Director of Police Services

Attachment(s)
Location Map
Location Picture



LOCATION MAP

11900 TELEGRAPH ROAD
MAGGIE'S PUB

Location Picture



Front View of Restaurant



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 Nishimoto Trading Company, LTD, located at 13409 Orden Drive in the M-2, Heavy Manufacturing, Zone, within the Consolidated Redevelopment Project Area. (Nishimoto Trading Company, LTD)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval set forth in the initial approval of Alcohol Sales Conditional Use Permit Case No. 34, and request that this matter be brought back before October 9, 2022, 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

Nishimoto Trading Company is one of the longest existing Asian food distributors in North America. In addition to the United States, they maintain branches in Canada, Tokyo, Kobe, and Shanghai. The California based branches are in San Francisco, and San Diego. In 2004, Nishimoto moved its Los Angeles facility to Santa Fe Springs for a bigger building within the Golden Springs Business Park.

Part of Nishimoto's business is the wholesale and distribution of distilled spirits, beer and wine. In accordance with Section 155.628, Nishimoto Trading Company was granted Alcohol Sales Conditional Use Permit Case No. 34 by the Planning Commission and the City Council at their respective meetings of March 8, and March 11, 2004. Since that time, Nishimoto has had two satisfactory compliance reviews.

ASCUP Case No. 34 is before the Planning Commission for another compliance review; to determine if the warehouse distribution use is operating in compliance with the conditions of approval and the City's Code Regulations.

CALLS FOR SERVICE

Within the last year, there have been no calls for service to this location.

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 also investigated the use in light of its proximity to the adjoining businesses within the Golden Springs Business Park.

After conducting said investigation, Staff found that the establishment is currently being maintained and operated in full compliance with the City's Zoning Regulations, and the Conditions of Approval. The Applicant maintains a valid Type 12 License (Distilled Spirits Importer), from the State Department of Alcohol Beverage Control (ABC). Staff further checked with ABC and found that the establishment is in full compliance with all of the ABC regulations.

Considering 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 October 9, 2022

CONDITIONS OF APPROVAL

Modifications to the existing conditions of approval have not been made, except for Condition No. 11, which references the new compliance review date.

1. That the Applicant shall be responsible for maintaining control of litter, debris, boxes, pallets and trash on the subject property.
2. That the required off-street parking areas shall not be encroached on, reduced or used for outdoor storage of trucks, trailers, equipment, or any other related material.
3. That the Applicant and/or his employees shall prohibit the consumption of alcoholic beverages on the subject property at all times.
4. That the alcoholic beverages shall not be sold to the general public from the subject site at any time.
5. That the alcoholic beverages shall be shipped to the Applicant's customers by the Applicant's commercial trucks and/or other licensed commercial transportation companies and not by passenger-type vehicles or domestic type personal vehicles.
6. That it shall be unlawful to have upon the subject premises any alcoholic beverage other than the alcoholic beverages which the licensee is authorized to sell under the licensee's license, as set forth in Section 25607(a) of the State Business and Professions Code.

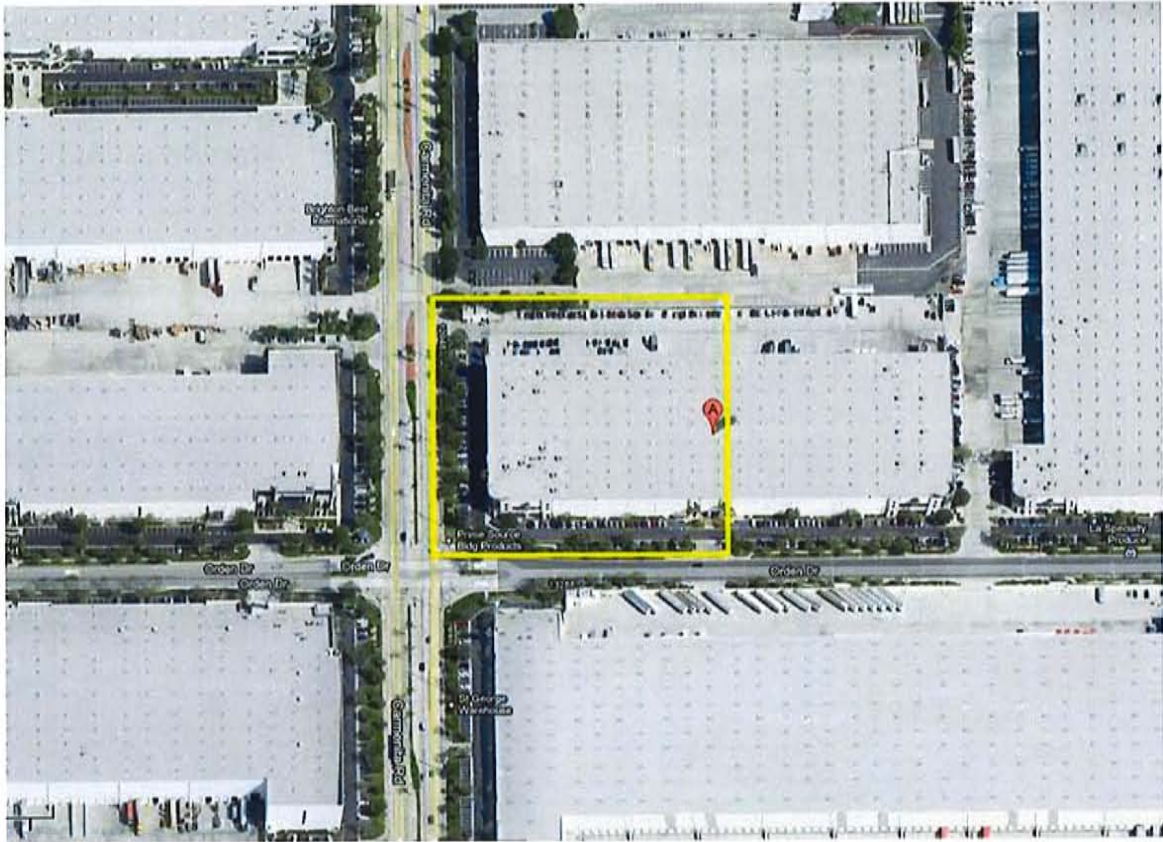
7. That the Applicant shall, at all times, maintain an alarm system that notifies the Whittier Police Department immediately if a breach occurs. This alarm system shall be kept in working order.
8. That the owner, corporate officers and managers shall cooperate fully with all City officials, and law enforcement personnel, and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
9. That a copy of these conditions shall be posted and maintained with a copy of the City Business License and Fire Department Permits in a place conspicuous to all employees of the location.
10. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject Permit to another party 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 or sublease.
11. ***That ASCUP Case No. 34 shall be subject to a compliance review in five years, no later than October 9, 2022, to ensure the premises 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.***
12. That all other applicable requirements of the City Zoning Regulations, Uniform Building Code, Uniform Fire Code, the determinations of the City and State Fire Marshall, the security plan as submitted under Condition No. 8 and all other applicable regulations shall be strictly complied with.
13. 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 void and the privileges granted hereunder shall lapse.



Dino Torres
Director of Police Services

Attachment(s)

1. Location Map
2. Location Picture



City of Santa Fe Springs

Location Map

13409 Orden Drive
Conditional Use Permit Case No. 34-2



Site Picture – 13409 Orden Drive



City of Santa Fe Springs

Planning Commission Meeting

October 9, 2017

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)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval set forth in the initial approval of Alcohol Sales Conditional Use Permit Case No. 39, and request that this matter be brought back before October 9, 2022, 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

H&N Tobacco, Beer and Wine is owned and operated by the Applicant, Raif Mouri, and has been at its present location within the Santa Fe Springs Market Place shopping center for approximately 13 years. Mr. Mouri primarily sells beer, wine, tobacco products, and other merchandise such as candy, sodas, and small food items.

In accordance with Section 155.628, Mr. Mouri applied for an Alcohol Sales Conditional Use Permit in 2005. The last compliance review was conducted and presented to the Planning Commission in June 2012. This matter is before the Planning Commission because another compliance review report is currently due.

CALLS FOR SERVICE

Within the last year, there have been no calls for service 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 also investigated the use in light of its proximity to the adjoining businesses within the shopping center and the residential neighbors north of the site.

After conducting said investigation, Staff found that the establishment is currently being maintained and operated in full compliance with the City's Zoning Regulations, and the Conditions of Approval. The Applicant maintains a valid Type 20 License (Off-Sale Beer and Wine) with the State Department of Alcohol Beverage Control (ABC). Staff further checked with ABC and found that the establishment is in full compliance with all of the ABC regulations.

Considering 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 October 9, 2022.

CONDITIONS OF APPROVAL

Modifications to the existing conditions of approval have not been made, except for Condition No. 23, which references the new compliance review date.

1. That the Applicant shall comply with the Zoning Code, which provides that no more than 25% of the square footage of the windows and clear doors may have advertising or signs of any sort.
2. That the Applicant shall not display or allow the display or encourage the display of portable signs on the adjacent walkway or anywhere within the shopping center.
3. That the Applicant shall obtain written approval from the Department of Planning and Development for any proposed banners. Written approval shall be obtained five days prior to the display of any banner.
4. That the Applicant shall not sell, or allow his employees to sell, single un-packaged cigarettes to the public, and shall only sell pre-packaged cartons or packages.
5. That the Applicant shall not sell or distribute bongs, water pipes, stealth pipes, glass pipes and other similar smoking paraphernalia.
6. That the sale of alcoholic beverages shall be permitted only during business hours or as indicated by Alcoholic Beverage Control.
7. That the Type 20 Alcoholic Beverage Control license allowing off-site sale of beer, wine and liquor shall be restricted to the sale for consumption of alcoholic beverages off the subject site only.
8. That it shall be the responsibility of the ownership and/or its employees to assure that no alcoholic beverages purchased on the subject site shall be consumed on the subject site or any adjacent property within the Applicant's

control.

9. That the Applicant and/or his employees shall be responsible for maintaining control of litter on the subject property which was generated by the subject premise.
10. That the Applicant and/or his employees shall not allow any person who is obviously intoxicated or under the influence of any drug to enter, be at, or remain upon the licensed premises as set forth in Section 25602(a) of the State Business and Professions Code.
11. That the Applicant and/or his employees 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.
12. 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 as set forth in Section 25607 (a) of the State Business and Professions Code.
13. That the Applicant and/or his employees shall not sell, furnish or give any alcoholic beverage to any person under 21 years of age as set forth in Section 25658 (a) of the State Business and Professions Code.
14. That the Applicant and/or his employees shall not permit any person under 18 years of age to sell alcoholic beverages unless constantly supervised by a person of 21 years of age or older.
15. That there will be a corporate officer or manager on the licensed premises during all public business hours who will be responsible for alcohol sales activities.
16. 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 and shall post signs, approved by the Department of Police Services, prohibiting loitering.
17. That the Applicant and/or his employees shall not allow any person to consume alcoholic beverages on the site or to possess an open alcoholic container on the premise and shall post signs prohibiting open containers on the premise; signs shall be reviewed and approved by the Director of Police Services.

18. 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.
19. That a copy of these conditions shall be maintained along with a copy of the City Business License and Fire Department Permits in a place conspicuous to all employees of the location.
20. That this permit is contingent upon the approval by the Department of Police Services of an updated security plan. Said security plan shall be submitted to the Director of Police Services by November 9, 2017. The security plan shall address the following for the purposes of minimizing risks to the public's health, welfare and safety:
 - (A) A description of the storage and accessibility of alcoholic beverages on display as well as surplus alcoholic beverages in storage;
 - (B) A description of crime prevention barriers in place at the subject premises, including, but not limited to, placement of signage, landscaping, ingress and egress controls, security systems and site plan layouts;
 - (C) A description of how the permittee plans to educate employees on their responsibilities and the actions required of them with respect to enforcement of laws dealing with the sale of alcohol to minors and the conditions of approval set forth herein;
 - (D) A business policy requiring employees to notify the Police Services Center of any potential violations of law or this Conditional Use Permit occurring on the subject premises and the procedures for such notifications.
21. The Director of Police Services may, at his discretion, require amendments to the Security Plan to assure the protection of the public's health, welfare and safety.
22. 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.
23. ***That this Permit shall be subject to a compliance review in five years, no later than October 9, 2022, to ensure the alcohol sales 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.***

22. 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.
23. 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 procedures for revocation and the privileges granted hereunder shall be terminated.

A handwritten signature in black ink, appearing to read 'Dino Torres', with a long horizontal stroke extending to the right.

Dino Torres
Director of Police Services

Attachment(s)

1. Location Map
2. Location Picture

Location Map



CITY OF SANTA FE SPRINGS

Alcohol Sales Conditional Use Permit Case No. 39
H&N Tobacco, Beer & Wine
11217 E. Washington Blvd.



Site Picture

H&N Tobacco, Beer & Wine
11217 E. Washington Blvd



City of Santa Fe Springs

Planning Commission Meeting

October 9, 2017

CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 67

Compliance Review Report for Alcohol Sales Conditional Use Permit Case No. 67 to allow the operation and maintenance of an alcoholic beverage use involving the wholesale distribution of beer and wine, at OB USA, Inc. located in the M-2, Heavy Manufacturing, Zone at 13152 Imperial Highway within the Consolidated Redevelopment Project Area. (OB USA, Inc.)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval set forth in the initial approval of Alcohol Sales Conditional Use Permit Case No. 67, and request that this matter be brought back before October 9, 2022, 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

OB USA Inc., is a U.S. subsidiary of Oriental Brewery, a beer brewing operation founded in Korea after the Korean War. On June of 2016, OB USA, Inc. moved their warehouse/distribution operation from the City of Carson to an 18,702 sq. ft. portion of a 35,460 sq. ft. building at 13152 Imperial Highway, within the Golden Springs Development.

In June 23, 2016, and in accordance with Section 155.628, OB USA, Inc. applied for and was granted Alcohol Sales Conditional Use Permit Case No. 67 to allow the operation and maintenance of an alcoholic beverage warehouse/distribution facility. The Applicant also successfully transferred their Type 17 Beer and Wine Wholesaler license to the Santa Fe Springs location. This matter is before the Planning Commission because a compliance review report is currently due.

CALLS FOR SERVICE

Police records indicated that the operation has not had any calls for service within the last year.

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

use in light of its proximity to the adjoining businesses within the Golden Springs Development and the Los Angeles County businesses across Imperial Highway.

After conducting said investigation, Staff found that the establishment is currently being maintained and operated in full compliance with the City's Zoning Regulations, and the Conditions of Approval. The Applicant maintains a valid Type 17 License (Beer and Wine Wholesaler) with the State Department of Alcohol Beverage Control (ABC). Staff checked with ABC and found that the establishment is in full compliance with all of the ABC regulations.

Considering 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 October 9, 2022.

CONDITIONS OF APPROVAL

Modifications to the existing conditions of approval have not been made, except for Condition No. 12, which references the new compliance review date.

1. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.
2. That the Applicant shall be responsible for maintaining control of litter, debris, boxes, pallets and trash on the subject property, and shall implement a daily clean-up program to maintain the area clean and orderly.
3. That the required off-street parking areas shall not be encroached on, reduced or used for outdoor storage of trucks, equipment or any other related material.
4. That the Applicant and/or his employees shall prohibit the consumption of alcoholic beverages on the subject property at all times.
5. That the alcoholic beverages shall not be sold to the general public from the subject site at any time.
6. That the alcoholic beverages shall be shipped to the Applicant's customers by the Applicant's commercial trucks and/or other licensed commercial transportation companies and not by passenger-type vehicles.

7. That it shall be unlawful for any person who is intoxicated or under the influence of any drug to enter, be at, or remain upon the licensed premises as set forth in Section 25602(a) of the State Business and Professions Code.
8. That it shall be unlawful to have upon the subject premises any alcoholic beverage other than the alcoholic beverages which the licensee is authorized to sell under the licensee's license, as set forth in Section 25607(a) of the State Business and Professions Code.
9. That the Applicant shall at all times maintain in working order an alarm system that notifies the Whittier Police Department immediately if a breach occurs.
10. That the owner, corporate officers and managers shall cooperate fully with all City officials, law enforcement personnel and code enforcement inspectors and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
11. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject Permit to another party 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 or sublease.
12. ***That this Permit shall be subject to a compliance review in five years, no later than October 9, 2022, 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.***
13. 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.
14. 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 void and the privileges granted hereunder shall lapse.

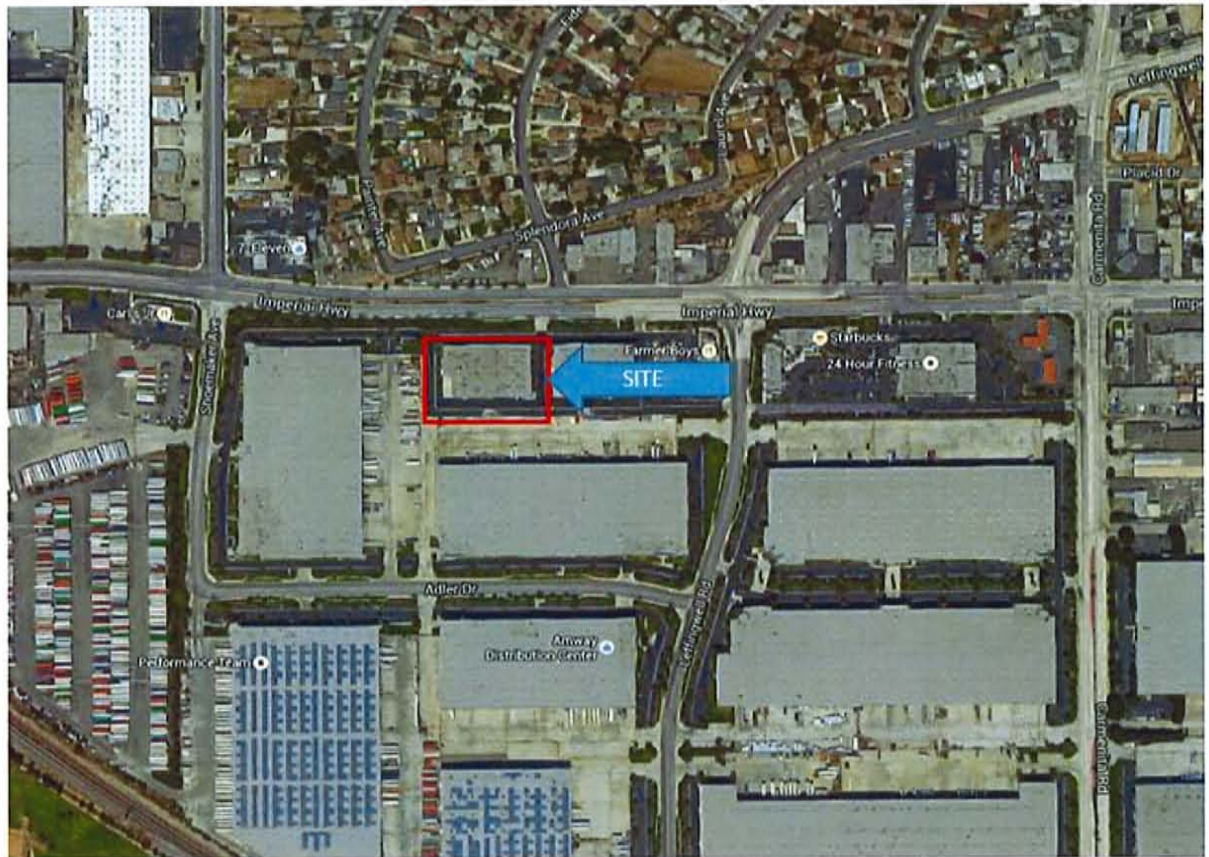


Dirro Torres
Director of Police Services

Attachment(s)

1. Location Map
2. Location Pictures

AERIAL PHOTOGRAPH



OB USA
Alcohol Sales Conditional Use
Permit Case No. 67

13152 Imperial Hwy



Site – 13152 Imperial Hwy



CONSENT ITEM

Conditional Use Permit Case No. 660-1

Review for compliance with conditions of approval related to the operation and maintenance of an unmanned wireless telecommunications facility (71'-6" high faux utility pole and related equipment) located at 9945 Freeman Ave (AKA 12714 Los Nietos, APN 8011-007-800) within the M-2, Heavy Manufacturing Zone.
(Phoenix Tower International / T-Mobile)

RECOMMENDATIONS: that the Planning Commission:

- Find that the continued operation and maintenance of an unmanned wireless telecommunication facility, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area; and
- Require that extension of Conditional Use Permit Case No. 660 be subject to a compliance review in ten (10) years, on or before October 9, 2027, to ensure the use is still operating in strict compliance with the conditions of approval as contained within this report.

BACKGROUND

Conditional Use Permit Case No. 660 was first approved by the Planning Commission on July 9, 2007 to allow for the establishment, operation, and maintenance of an unmanned wireless telecommunications facility located at 12714 Los Nietos Road within the M-2, Heavy Manufacturing Zone. The 3.59-acre site is owned by Southern California Edison and utilized as an electrical substation. The CUP was originally granted to Royal Street Communications, LLC, which is no longer in existence. Today, the facility is owned by Phoenix Tower International and leased to T-Mobile.

The facility is designed as a 71'-6" tall faux utility pole within a 15'-0" by 30'-0" lease area. The lease area is surrounded by an 8'-0" high chain link fence with brown privacy slats. Six panel antennas are housed within the body of the faux utility pole. Access to the site is provided via a 5-foot-wide, nonexclusive access easement from Freeman Avenue. The easement area terminates at a 4-foot-wide set of concrete stairs adjacent to the property line along Freeman Avenue. Since the facility is accessed via Freeman Avenue, the building official assigned 9945 Freeman Ave as the facility's address.

This is the first compliance review that has been conducted since the original CUP approval.

STAFF CONSIDERATIONS

As standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission.

An initial inspection of the property, conducted on July 17, 2017, revealed that the site was in violation of conditions of approval #4, #5, #17, and #33. Staff explained the violations to the applicant and requested that the violations be corrected immediately. Specifically, the applicant was directed to comply with the following:

- Add privacy slats to the chain link fence to screen the equipment from view.
- CUP 660 was originally granted to Royal Street Communications, Inc., but the facility is now owned by Phoenix Tower International. Provide the city with updated contact information for Phoenix Tower International (24-hour phone number for interference problems, single point of contact in Engineering and Maintenance Departments).

A follow-up inspection, conducted on September 19, 2017, revealed that the violations had been corrected. With the site now in full compliance with the existing conditions of approval, staff finds that if the wireless telecommunications facility continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public or environment. Therefore, Staff is recommending that CUP 660 be subject to a compliance review in ten (10) years, on or before, October 9, 2027, to ensure the use is still operating in compliance with the conditions of approval as contained in this staff report.

CONDITIONS OF APPROVAL:

Note: changes to existing conditions are provided as a strike-through or bold.

ENGINEERING / PUBLIC WORKS DEPARTMENT:

(Contact: Robert Garcia 562-868-0511 x7545)

1. ~~The construction of concrete stairs in the public right of way will not be permitted. The construction of a 5 foot wide concrete walkway at 2% grade will be the only concrete construction permitted in the public right of way.~~
(Satisfied)
2. ~~Prior to the installation of any electrical meter pedestal(s), fiber link cabinet(s) and/or underground trenching that may be adjacent to the public right-of-way, the Applicant/Applicant's contractor shall contact the Public Works Department and file an application for an excavation permit and pay all applicable fees.~~
(Satisfied)

POLICE SERVICES DEPARTMENT:**(Contact: Margarita Matson 562-409-1850 x3319)**

3. That ~~Royal Street Communications, LLC~~ **Phoenix Tower International** shall test the proposed telecommunication system to make sure that it does not interfere with the Police, Fire and City communication system. This testing process shall be repeated for every proposed frequency addition and/or change. Should any modification be required to the Police, Fire or City communication system, Phoenix Tower International shall pay all costs associated with said modifications. **(Revised Ongoing)**
4. That ~~Royal Street Communications, LLC~~ **Phoenix Tower International** shall provide a 24-hour phone number to which interference problems may be reported to the Director of Police Services, Director of Planning and the Fire Chief. Said phone number shall be provided no later than 60 days from the date of approval by the Planning Commission. This condition will also apply to all other existing Phoenix Tower International facilities in the City of Santa Fe Springs. **(Revised Ongoing)**
5. That ~~Royal Street Communications, LLC~~ **Phoenix Tower International** shall provide a "single point of contact" in its Engineering and Maintenance Departments to ensure continuity on all interference issues. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services, Director of Planning and the Fire Chief no later than 60 days from the date of approval by the Planning Commission. **(Revised Ongoing)**
6. The proposed telecommunication facility, including any lighting, fences, walls, cabinets, and poles shall be maintained by Phoenix Tower International in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the adjacent surfaces. **(Ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT:**(Contact: Laurel Reimer 562-868-0511 x7354)**

7. That ~~Royal Street Communications, LLC~~ **Phoenix Tower International** shall permit the City of Santa Fe Springs to install a communication device or related equipment on the subject faux utility pole for the public safety and welfare of the City. The City will ensure that such device does not interfere with the signals of the telecommunication facility. **(Revised Ongoing)**

8. ~~Phoenix Tower International shall provide written verification that the proposed facility's radio-frequency radiation and electromagnetic field emissions will fall within the adopted FCC standards for safe human exposure to such forms of non-ionizing electromagnetic radiation when operating at full strength and capacity. Phoenix Tower International shall submit a copy of the initial report by the Federal Communications Commission requirements, to the Department of Planning and Development prior to the telecommunication facility being energized by Southern California Edison.~~ **(Satisfied)**
9. Any proposed wireless communications facilities that will be co-locating on the proposed facility shall be required to submit the same written verification and shall include the cumulative radiation and emissions of all such facilities **written verification that the proposed facility's radio-frequency radiation and electromagnetic field emissions will fall within the adopted FCC standards for safe human exposure to such forms of non-ionizing electromagnetic radiation when operating at full strength and capacity. The verification shall include the cumulative radiation and emissions of all such facilities. (Revised Ongoing)**
10. Insofar as is feasible, ~~Royal Street Communications, LLC~~ **Phoenix Tower International** shall cooperate with any subsequent applicants for wireless communications facilities in the vicinity in regard to possible co-location. Said subsequent applicants shall be subject to the regulations in effect at that time. **(Revised Ongoing)**
11. ~~Phoenix Tower International shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.~~ **(Satisfied)**
12. All projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, ~~Anita Jimenez~~ **Teresa Cavallo**, at (562) 868-0511 x7309. **(Revised Ongoing)**
13. Any maintenance vehicles associated with the telecommunication facility shall be parked in a designated parking stall, where applicable. Off-site parking is not permitted, unless the street is otherwise posted to allow street parking, and may result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the proposed telecommunication facility shall not obstruct or impede any traffic. **(Ongoing)**
14. The proposed faux utility pole shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted. **(Ongoing)**

15. ~~The height of the proposed faux utility pole shall be limited to a height of seventy-one feet and/or equivalent to the height of the adjacent utility pole. Applicant shall provide documentation showing the height of the adjacent utility pole. If the height of the adjacent utility pole is less than seventy-one (71) feet, the height of the proposed faux utility pole shall be accordingly reduced.~~ **(Satisfied)**
16. The height of the proposed chain-link fence shall be the same height or of a sufficient height to completely screen the equipment cabinet on all sides. **(Ongoing)**
17. The chain-link fence provided to screen the equipment cabinet shall be provided with slats. **(Ongoing)**
18. No signs, advertisements, logos, messages, banners, clocks or similar identification improvements, except FCC required signage, shall be permitted on the telecommunication facility, wall, fences, equipment cabinet or enclosure. **(Ongoing)**
19. ~~That the base pole of the proposed faux utility pole shall mimic that of a wooden pole. The bark for the proposed base pole shall be made from custom formulated polyurethane, approximately one and one half to two pounds per square foot. The molds used to form the bark shall be pulled from actual tree bark to achieve maximum realism. The natural curves, cracks, growth lines and texture of true bark shall be recreated true to life. To further the naturalistic look, the bark shall be finished with appropriate painting.~~ **(Satisfied)**
20. ~~That to ensure the realism of the base pole, the Applicant, upon selection of the company fabricating the faux utility pole, shall promptly notify Staff of the name of the company and a contact person and the contact's phone number.~~ **(Satisfied)**
21. ~~That the faux conductors of the proposed faux utility pole shall be patterned to match the existing power pole conductors on the property.~~ **(Satisfied)**
22. That Royal Street Communications, LLC **Phoenix Tower International** shall ensure that lessee or other user(s) shall comply with the terms and conditions of this permit, and shall be responsible for the failure of any lessee or other users under the control of Phoenix Tower International to comply. **(Revised Ongoing)**
23. The telecommunication facility shall be continually operated in accordance with all applicable Federal regulations governing such operations. **(Ongoing)**

24. ~~That Royal Street Communications, LLC~~ **Phoenix Tower International** and the owner of the premises upon which the telecommunication facility is located, shall promptly notify the Planning Department in writing in the event that the use of the telecommunication facility is discontinued or abandoned for a period of twelve months, then Phoenix Tower International and/or owner shall promptly remove the facility, repair any damage to the premises caused by such removal, and restore the premises to its pre-telecommunication condition so as to be in conformance with all applicable zoning codes at Phoenix Tower International and/or owner's expense. All such removal, repair and restoration shall be completed within 90 days after the use is discontinued or abandoned, and shall be performed in accordance with all applicable health and safety code requirements. **(Revised Ongoing)**
25. ~~That Royal Street Communications, LLC~~ **The** telecommunication facility shall not exceed the height 71'-6" (top of faux utility pole) as specified in the plans submitted by the applicant and on file with the case. **(Revised Ongoing)**
26. If backup generators are required, the generators shall only be operated during power outages and for testing and maintenance purposes. **(Ongoing)**
27. ~~To ensure that the telecommunication facility and related equipment are not constructed within easement areas, all easements shall be plotted on the plans. Permits shall not be issued unless all easements are plotted.~~ **(Satisfied)**
28. The proposed telecommunication facility shall otherwise be substantially in accordance with the plot plan, and elevations submitted by the applicant and on file with the case. **(Ongoing)**
29. All other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, and City, Fire Code and all other applicable County, and Federal regulations and codes shall be complied with. **(Ongoing)**
30. ~~That Royal Street Communications, LLC shall be responsible for reviewing and/or providing copies of the required conditions of approval to their architect, engineer, contractor, tenants, etc. The conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.~~ **(Satisfied)**
31. That Any addition or alteration to the faux utility pole, including the installation of additional antennas **replacement or addition of equipment** (receivers, **radios**, transmitters, grids, whips, dishes, etc.), shall require prior approval by the **Planning Director** ~~Planning Commission of the City of Santa Fe Springs~~

~~and/or approval by the Director of Planning and Development. Replacement of like-for-like equipment(s) is exempt from this provision.~~ **(Revised Ongoing)**

32. Conditional Use Permit Case No. 660-1 shall not be effective for any purpose until Phoenix Tower International has filed with the City of Santa Fe Springs an affidavit stating he/she is aware of and agree to accept all of the required conditions of approval. The affidavit shall be submitted to the Department of Planning and Development within thirty (30) days of receipt of the approval letter from the Director of Planning. **(Ongoing)**
33. Upon any transfer or lease of the telecommunication facility during the term of Conditional Use Permit Case No. 660-1, Phoenix Tower International and/or the owner of the property shall promptly provide a copy of the conditional use permit to the transferee or lessee. The Department of Planning shall also be notified in writing of any such transfer or lease within sixty (60) days of the effective date of such transfer or lease. **(Ongoing)**
34. That ~~Royal Street Communications, LLC~~ **Phoenix Tower International** agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards concerning Conditional Use Permit Case No. 660-1, when action is brought within the time period provided for in the City's Zoning Ordinance, Section 155.865. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the owner/developer of such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(Revised Ongoing)**
35. Conditional Use Permit Case No. 660-1 shall be valid for a period of ten (10) years, until ~~July 9, 2017~~ **October 9, 2027**. Approximately three (3) months before ~~July 9, 2017~~ **October 9, 2027**, ~~Royal Street Communications, LLC~~ **Phoenix Tower International**, and/or the then operator or owner may request in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval. **(Revised Ongoing)**
36. Notice is hereby given that any person violating a provision of the conditions of approval for Conditional Use Permit Case No. 660-1 is guilty of a misdemeanor. Notice is further given that the Planning Commission may, after conducting a public hearing, revoke or modify the conditions of Conditional Use Permit Case No. 660-1, if the Commission finds that these conditions have been violated or that the Permit has been exercised so as to be

detrimental to the public's health or safety or so as to be a nuisance.
(Ongoing)

37. It is hereby declare 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 void and the privileges granted hereunder shall lapse.
(Ongoing)



Wayne M. Morrell
Director of Planning

Attachments:

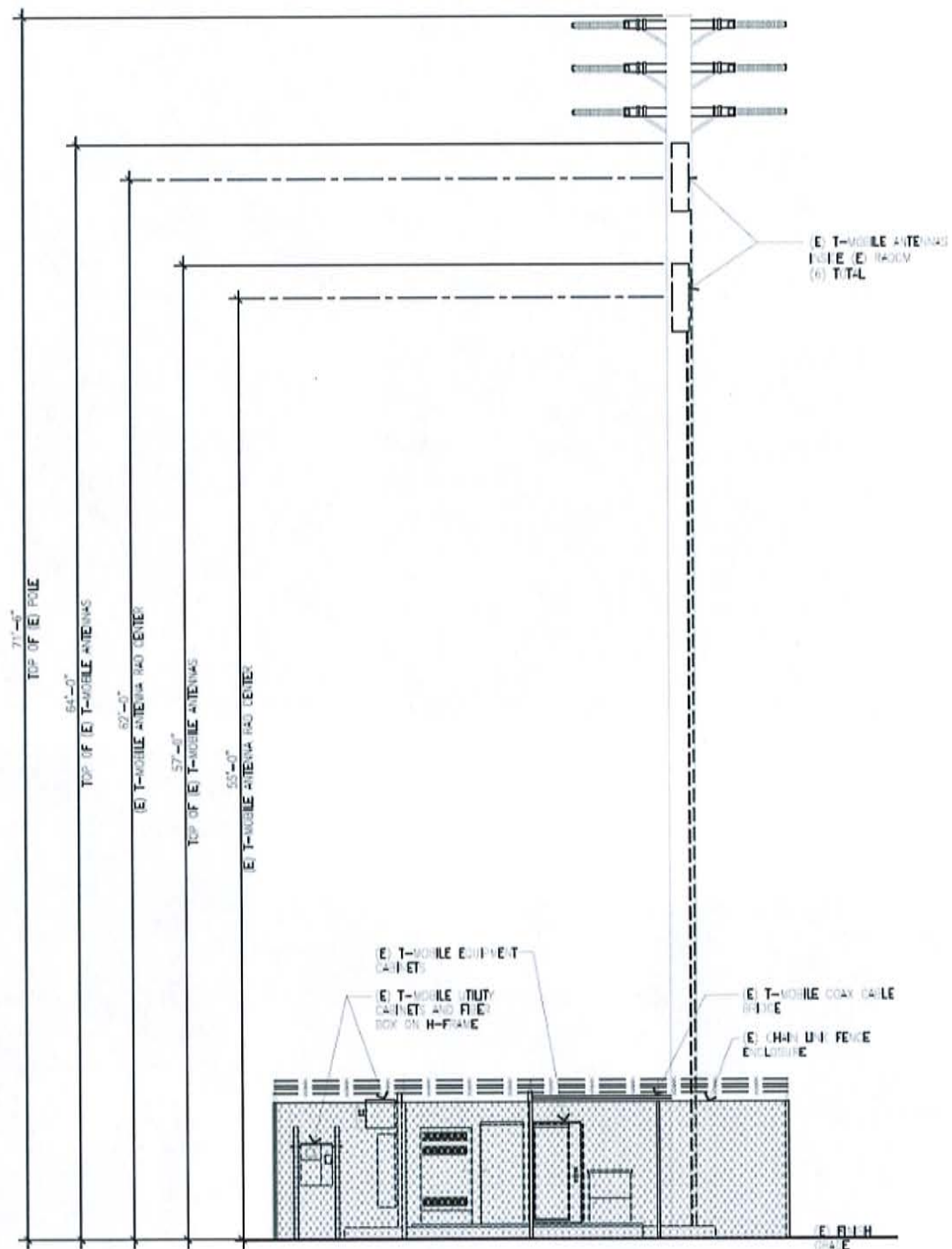
1. Location Map - Aerial Photograph
2. Detailed Site Plan
3. East Elevation
4. Site Photos

Location Map - Aerial Photograph



[illegible]

East Elevation



Site Photos

