# AGENDA

REGULAR MEETINGS
OF THE
SANTA FE SPRINGS
PUBLIC FINANCING AUTHORITY
WATER UTILITY AUTHORITY
HOUSING SUCCESSOR
SUCCESSOR AGENCY
AND CITY COUNCIL

**May 28, 2015**
**6:00 P.M.**

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

Laurie M. Rios, Mayor
Richard J. Moore, Mayor Pro Tem
William K. Rounds, Councilmember
Jay Sarno, Councilmember
Juanita A. Trujillo, Councilmember

***Public Comment:*** *The public is encouraged to address City Council on any matter listed on the agenda or on any other matter within its jurisdiction. If you wish to address the City Council, please complete the card that is provided at the rear entrance to the Council Chambers and hand the card to the City Clerk or a member of staff. City Council will hear public comment on items listed on the agenda during discussion of the matter and prior to a vote. City Council 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 City Council may direct staff to investigate and/or schedule certain matters for consideration at a future City Council 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, and supplemental attachments, are available for inspection at the office of the City Clerk, City Hall, 11710 E. Telegraph Road during regular business hours 7:30 a.m. – 5:30 p.m., Monday – Thursday and every other Friday. Telephone (562) 868-0511.*

1. **CALL TO ORDER**

2. **ROLL CALL**
William K. Rounds, Councilmember
Jay Sarno, Councilmember
Juanita A. Trujillo, Councilmember
Richard J. Moore, Mayor Pro Tem
Laurie M. Rios, Mayor

## PUBLIC FINANCING AUTHORITY

3. **CONSENT AGENDA**
*Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Public Financing Authority.*

**Approval of Minutes**

**A.** Minutes of the April 23, 2015 Public Financing Authority Meeting

**Recommendation:** That the Public Financing Authority approve the minutes as submitted.

**Monthly Reports**

**B.** Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Public Financing Authority (PFA)

**Recommendation:** That the Public Financing Authority receive and file the report.

## WATER UTILITY AUTHORITY

4. **CONSENT AGENDA**
*Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the Water Utility Authority.*

**Approval of Minutes**

**A.** Minutes of the April 23, 2015 Water Utility Authority Meeting

**Recommendation:** That the Water Utility Authority approve the minutes as submitted.

**Monthly Reports**

**B.** Monthly Report on the Status of Debt Instruments Issued through the Water Utility Authority (WUA)

**Recommendation:** That the Water Utility Authority receive and file the report.

**C.** Status Update of Water-Related Capital Improvement Projects

**Recommendation:** That the Water Utility Authority receive and file the report.

**UNFINISHED BUSINESS**

5. Authorization of Water Rate Study – Contract Amendment No. 3

**Recommendation:** That the Water Utility Authority: 1). Approve Amendment No. 3 to the Contract with RAFTELIS Financial Consultants, Inc., in the amount of $22,880.00, to complete the Water Rate Study; and 2). Authorize the Director of Public Works to execute Amendment No. 3.

**NEW BUSINESS**

6. Approval to Lease Water Rights to City of Cerritos

**Recommendation:** That the Water Utility Authority: 1). Approve the Water Right and Lease Agreement with the City of Cerritos; and 2). Authorize the Director of Public Works to execute the agreement along with all related documents transferring water rights.

7. Engineering Consultant Services for Water Well No. 1 Rehabilitation – Authorization to Request for Proposals

**Recommendation:** That the Water Utility Authority authorize the Director of Public Works to Advertise for Engineering Consultant Services to Design a Volatile Organic Compound Treatment System, Prepare Technical Specifications, and Provide Project Coordination for Water Well No. 1 Rehabilitation.

## HOUSING SUCCESSOR

*There are no items on the Housing Successor agenda for this meeting.*

## SUCCESSOR AGENCY

**CLOSED SESSION**

8. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Section 54956.8

**Properties:** North and South sides of Telegraph Road, East of Bloomfield Avenue (9.87 net acres known as MC&C III and 8.49 net acres known as MC&C IV)

**Negotiating Parties:** City Council, City Staff, McGranahan Carlson & Co. and potential buyers/developers

**Under Negotiation:** Price

## CITY COUNCIL

9. **CITY MANAGER REPORT**

**10. CONSENT AGENDA**

*Consent Agenda items are considered routine matters which may be enacted by one motion and vote. Any item may be removed from the Consent Agenda and considered separately by the City Council.*

**Approval Minutes**

**A.** Minutes of the April 28, 2015 City Council Meeting
**Recommendation:** That the City Council approve the minutes as submitted.

**B.** Mayor Pro Tem Moore's Attendance of RECon 2015
**Recommendation:** That the City Council receive and file the report.

**C.** Councilmember Rounds' Attendance of RECon 2015
**Recommendation:** That the City Council receive and file the report.

**D.** Councilmember Trujillo's Attendance of RECon 2015
**Recommendation:** That the City Council receive and file the report.

**ORDINANCE FOR PASSAGE**

**11.** Urgency Ordinance No. 1065 – 2015 Water Conservation Regulations

**Recommendation:** That the City Council adopt Urgency Ordinance No. 1065 implementing the 2015 Water Conservation Regulations in order to comply with a mandate by the State of California.

**NEW BUSINESS**

**12.** Resolution No. 9468 – Establishing the Civil Fine Amount for Administrative Citations Issued for Illegal Activities Related to Fireworks

**Recommendation:** That the City Council adopt Resolution No. 9468, which would establish the civil fine amount of $1,000.00 for Administrative Citations issued for illegal activities related to fireworks.

**13.** Shuttle Bus Service Agreement – Whittier Union High School District

**Recommendation:** That the City Council: 1). Approve Amendment No. 1 to Agreement No. 07-4969 between Caltrans and the City that provides funding for Shuttle Bus Service to Santa Fe High School during reconstruction of the Florence Avenue Bridge over the Interstate 5 Freeway; 2). Approve an Agreement with Whittier Union High School District to provide Shuttle Bus Service to Santa Fe High School during the period of the reconstruction of the Florence Avenue Bridge over the Interstate 5 Freeway; 3). Authorize the Mayor to execute Amendment No. 1 to Agreement No. 07-4964; and 4). Authorize the Mayor to execute Shuttle Bus Service Agreement with Whittier Union High School District.

**14.** Interstate 5 Freeway Widening Water Main Relocation for the Florence Avenue Segment (Phase I) – Final Payment

**Recommendation:** That the City Council approve the Final Progress Payment (less 5% Retention) to Ferreira Coastal Construction Co. of Chino, California in the amount of $140,115.75 for the subject project.

**15.** Consideration of Appeal of Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents (EIR/SCH #2014101063)

Development Plan Approval (DPA) Case Nos. 887, 888, and 889: DPA Case No. 887: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); DPA Case No. 888: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and DPA Case No. 889: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3) on the approximately 54-acre subject site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC).

Tentative Parcel Map (TPM) No. 73063: to allow the approximately +/-54-acre subject site to be subdivided into four (4) separate parcels: 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4) on the approximately 54-acre subject site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC).

Environmental Document: Environmental Impact Report Prepared. The City, acting as the Lead Agency, prepared a Draft Environmental Impact Report (SCH #2014101063) for the proposed development of the approximately 54-acre site with a new logistics center (DPA 887-889) and also the proposed subdivision of the project site (TPM 73063). The EIR was presented to the Planning Commission for their consideration concurrently with the related entitlements for the project.

**Recommendation:** That the City Council: 1). Open the Public Hearing for those wishing to speak on this matter, and thereafter close the Public Hearing; 2). Consider an appeal of the Planning Commission's decision to approve Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents (EIR/SCH #2014101063); and 3). Take one of the actions listed in Section 155.866 of the City Code.

***Items 16 – 28 will occur in the 7:00 p.m. hour.***

16. **INVOCATION**

17. **PLEDGE OF ALLEGIANCE**

**INTRODUCTIONS**

18. Representatives from the Chamber of Commerce

19. Representatives from the Youth Leadership Committee

20. **ANNOUNCEMENTS**

**PRESENTATIONS**

21. Older American Recognition Award Recipient - Presentation

22. 2015 SFS ART FEST - Recognition of Event Sponsors and Featured Artists

23. Santa Fe Springs 2015 Youth Citizenship Award Recipients

24. Proclaiming May 2015 as Lupus Awareness Month in Santa Fe Springs

**APPOINTMENTS TO BOARDS, COMMITTEES, COMMISSIONS**

25. Committee Appointments

26. **ORAL COMMUNICATIONS**
*This is the time when comments may be made by interested persons on matters not on the agenda having to do with City business.*

27. **EXECUTIVE TEAM REPORTS**

28. **ADJOURNMENT**
*I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda was posted at the following locations; Santa Fe Springs City Hall, 11710 Telegraph Road; Santa Fe Springs City Library, 11700 Telegraph Road; and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.*

Anita Jimenez, CMC
City Clerk

May 21, 2015
Date

# MINUTES OF THE REGULAR MEETINGS OF THE SANTA FE SPRINGS PUBLIC FINANCING AUTHORITY WATER UTILITY AUTHORITY, HOUSING SUCCESSOR SUCCESSOR AGENCY AND CITY COUNCIL

## APRIL 23, 2015

**1. CALL TO ORDER**

Mayor Rios called the meetings to order at 6:00 p.m.

**2. ROLL CALL**

Present: Councilmembers/Directors Rounds, Sarno, Trujillo, Mayor Pro Tem/ Vice Chair Moore, Mayor/Chair Rios

The City Clerk announced that members of the Public Financing Authority and Water Utility Authority receive $150 for their attendance at meetings.

Also present: Thaddeus McCormack, City Manager; Steve Skolnik, City Attorney; Noe Negrete, Director of Public Works; Dino Torres, Director of Police Services; Maricela Balderas, Director of Community Services; Jose Gomez, Director of Finance/Asst. City Manager; Mike Crook, Fire Chief; Anita Jimenez, City Clerk

## PUBLIC FINANCING AUTHORITY

**3. CONSENT AGENDA**

**Approval of Minutes**

**A.** Minutes of the March 26, 2015 Public Financing Authority Meeting

**Recommendation:** That the Public Financing Authority approve the minutes as submitted.

**Monthly Report**

**B.** Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Public Financing Authority (PFA)

**Recommendation:** That the Public Financing Authority receive and file the report.

Councilmember Trujillo moved the approval of Items 3A & B; Councilmember Rounds seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

## WATER UTILITY AUTHORITY

**4. CONSENT AGENDA**

**Approval of Minutes**

**A.** Minutes of the March 26, 2015 Water Utility Authority Meeting

**Recommendation:** That the Water Utility Authority approve the minutes as submitted.

**Monthly Reports**

**B.** Monthly Report on the Status of Debt Instruments Issued through the Water Utility Authority (WUA)

**Recommendation:** That the Water Utility Authority receive and file the report.

**C.** Status Update of Water-Related Capital Improvement Projects

**Recommendation:** That the Water Utility Authority receive and file the report.

Councilmember Sarno moved the approval of Items 4A, B & C; Mayor Pro Tem Moore seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

**NEW BUSINESS**

**5.** Water Rate Study – Amendment No. 3

**Recommendation:** That the Water Utility Authority: 1). Approve Amendment No. 3 to the Contract with RAFTELIS Financial Consultants, Inc., in the amount of $31,880.00, to complete the Water Rate Study; and 2). Authorize the Director of Public Works to execute Amendment No. 3.

The City Manager stated that Mayor Pro Tem Moore and Councilmember Sarno recommended that the City renegotiate the billing terms with the contractor to reflect a change in the billing from hourly to a flat rate. Mayor Rios tabled Item.

## HOUSING SUCCESSOR

*There were no items on the Housing Successor agenda for this meeting.*

## SUCCESSOR AGENCY

*There were no items on the Successor Agency agenda for this meeting.*

## CITY COUNCIL

**6. CITY MANAGER REPORT**

The City Manager reported the he and Councilmembers Rounds and Trujillo would be going to Sacramento on Wednesday, April 29, for the League of California Cities Legislative Action Day; water conservation issues will be discussed. New State mandates require that the City reduce water usage by 16%. On May 21, the Dept. of Health services will conduct a training exercise involving the landing of helicopters at the Sculpture Garden. Chief Crook will confirm details as the event nears.

**7. CONSENT AGENDA**

**Approval Minutes**

**A.** Minutes of the March 26, 2015 City Council Meeting

**Recommendation:** That the City Council approve the minutes as submitted.

Councilmember Rounds moved the approval of Item 7A; Councilmember Sarno seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

**NEW BUSINESS**

**8.** Update on the Capital Improvement Plan (CIP)

Noe Negrete gave the report which was for informational purposes only.
Councilmember Rounds asked for more information on the Activity Center Flooring Project. Mr. Negrete stated that the use of gymnastics equipment on the basketball courts makes it difficult to change the flooring material from the current rubberized material to wood. Community Services will re-examine programming before determining the best flooring choice. Mayor Pro Tem Moore suggested that this question be posed to the Parks & Recreation Committee. Maricela Balderas stated that staff will meet with the gymnastics coaches to discuss programming options.
Councilmember Rounds asked for more information on the Lakeview Park Restroom renovation. Mr. Negrete stated that it will be necessary to close the restrooms during the renovation and signs stating the closure must be posted. Plans should be completed in next two months. Construction is planned to begin as soon as school is out in June 2016.
Councilmember Trujillo asked if the exterior painting at the Clarke Estate is being done now. Mr. Negrete replied that some interior painting is being done now in conjunction with wall repair. The exterior painting will be done next year.
Councilmember Trujillo asked if the Town Center Hall audio/visual replacement had been completed. Technology Director Alex Tong stated that it was. Councilmember Trujillo asked if additions could still be made. Mr. Tong stated that changes could still be made, but currently work is being done at the Gus Velasco Neighborhood Center.
Councilmember Sarno asked if the citywide network upgrade had been completed. Alex Tong stated that the wires were all in place, but structural work needed to be completed.
Councilmember Rounds stated that the Soaring Dreams fountain was dark at 8:00 p.m. Mr. Negrete stated that it should be lit at that time and that he will check the schedule.

**9.** Real Property Lease Agreement – Horizon Nursery

**Recommendation:** That the City Council: 1). Enter into an Agreement with Horizon Nursery for the Lease of Real Property (Assessor's Identification Numbers 8007-001-012); and 2). Authorize the Mayor to execute a real property Lease Agreement with Horizon Nursery.

Three revisions to the agreement were distributed to Council. On page one under rental, $7850 was changed to $4,000; on page two, sublease, tenants shall not sublease was added; on page three, item 8, insurance is binding upon insurance rating of A++.

Mayor Pro Tem Moore moved the approval of Item 9; Councilmember Sarno seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

10. National Pollutant Discharge Elimination Systems (NPDES) – Proposition 84 Grant Subrecipient Agreement

**Recommendation:** That the City Council: 1). Approve a Subrecipient Agreement with the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority; and 2). Authorize the City Manager to execute the Subrecipient Agreement on behalf of the City.

Councilmember Sarno moved the approval of Item 10; Councilmember Rounds seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

11. Request for Out-of-State Travel for Fire-Rescue Mechanic Ed Andrade

**Recommendation:** That the City Council approve out-of-state travel for Fire-Rescue Mechanic Ed Andrade to attend the Pierce Advanced Aerial Maintenance Class in Las Vegas, Nevada, from May 13-15, 2015.

Mayor Pro Tem Moore moved the approval of Item 11; Councilmember Sarno seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

12. Purchase of Ten (10) Mobile Data Computers for Department of Fire-Rescue Fire Apparatus and Related Support Equipment

**Recommendation:** That the City Council approve the purchase of ten (10) Mobile Data Computers and related support equipment for fire apparatus from CDW-G Government in the amount of $37,457.88.

Councilmember Trujillo moved the approval of Item 12; Councilmember Rounds seconded the motion which passed by the following vote: In favor –Rounds, Sarno, Trujillo, Moore, Rios; Opposed – None.

Mayor Rios recessed the meetings at 6:25 p.m.

Mayor Rios reconvened the meetings at 7:01 p.m.

13. **INVOCATION**
Councilmember Trujillo gave the Invocation.

14. **PLEDGE OF ALLEGIANCE**
The Pledge of Allegiance was led by the Youth Leadership Committee.

**INTRODUCTIONS**

15. Representatives from the Chamber of Commerce
None.

16. Representatives from the Youth Leadership Committee
Members introduced themselves.

17. **ANNOUNCEMENTS**
The Youth Leadership Committee made the Community Announcements.

**PRESENTATIONS**

18. Declaring April 16, 2015, as Yom Ha'Shoah - Holocaust Remembrance Day in Santa Fe Springs

The City Manager stated the importance of this somber remembrance. Mayor Rios presented the proclamation to Whittier Police Captain Aviv Bar.

19. Proclaiming April 24, 2015 as "Arbor Day" in Santa Fe Springs

Public Works Supervisor Greg Jimenez gave a presentation on the City's Arbor Day activity. Mayor Rios presented the proclamation to Mr. Jimenez.

20. Proclaiming the Month of May 2015 as "Mental Health Awareness Month" in Santa Fe Springs

Community Services Supervisor Ed Ramirez pointed out the cooperative agreements that the City has with Pacific Clinics and The Whole Child. Mayor Rios presented the proclamation to The Whole Child.

21. Proclaiming the Month of April 2015 as Sexual Assault Awareness Month and April 29, 2015 as "Denim Day" in Santa Fe Springs

Dino Torres reported on the origins of these events. Mayor Rios presented the proclamation to Mr. Torres and Captain Bar.

22. Recognition of Whittier Police Officers

Captain Bar introduced the Officers being recognized for their achievements. Mayor Rios presented plaques to the Officers.

23. Recognition of the Department of Fire-Rescue's Explorer Post 811

Chief Crook introduced Firefighter Paramedic Chris Gardea who has been an advisor of the Explorer program for 20 years. Explorer Post 811 won the award for the Outstanding Post of the Year. The Explorers received certificates for their achievement.

24. Recognition of the "Every 15 Minutes" Program Contributors

Family & Youth Intervention Program Supervisor Mary Tavera gave a presentation on the program. Mayor Rios presented plaques to the contributors. The Mayor recognized the staff that coordinated this program: Supervisor Rick Brown, Program Coordinator Mary Tavera, Case Worker Paul Brascia, and Fire Protection Inspector I Crista King.

## APPOINTMENTS TO BOARDS, COMMITTEES, COMMISSIONS

**25.** Committee Appointments

Mayor Rios appointed Mayor Pro Tem Moore and Councilmember Sarno to the Billboard subcommittee.

## 26. ORAL COMMUNICATIONS

Oral Communications were opened at 7:58 p.m. There being no one wishing to speak, Oral Communications were closed.

## 27. EXECUTIVE TEAM REPORTS

Noe Negrete reported that the Clarke Estate Reception Area project has been completed. The first event is scheduled on May 1. He commended Associate Civil Engineer Robert Garcia for managing the project and staying on schedule. The fallen wall has been reconstructed and the balconies and walls have been seismically reinforced. A temporary traffic signal has been installed at Florence and Roseton due to the I-5 Widening project.

Councilmember Rounds stated that he was pleased that the artwork in the concrete at the Clarke Estate was preserved during the construction projects.

Dino Torres reported that May 15 is National Peace Officers Day. A new program designed to introduce Police Officers to the community, "Coffee with a Cop," will be held at the Starbucks adjacent to the Police Services Center.

Rick Brown reported on the Cesar Chavez Day of Service at the National Chavez Center. A recognition event for the volunteers will be held on May 13.

Mike Crook reported that truck 811, an aerial apparatus, was damaged by another vehicle while being serviced at a repair shop. The JPIA has accepted this incident as a valid claim and will pursue damage recovery. Currently, this company will use a pickup truck to the carry the necessary equipment. Firefighters will once again participate in "Fill the Boot" for Muscular Dystrophy research on May 12, 19, and 21.

Jose Gomez reported on a computer-related CIP project by Technology staff to expand storage capacity.

Maricela Balderas reported on the Volunteer Recognition Reception.

Councilmember Sarno complimented the SFS Soroptimist on the Miss SFS program and the staff of the Explorer program for their success. He also thanked the Family & Youth Intervention staff for their work on "Every 15 Minutes."

Councilmember Trujillo remarked that the Miss SFS pageant was run by volunteers and thanked them all. She also thanked the Fire personnel that volunteer in the Explorer program.

Councilmember Rounds complimented staff at Heritage Park on the Children's Day event, and remarked that the City was very active this past week. He thanked the staff and volunteers for doing so much.

Mayor Pro Tem Moore stated that the Dept. of Fire-Rescue responded to a 93 year-old friend's house and was impressed with professionalism of the personnel.

Mayor Rios thanked the staff and volunteers for accomplishing all the good and serving the community and Council.

## 28. ADJOURNMENT

At 8:15 p.m., the meetings were adjourned in memory of Moises Gutierrez, father of City Employee Erlinda Gutierrez.

Laurie Rios, Mayor

ATTEST:

Anita Jimenez, CMC
City Clerk

Date

## NEW BUSINESS

Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Public Financing Authority (PFA)

RECOMMENDATION

That the Public Financing Authority receive and file the report.

## BACKGROUND

The Santa Fe Springs Public Financing Authority (PFA) is a City entity that has periodically issued debt for the benefit of the Santa Fe Springs community. The following is a brief status report on the debt instruments currently outstanding that were issued through the PFA.

Consolidated Redevelopment Project 2001 Tax Allocation Refunding Bonds

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $15,540,000 |

Consolidated Redevelopment Project 2002 Tax Allocation Refunding Bonds

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $5,745,000 |

Consolidated Redevelopment Project 2003 Taxable Tax Allocation Refunding Bonds

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $3,005,000 |

Water Revenue Bonds, 2005 Series A

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $2,475,000 |

Consolidated Redevelopment Project 2006-A Tax Allocation Bonds

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $35,004,886 |

Consolidated Redevelopment Project 2006-B Taxable Tax Allocation Bonds

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $8,740,000 |

Consolidated Redevelopment Project 2007-A Tax Allocation Refunding Bonds

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $37,320,000 |

Report Submitted By: Travis Hickey
Finance and Administrative Services

Date of Report: May 20, 2015

3B

Bond Repayment

The City budget includes sufficient appropriations and adequate revenues are expected to be collected to meet the debt service obligations associated with the 2005 Water Revenue Bonds.

The former Community Development Commission (CDC) issued a number of tax allocation bonds before it was dissolved by State law effective February 1, 2012 and is administered by the City acting as Successor Agency under the oversight of the appointed Oversight Board. The Successor Agency no longer receives tax increment. Instead distributions from the Redevelopment Property Tax Trust Fund (RPTTF) are received based on approved obligations. It is anticipated that sufficient allocations from the RPTTF will continue to be made to the Successor Agency to meet ongoing debt service obligations.

Unspent Bond Proceeds

Under an approved Bond Expenditure Agreement, unspent bond proceeds of the former CDC in the amount of approximately $19 million were transferred to the City in July 2014. The funds are to be spent in accordance with the original bond documents. The unspent proceeds continue to be a source of funding within the City's capital improvement program (CIP).

Thaddeus McCormack
City Manager/Executive Director

Report Submitted By: Travis Hickey
Finance and Administrative Services

Date of Report: May 20, 2015

SEE ITEM 3A

4A

## NEW BUSINESS

Monthly Report on the Status of Debt Instruments Issued through the City of Santa Fe Springs Water Utility Authority (WUA)

RECOMMENDATION
That the Water Utility Authority receive and file the report.

## BACKGROUND

The Santa Fe Springs Water Utility Authority (WUA) is a City entity that has issued debt for the benefit of the Santa Fe Springs community. The following is a brief status report on the debt instruments currently outstanding that were issued through the WUA.

Water Revenue Bonds, 2013

| | |
|---|---|
| Financing proceeds available for appropriation at 4/30/15 | None |
| Outstanding principal at 4/30/15 | $6,890,000 |

In May 2013 the Water Utility Authority issued the 2013 Water Revenue Bonds in the amount of $6,890,000. The bonds refunded the existing 2003 Water Revenue Bonds (issued through the Public Financing Authority) and provided additional funds for water improvement projects in the amount of $2,134,339. The funds are restricted for use on water system improvements. In August 2013 the Water Utility Authority Board appropriated the proceeds for the Equipping Water Well No. 12 Project.

The City budget includes sufficient appropriations and adequate revenues are expected to be collected to meet the debt service obligations associated with the 2013 Water Revenue Bonds.

The WUA was formed in June of 2009. Water revenue bonds issued prior to this date were issued through the City of Santa Fe Springs Public Financing Authority.

Thaddeus McCormack
City Manager/Executive Director

Report Submitted By: Travis Hickey
Finance and Administrative Services

Date of Report: May 20, 2015

4B

## NEW BUSINESS

Status Update of Water-Related Capital Improvement Projects

RECOMMENDATION
That the Water Utility Authority receive and file the report.

**BACKGROUND**

This report is for informational purposes only. The following is a listing and current status of active water projects.

New Water Well Located Within Zone II (Well No. 12)

A Citywide National Pollution Discharge Elimination System (NPDES) permit was requested from the State Water Resources Control Board (SWRCB) in order to operate and pump water from Water Well No. 12 to waste. The permit will allow for the Well to be operated over a lengthy period of time in order to determine if the quality of the groundwater will change with prolonged pumping. The City's current Municipal Separate Storm Sewer System (MS4) discharge permit does not allow for this type of discharge. The permit may be implemented as early as July 2015 if approved by the SWRCB.

**FISCAL IMPACT**

All projects listed above are fully funded through the Water Fund and General Fund.

**INFRASTRUCTURE IMPACT**

A fully functioning water production well will provide a source of potable water within Pressure Zone II and enhance the reliability of the City's water system.

Thaddeus McCormack
Executive Director

Attachments:
None

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 20, 2015

HC

## UNFINISHED BUSINESS

Authorization of Water Rate Study – Contract Amendment No. 3

RECOMMENDATION

That the Water Utility Authority (WUA) take the following actions:

1. Approve Amendment No. 3 to the Contract with RAFTELIS Financial Consultants, Inc., in the amount of $22,880.00, to complete the Water Rate Study; and

2. Authorize the Director of Public Works to execute Amendment No. 3.

## BACKGROUND

The Water Utility Authority (WUA) at their meeting of September 26, 2013, authorized the Director of Public Works to issue a Request for Proposals (RFP) to perform a Water Rate Study. On November 26, 2013, a contract was awarded to RAFTELIS Financial Consultants, Inc. to perform the Water Rate Study for a fee of $52,170.00.

The Study was to provide a comprehensive look into the current water rate structure and to provide an outline of potential future water rate scenarios for the City. The following below guidelines were to be used as a framework for the Study:

- Provide revenue for capital improvements;
- Ensure that the revenues cover the cost of services;
- Meet the debt coverage requirements;
- Water rates comply with Proposition 218.

## CURRENT STATUS

The original contract was to be completed in March of 2014, but due to the City's unique and vast business community along with the relatively small residential base of customers, additional project time, research, analysis, and creative revenue options were required for consideration by Raftelis in order to provide staff with a comprehensive study. As a result, two previous amendments were issued to Raftelis in the amounts of $1,915.00 and $6,280.00, respectively, to provide additional time and research for the Study. The total amount for the project is currently $60,365.00. In order to finalize the Study, it is proposed that the Consultant perform the following additional work for the subject project:

Report Submitted By: Noe Negrete, Director, Department of Public Works

Date of Report: May 20, 2015

- Provide additional rate structure options and to analyze potential customer impacts;
- Provide additional rate calculations with a potential new rate class incorporating all water supply sources;
- Provide additional meetings, adjust updates to the rate report, and to complete all necessary changes in project scope.

The total compensation for the additional scope within Contract Amendment No. 3 is **$22,880.00**. This sum constitutes full compensation, including all markups and all overhead costs for the work and it will provide the financial means to complete the Water Rate Study. The current cost of the Study combined with Contract Amendment No. 3 is **$80,065.00**.

**FISCAL IMPACT**

The funding to cover the cost of the Water Rate Study is included in the approved Water Fund budget for FY 2014-2015.

**INFRASTRUCTURE IMPACT**

The Water Rate Study will identify the revenue needed to maintain the WUA's water infrastructure.

Thaddeus McCormack
Executive Director

Attachments:
1. Amendment No. 3
2. Contract Agreement
3. Amendment No. 1
4. Amendment No. 2

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 20, 2015

**CONTRACT AMENDMENT NO. 3**
**WATER RATE STUDY**

In accordance with the Contract Agreement dated November 26, 2013 as executed by Raftelis Financial Consultants, Inc. (RFC), a California corporation, and the City of Santa Fe Springs (CITY), a municipal corporation, Contract Amendment No. 3 modifies the Scope of Services for purposes of providing additional options for rate structures relating to the Water Rate Study. The original contract was to be completed in March of 2014, but due to the CITY'S unique and vast business community along with the relatively small residential base of customers, additional project time, research, analysis, and creative revenue options are required for consideration by RFC so that staff would be provided with a comprehensive study.

**CITY OF SANTA FE SPRINGS:**

| | |
|---|---|
| **Authorized Representative:** | Noe Negrete, Director of Public Works/City Engineer |
| **Address:** | 11710 Telegraph Road<br>City of Santa Fe Springs, California 90670<br>Telephone No.: (562) 868-0511 |

**RAFTELIS FINANCIAL CONSULTANTS, Inc.:**

| | |
|---|---|
| **Authorized Representative:** | Sudhir Pardiwala, Executive Vice President<br>Raftelis Financial Consultants, Inc. |
| **Address:** | 201 South Lake Avenue #301<br>Pasadena, CA 91101<br>Telephone No.: (626) 583-1894 |

**SERVICES:** CITY hereby proposed that RFC perform the following additional work for the subject project: provide alternative rate structure options and to analyze potential customer impacts; review comprehensive service costs; provide additional rate calculations; evaluate all water supply sources and associated costs; provide additional rate presentations; meet with the Water Utility Authority to review rate structure options intended impacts to customers. Contract Amendment No. 3 will complete the rate report along with all necessary changes in project scope to finalize the project. RFC does hereby agree to provide those services. The total compensation for Contract Amendment No. 3 is $22,880.

**ACCEPTANCE** of the terms of Contract Amendment No. 3 is acknowledged by the following signatures of the Authorized Representatives.

| **CITY OF SANTA FE SPRINGS** | **RAFTELIS FINANCIAL CONSULTANTS, INC.** |
|---|---|
| Noe Negrete, Dir. of Public Works | Sudhir Pardiwala, Executive Vice-President |
| Date | Date |

CITY OF SANTA FE SPRINGS WATER UTILITY AUTHORITY
PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, made and entered into this **26th** day of **November 2013** by and between the City of Santa Fe Springs Water Utility Authority (AGENCY), and RAFTELIS Financial Consultants, Inc. (CONSULTANT), AGENCY and CONSULTANT (PARTIES) hereby enter into in consideration of the mutual covenants and promises contained herein. The PARTIES do mutually agree as follows:

1. CONSULTANT will provide services (SERVICES) as outlined in the proposal submitted on October 22, 2013 which is hereby incorporated by reference and CONSULTANT shall organize, supervise, prepare and complete said SERVICES as set forth therein. Said services shall be referred to as "Water Rate Study".

2. It is the AGENCY intent to enter into a "not to exceed" AGREEMENT with CONSULTANT in the amount of **$52,170.00.**

3. AGENCY shall compensate CONSULTANT for the SERVICES as detailed in the schedule of hourly rates attached and made part of this Agreement. The hourly rate includes full compensation for direct labor and overhead costs. Any such compensation shall become payable on a periodic time schedule as approved and agreed to by AGENCY and the CONSULTANT.

4. The parties hereto acknowledge and agree that the relationship between AGENCY and CONSULTANT is one of principal and independent CONSULTANT and no other. CONSULTANT is solely responsible for all labor and expenses associated with the performance of the SERVICES. Nothing contained in the Agreement shall create or be construed as creating a partnership, joint venture, employment relationship, or any other relationship except as set forth between the PARTIES. This includes, but is not limited to the application of the Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provision of the Internal Revenue Code, the State Revenue and Taxation Code relating to income tax withholding at the source of income, the Workers' Compensation Insurance Code, 401(k) and other benefit payments and third party liability claims. CONSULTANT specifically acknowledges that AGENCY is not required to, nor shall, provide Worker's Compensation Benefits Insurance for CONSULTANT. Notwithstanding the above, CONSULTANT hereby specifically waives any claims and/or demands for such benefits.

5. CONSULTANT shall, indemnify, hold free and harmless the AGENCY and its appointed and elected officials, officers, and employees from and against any and all damages to property or injuries to or death of any person or persons, including reasonable attorney fees and shall indemnify, save and hold harmless AGENCY and its appointed and elected officials, officers, and employees from damages and expenses, including but not by way of limitation, all civil claims, worker's' compensation claims, and all other claims resulting from or arising our of the acts, errors or omission of CONSULTANT, whether intentional or negligent, in the performance of this Agreement.

6. CONSULTANT will not be required to follow or establish a regular or daily work schedule. Any advice given to the CONSULTANT regarding the accomplishment of SERVICES shall be considered a suggestion only, not an instruction. The AGENCY retains the right to inspect, stop, or alter the work of the CONSULTANT to assure its conformity with this Agreement.

7. CONSULTANT shall comply with City of Santa Fe Springs' Harassment Policy. The City of Santa Fe Springs prohibits any and all harassment in any form.

9. CONSULTANT shall submit to the AGENCY the required insurance certificates for the CONSULTANT and its team. The CONSULTANT shall indemnify and hold AGENCY and the City of Santa Fe Springs and its officers, employees, and assigns harmless from any liability imposed for injury whether arising before or after completion of work hereunder or in any manner directly or indirectly caused, occasioned, or contributed to, or claims to be caused, occasioned, or contributed to, in whole or in part, by reason of any negligent act or omission of CONSULTANT, or of anyone acting under CONSULTANT'S direction or control or on its behalf, in connection with, or incident to, or arising out of the performance of this contract. Notwithstanding the foregoing, any duty to indemnify shall not include a duty to defend until a finding, by a court of competent jurisdiction, that CONSULTANT's willful misconduct, negligent performance, or failure to perform was a legal cause of claimant's damages, but only to the extent thereof.

The CONSULTANT shall maintain the following levels of insurance coverage for the duration of the services provided, as well as any sub-consultants hired by the Consultant:

(a) Worker's Compensation insurance with statutory limits, and employer's liability insurance with limits not less than $1,000,000 per accident

(b) Commercial general liability insurance or equivalent form, with a combined single limit of not less than $2,000,000 per occurrence

(c) Business automobile liability insurance, or equivalent form, with a combined single limit of not less than $1,000,000 per occurrence. Such insurance shall include coverage for owned, hired and non-owned automobiles.

(d) Professional liability (errors and omissions) insurance, with a combined single limit of not less than $1,000,000 per claim.

CONSULTANT shall maintain the required insurances throughout the term of the contract, and shall have insurance agent send Certificate of Insurance to AGENCY, with City of Santa Fe Springs Water Utility Authority and City of Santa

Fe Springs named as additional insured (not applicable on professional liability). A 30 day notice of cancellation is required.

10. This AGREEMSENT may be terminated by either party for any reason at any time by providing written notice of such termination to the other party.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed by and through their respective authorized officers, as of the date first above written.

CONSULTANT Signature — Date: 12-9-13

SUDHIR PARDIWALA
Name (Print)

EXEC VICE PRES
Title

RAFTELIS FINANCIAL CONSULTANTS
Company Name

Corporation [X] Sole Proprietor [ ] Partnership [ ] LLC [ ]

20-1054069
SSN or Tax ID#

201 S. Lake St 301
Address

Pasadena CA 91101
City, State, Zip

626 583 1894
Telephone

City of Santa Fe Springs — Date: 1/7/14
11710 Telegraph Road
Santa Fe Springs, CA 90670

# I. FEE PROPOSAL

RFC will complete the Scope of Service detailed in our proposal in a timely and efficient manner. The first table below details the estimated hours and hourly rates for each team member. Expenses include costs associated with travel and a $10 per hour technology charge covering computers, networks, telephones, postage, etc. The second table outlines the schedule of performance for the project. This schedule will be finalized with City staff during the kick-off meeting.

| Task | Task Descriptions | # of Meetings | Hours Requirements | | | | | Total Fees & Expenses |
|---|---|---|---|---|---|---|---|---|
| | | | SP | SG | FC | Admin | Total | |
| | Phase I - Project Initiation, Rate-Setting Framework Workshop | | | | | | | |
| 1 | TASK 1 – RESEARCH, INVESTIGATION, AND POLICY WORKSHOP #1 | | | | | | | |
| 1.1 | Project Management and QA/QC | | 6 | 6 | | 6 | 18 | $3,480 |
| 1.2 | Project Initiation and Data Collection | 1 | 6 | | 12 | | 18 | $4,050 |
| 1.3 | Policy and Rate Setting Framework Workshop with City Council | 1 | 10 | | 8 | | 18 | $4,350 |
| 1.4 | Policy and Rate Setting Framework Memorandum | | 4 | | 8 | | 12 | $2,640 |
| | Phase II - Development of Financial Plan, Cost of Service Analyses and Rate Design | | | | | | | |
| 2 | RATE MODEL PREPARATION | | | | | | | |
| 2.1 | Financial Planning Model | | 8 | | 16 | | 24 | $5,280 |
| 2.2 | Cost of Service Analyses for Water Service | | 4 | 2 | 10 | | 16 | $3,510 |
| 2.3A | Rate Design & Model - Inclining Tiered Rate Structure | | 8 | | 16 | | 24 | $5,280 |
| 2.3B | Rate Design & Model - Water Budget Rate Structure | | | | | | | |
| 2.4 | Rate Design Workshop and Model Training (Optional) | | | | | | | |
| 3 | Rate Design Workshop with City Council Subcommittee | 1 | 8 | 1 | 8 | | 17 | $4,050 |
| | Phase III - Rate Adoption | | | | | | | |
| 4 | FINAL REPORT AND COUNCIL WORKSHOP | | | | | | | |
| 4.1 | Draft Report Preparation | | 12 | 2 | 40 | | 54 | $11,520 |
| 4.2 | Final Report and Council Workshop | 1 | 8 | | 10 | | 18 | $4,200 |
| 5 | PROPOSITION 218 NOTICE AND PUBLIC HEARING | 1 | 8 | | 8 | | 16 | $3,810 |
| | TOTAL ESTIMATED MEETINGS / HOURS (Option A) | 5 | 82 | 11 | 136 | 6 | 235 | |
| | HOURLY RATES | | $260 | $230 | $185 | $60 | | |
| SP = Sudhir Pardiwala SG = Sanjay Gaur FC = Financial Consultants | | | TOTAL FEES & EXPENSES (OPTION A) | | | | | $52,170 |

| Task | Phase I - Project Initiation, Rate-Setting Principles Workshop | Dec 13 | Jan 13 | Feb 13 | Mar 14 | Apr 14 | May 14 | Jun 14 |
|---|---|---|---|---|---|---|---|---|
| 1 | TASK 1 – RESEARCH, INVESTIGATION, AND POLICY WORKSHOP #1 | | | | | | | |
| 1.1 | Project Management and QA/QC | | | | | | | |
| 1.2 | Project Initiation and Data Collection | | | | | | | |
| 1.3 | Policy and Rate Setting Framework Workshop with City Council | | | | | | | |
| 1.4 | Policy and Rate Setting Framework Memorandum | | | | | | | |

| Task | Phase II - Development of Financial Plan, Cost of Service Analyses and Rate Design | Dec 13 | Jan 13 | Feb 13 | Mar 14 | Apr 14 | May 14 | Jun 14 |
|---|---|---|---|---|---|---|---|---|
| 2 | RATE MODEL PREPARATION | | | | | | | |
| 2.1 | Financial Planning Model | | | | | | | |
| 2.2 | Cost of Service Analyses for Water Service | | | | | | | |
| 2.3A | Rate Design Model Development- Inclining Tierred Rate Structure | | | | | | | |
| 2.3B | Rate Design Model Development- Water Budget Rate Structure | | | | | | | |
| 2.4 | Rate Design Workshop and Model Training | | | | | | | |
| 3 | RATE DESIGN WORKSHOP WITH DISTRICT BOARD FINANCE COMMITTEE | | | | | | | |

| Task | Phase 1 - Development of Rate Setting Principles | Dec 13 | Jan 13 | Feb 13 | Mar 14 | Apr 14 | May 14 | Jun 14 |
|---|---|---|---|---|---|---|---|---|
| 4 | FINAL REPORT PREPARATION AND BOARD WORKSHOP | | | | | | | |
| 4.1 | Draft Report Preparation | | | | | | | |
| 4.2 | Final Report & Board Workshop | | | | | | | |
| 5 | PROPOSITION 218 NOTICE AND PUBLIC HEARING | | | | | | | |

On-site Meetings with Staff  Delivery of Draft/Final Reports  Board Workshops / Public Hearing

## CITY OF SANTA FE SPRINGS
## PROFESSIONAL SERVICES AGREEMENT

### AMENDMENT No. 1

AMENDMENT NO.1 is entered into this 25th day of March, 2014, by and between the CITY OF SANTA FE SPRINGS WATER UTILITY AUTHORITY (AGENCY), and RAFTELIS FINANCIAL SERVICES, INC. (CONSULTANT), by the mutual covenants and promises contained herein. The Parties do mutually agree as follows:

1. CONSULTANT will provide the additional scope of services (SERVICES) as outlined in the attached Proposal to Provide Supplemental Scope for 2014 Water Rate Study, dated March 19, 2014, and shall organize, supervise, prepare and complete said SERVICES as set forth therein.

2. AGENCY shall compensate CONSULTANT for the SERVICES an amount not to exceed $1,915.00. CONSULTANT shall not receive additional compensation in excess of the above amount unless previously approved in writing by the AGENCY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by and through their respective authorized officers, as of the date first above written.

| | |
|---|---|
| **CONSULTANT Signature** | **Date** Apr 9, 2014 |
| **Name (Print)** SUDHIR PARDIWALA | **Title** EXEC VICE PRESIDENT |
| **Telephone** 626 583 1894 | |

| | |
|---|---|
| Director of Public Works<br>City of Santa Fe Springs<br>11710 Telegraph Road<br>Santa Fe Springs, CA 90670 | **Date** 4/17/14 |

**CONTRACT AMENDMENT NO. 2**
**WATER RATE STUDY**

In accordance with the Contract Agreement dated November 26, 2013 as executed by Raftelis Financial Consultants, Inc. (RFC), a California corporation, and the City of Santa Fe Springs (CITY), a municipal corporation, Contract Amendment No. 2 modifies the Scope of Services for purposes of addressing unforeseen conditions, value engineering, and requests by RFCI relating to the Water Rate Study.

**CITY OF SANTA FE SPRINGS:**

| | |
|---|---|
| **Authorized Representative:** | Noe Negrete, Director of Public Works/City Engineer |
| **Address:** | 11710 Telegraph Road<br>City of Santa Fe Springs, California 90670<br>Telephone No.: (562) 868-0511 |

**RAFTELIS FINANCIAL CONSULTANTS, INC.:**

| | |
|---|---|
| **Authorized Representative:** | Sudhir Pardiwala, Executive Vice President<br>Raftelis Financial Consultants, Inc. |
| **Address:** | 201 South Lake Avenue #301<br>Pasadena, CA 91101<br>Telephone No.: (626) 583-1894 |

**SERVICES:** CITY hereby proposed that RFC perform analysis on additional data and incorporate a multifamily class. The revision encompasses assessing multifamily data, create a multifamily class in the rate model, update the model based on the latest budget and revised rates. The tasks will analyze and process multifamily data which will be utilized to create a multifamily class with a rate structure. The task will also update and include current budget and rates into the model. RFC does hereby agree to provide those services. Compensation to analyze date and create a multifamily class will be made at agreed lump sum price $6,280.00. There shall be no change in Schedule and no additional Compensation shall be provided under the terms of Amendment No. 2.

**ACCEPTANCE** of the terms of Contract Amendment No. 2 is acknowledged by the following signatures of the Authorized Representatives.

| **CITY OF SANTA FE SPRINGS** | **Raftelis Financial Consultants, Inc.:** |
|---|---|
| _____ | _____ |
| Signature | Signature |
| Noe Negrete, Dir. of Public Works | Sudhir Pardiwala, Executive Vice-President |
| Typed Name/Title | Typed Name/Title |
| _____ | _____ |
| Date | Date |

## NEW BUSINESS

Approval to Lease Water Rights to City of Cerritos

RECOMMENDATION
That the Water Utility Authority takes the following actions:

1. Approve the Water Right and Lease Agreement with the City of Cerritos; and

2. Authorize the Director of Public Works to execute the agreement along with all related documents transferring water rights.

**BACKGROUND**

Due to the emergency standby of Well No. 1 and the absence of a State Water Resources Control Board (SWRCB) well operations permit for Well No. 12, it is projected that the City will have approximately 1,400 acre-feet in excess pumping rights for the current fiscal year, which the City will not be able to utilize.

The City of Cerritos is in need of additional water rights and has offered to lease 1,000 acre-feet for the 2014/2015 fiscal year at a price of $170 per acre-foot (a total of $170,000). The carryover right will remain with the City of Santa Fe Springs. The amount of $170 per acre-foot is a competitive figure and is a $10 increase per acre-foot than the last recorded water rights lease within the basin for 2015. The most recent lease of water rights by the City was to the City of Whittier at a lease amount of $120 per acre-foot. The revenue will help off-set the additional cost to buy Metropolitan Water District (MWD) water for this fiscal year.

**FISCAL IMPACT**

Leasing water rights that we cannot utilize will provide the City with additional revenue to off-set operational costs.

**INFRASTRUCTURE IMPACT**

The leasing of water rights will not have any impact on City infrastructure.

Thaddeus McCormack
Executive Director

Attachment:
Water Pumping Allocation Rights Agreement

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 21, 2015

# AGREEMENT FOR LEASE OF WATER PUMPING ALLOCATION RIGHTS

**THIS AGREEMENT** is made and effective as of **May 28, 2015**, between the City of Santa Fe Springs Water Utility Authority (WUA), a municipal corporation ("Lessor") and the City of Cerritos, a nonprofit corporation ("Lessee").

## WITNESSETH

**WHEREAS,** both Lessor and Lessee are parties in that certain Third Amended Judgment dated December 23, 2013 and entered in Los Angeles County Superior Court Case No. 786656 entitled "Central and West Basin Water Replenishment District vs. Charles E. Adams, et al." (the "Judgment"); and

**WHEREAS,** Lessee has determined that its pumping allocation rights are not sufficient to meet its needs; and

**WHEREAS,** Lessee desires to lease from Lessor a pumping allocation of 1,000 acre-feet; and

**WHEREAS,** Lessor wishes to lease to Lessee 1,000 acre-feet of allowed pumping allocation; and

**WHEREAS,** Lessor has been certified by the Central Basin Watermaster ("Watermaster") to have a pumping allocation equal to or in excess of the amount herein leased to Lessee.

**WHEREAS,** Lessor warrants it has 1,000 acre-feet of allowed pumping allocation and that it has not pumped and will not pump or permit or license any other person to pump any part of said 1,000 acre-feet during the period of July 1, 2014 to June 30, 2015.

**NOW, THEREFORE,** Lessor hereby leases said water rights to Lessee on the terms and conditions hereinafter set forth:

## 1. WATER RIGHTS LEASED

Lessor hereby leases to Lessee and Lessee takes from Lessor the right to extract water on behalf of the City of Santa Fe Springs WUA from the Central Basin to the extent of an agreed pumping allocation of 1,000 acre-feet for Fiscal Year 2014/2015 and agrees to put the same to beneficial use. Lessee's allowed pumping allocation shall be increased by the amount hereby leased when computing carryover or allowable overextraction pursuant to Part III, Subparts A and B of the Judgment. Lessee shall not by the exercise

hereunder of said right acquire any right to extract water independent of the rights of the Lessor.

## 2. TERM

The term of this Agreement shall commence upon execution of this Agreement by both parties and shall remain and continue in effect until June 30, 2015.

## 3. INDEMNIFICATION

A. Lessee assumes the sole risk for all the exercise of any and all rights conferred on it by this Agreement. Lessee agrees and does hereby indemnify, defend, save, and hold harmless City, and its elected and appointed officials, officers, agents, and employees (collectively, "Indemnified Parties"):

1. From and against loss, damage, liability, claims, costs, and expenses from damage, of any nature, including, but not limited to, bodily injury, occupational disease, death, person injury, property damages, reasonable attorneys' fees and court costs (hereafter "Loss"), arising out of the exercise of any rights conferred hereunder on Lessee; and

2. From and against any and all costs, expenses, or charges which may accrue to any persons furnishing or supplying work, services, materials, equipment or supplies to Lessee in connection with its performance of or rights under this Agreement.

B. In the event that Lessee and Lessor are sued by a third party for damages caused or allegedly caused by negligent or other wrongful conduct by Lessee, or by an alleged dangerous condition of property created by Lessee, Lessee shall not be relieved of its indemnity obligation to Lessor by any settlement with any such third party unless that settlement includes a full release and dismissal of all claims by the third party against the Indemnified Parties.

## 4. PAYMENT

Lessee shall pay to Lessor the sum of One Hundred Seventy Thousand Dollars ($170,000) for 1,000 acre-feet at a rate of $170 per acre foot for Fiscal Year 2014/2015. Payment for Fiscal Year 2014/2015 shall be made within thirty (30) days after the effective date of this Agreement.

## 5. REPORTING

Lessee shall report all of its extractions made pursuant to this Agreement to all agencies to whom such reports must be made, pursuant either to law or to any judgment made and entered in said action. Lessee shall note, in any recording of water production for the period of the Agreement that said pumping was done pursuant to this Agreement.

## 6. PAYMENT OF ASSESSMENTS

Lessee shall pay all pumping assessments levied on Lessor's water rights by the Water Replenishment District of Southern California.

## 7. ASSIGNMENT

Lessee shall not assign, let or sublet the whole or any part of its interest in this Agreement without the prior written consent of Lessor.

## 8. TERMINATION

In the event of any breach of this Agreement by Lessee, Lessor shall notify Lessee in writing of such breach, and Lessee shall have thirty (30) days in which to cure said breach. Lessor may, but shall not be required to, terminate this Agreement if the breach is not cured.

## 9. NOTICES

Any notice which either party may desire to give to the other party under this Agreement must be in writing and may be given either by 1) personal service; 2) delivery by a reputable document delivery service, such as, but not limited to, Federal Express, which provides a receipt showing date and time of delivery; or 3) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at such other address as the party may later designate by notice.

| | |
|---|---|
| To Lessor: | City of Santa Fe Springs<br>Attention: Noe Negrete, Public Works Director<br>11710 Telegraph Road<br>Santa Fe Springs, CA 90670 |
| To Lessee: | City of Cerritos<br>Attention: Charles Emig, Water Superintendent<br>18125 Bloomfield Avenue<br>Cerritos, CA 90703-3130 |

## 10. TRANSMITTAL TO WATERMASTER

Lessee shall transmit a copy of this Agreement to the Watermaster and the Department of Water Resources Southern District Chief upon its execution.

By: _____
CITY OF CERRITOS

CITY OF SANTA FE SPRINGS

By: _____
DIRECTOR OF PUBLIC WORKS

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

## NEW BUSINESS

Engineering Consultant Services for Water Well No. 1 Rehabilitation – Authorization to Request for Proposals

RECOMMENDATION
That the Water Utility Authority (WUA) authorize the Director of Public Works to Advertise for Engineering Consultant Services for Water Well No. 1 Rehabilitation.

**BACKGROUND**

California Code of Regulations, Title 22, is State statute related to drinking water. Title 22 requires the WUA to perform quarterly testing and analysis of the drinking water for potential contamination. The WUA contracts with an outside laboratory (Test America) to perform the drinking water testing and analysis.

Water Well No. 1 is located at 8634 Dice Road, Santa Fe Springs. It is down gradient and in the vicinity of the contaminated groundwater plume of the former Omega Chemical facility in Whittier. This area has been impacted by the release (via spills and leaks) of hazardous substances at the former Omega Chemical facility. The Omega Chemical facility is a U.S. Environmental Protection Agency (EPA) Superfund site. Superfund is the federal government's program to clean up the nation's uncontrolled hazardous waste sites. The primary contaminants of concern at the Omega site are volatile organic compounds (VOCs). The primary VOCs of concern are tetrachloroethylene (PCE) and trichloroethylene (TCE). PCE and TCE are solvents widely used by industry as cleaning and degreasing agents.

In December 2014, high levels of VOCs compromised the quality of groundwater at production Water Well No. 1. This resulted in discharged well water above the maximum contamination levels (MCL) for PCE and TCE established by EPA and the State Department of Public Health (Public Health). Although the well could continue operating under Public Health standards using the "Running Annual Average" calculation method, the City immediately ceased pumping operations at Water Well No. 1 to allow for further investigation. The City's determination to cease pumping operations was based on the Water Well No. 1 proximity to the Omega Superfund Site.

In January 2015, the City contracted with AKM Consulting Engineers (AKM) to prepare a conceptual design for treatment of the VOCs and a preliminary cost estimate for treatment. Staff prepared a Memorandum dated April 2, 2015 (attached) which summarized the conceptual alternatives and findings made by AKM.

Staff recommends that the WUA retain Engineering Consultant Services to design a VOC treatment system and prepare bid documents for water well rehabilitation. Water well rehabilitation shall consist of designing and installing of redundant Granular

Activated Carbon (GAC) pressure vessels and all related equipment to provide treatment for VOCs. In addition, the design should take into consideration retrofitting the well site with automated flow control and pilot control valves, design and construct a pump to waste line, and conduct testing for the thickness of the existing well casing utilizing Casing Inspection Thickness Measurement (CITM) techniques.

**FISCAL IMPACT**

Staff will request the WUA to appropriate funding from the FY 2014-2015 Water CIP for the consulting services when the contract award is approved. Staff estimates the Engineering Consultant Services to be in the range of $80,000 to $125,000.

**INFRASTRUCTURE IMPACT**

Upon completion of the project, Water Well No. 1 will continue to be a source of safe drinking water for residents and businesses. Water Well No. 1 will improve system reliability and efficiency throughout the City's distribution network. Further, it will reduce the City's cost of purchasing water from outside sources that continue to increase their water rates and charges.

Thaddeus McCormack
Executive Director

Attachments:
1. Request for Proposals
2. Water Well No. 1 Memo dated April 2, 2015

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 21, 2015

# CITY OF SANTA FE SPRINGS
# WATER UTILITY AUTHORITY

## REQUEST FOR PROPOSALS

## ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 REHABILITATION

CITY OF
SANTA FE SPRINGS

## DEPARTMENT OF PUBLIC WORKS

**INQUIRIES REGARDING THIS PROJECT MAY BE DIRECTED TO:**

**Frank Beach, Project Manager**
**City of Santa Fe Springs**
**11710 Telegraph Road**
**Santa Fe Springs, CA 90670**
**Phone: (562) 868-0511, Extension 7568**

# REQUEST FOR PROPOSALS

## ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 REHABILITATION

The City of Santa Fe Springs Water Utility Authority (AGENCY) is seeking qualified professional firms and individuals experienced with preparing technical specifications and providing bidding assistance services in connection with performing water well rehabilitation project to treat for Volatile Organic Compounds (VOCs).

This work is being performed in response to concerns communicated by the United States Department of Environmental Protection (U.S. EPA) and the California Water Resources Control Board (State Water Board) regarding migration of contaminants from the Omega Plume and the potential impact on the AGENCY'S Water Well No. 1.

The AGENCY invites proposals for the above-stated services and will receive such proposals in the Director of Public Works Office, City of Santa Fe Springs, 11710 Telegraph Road, Santa Fe Springs, California 90670, **until 3:00 p.m. on Tuesday, June 30, 2015.**

Interested proposers must submit six (6) copies of their proposal labeled **"ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 - REHABILITATION" to:**

Noe Negrete
Director of Public Works
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Proposals received after the time and date specified above will not be accepted and will be returned to the proposer unopened. No pre-submittal meeting has been scheduled for this project.

The AGENCY reserves the right to reject any or all proposals, to waive any irregularity in any proposal received, and to be the sole judge of the merits of the respective proposals received and to take all proposals under advisement for a period of 45 days. The award, if made, will be made to the Consultant whose proposal best meets the technical requirements of the RFP as determined by the AGENCY. The proposal submitted by the selected Consultant shall be incorporated as part of the final contract accordingly.

All questions regarding this project must be directed to Frank Beach, Project Manager at (562) 868-0511, ext. 7568.

# INSTRUCTIONS TO PROPOSERS

## ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 - REHABILITATION

### 1. PROPOSED SCHEDULE

| DESCRIPTION | DATE/TIME |
|---|---|
| Request for Proposals Released | June 1, 2015 |
| Deadline to Submit Questions | June 15, 2015 at 4:00 pm |
| Deadline to Receive Proposals | June 30, 2015 at 3:00 pm |
| Contract Award | August 27, 2015 |
| Notice to Proceed | September 8, 2015 |

The AGENCY reserves the right to modify any element of the timeline should that become necessary.

### 2. PRE-SUBMITTAL MEETING

No Pre-Submittal Meeting has been scheduled for this project.

### 3. SUBMISSION OF PROPOSALS

To be considered, the Proposals must be received by the **Department of Public Works, City of Santa Fe Springs, by 3:00 p.m. on Tuesday, June 30, 2015.**

Consultants must submit six (6) copies of their Proposal labeled:

**"ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 REHABILITATION"** to:

Noe Negrete, Director of Public Works
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3658

Proposals, and amendments to proposals, received after the date and time specified above will not be accepted and will be returned to the Consultant unopened.

## 4. DISSEMINATION OF RFP INFORMATION

From time to time, the AGENCY may issue responses to requests for clarifications, questions, comments, and addenda to this Request for Proposals ("RFP"), or other material related to this solicitation. **By submitting a proposal, Consultants are deemed to have constructive knowledge and notice of all information pertaining to this RFP.**

## 5. ADDENDA TO THE RFP

Any change(s) to the requirements of this RFP initiated by the AGENCY will be made by written addenda to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into and made a part of the terms and conditions of any resulting agreement. The AGENCY will not be bound to any modifications to or deviations from the requirements set forth in this RFP unless they have been documented by addenda to this RFP. Consultants will be required to document that they are aware of all addenda issued, if any, by the AGENCY in their proposal.

## 6. QUESTIONS AND REQUESTS FOR CLARIFICATIONS

### A. Contact Person for the Project

All questions or contacts regarding this RFP must be directed to Mr. Frank Beach who can be reached at (562) 868-0511, ext. 7568 or by email at frankbeach@santafesprings.org.

### B. Clarifications of the RFP

Consultants are encouraged to promptly notify Mr. Beach of any apparent errors or inconsistencies in the RFP. If a Consultant requires clarifications to this RFP, the Consultant shall notify the AGENCY in writing in accordance with Subsection "A" above. Should it be found that the point in question is not clearly and fully set forth in the RFP, a written addendum clarifying the matter will be issued.

### C. Submitting Requests

**All questions must be submitted to the AGENCY by 4:00 p.m. on Monday, June 15, 2015.** The AGENCY is not responsible for failure to respond to a request or question that has not been labeled correctly. Questions can be submitted via U.S. Mail, Personal Courier, Fax or Email as long as they are received no later than the date and time specified above. The AGENCY is not liable for any late arrivals due to courier method or electronic delivery.

**Requests for clarifications, questions and comments received after 4:00 p.m. on Monday, June 15, 2014 will not be responded to.**

### D. Agency Responses

The AGENCY, in its sole discretion, will respond to requests for clarifications, questions and comments. Responses will be emailed to proposers on or before 5:00 p.m. on July 17, 2014.

## 7. COST OF PROPOSAL PREPARATION

Any party responding to this RFP shall do so at their own risk and cost. The AGENCY shall not, under any circumstances, be liable for any pre-contractual expenses incurred by any Consultant who elects to submit a proposal in response to this RFP or by any Consultant that is selected. Pre-contractual expenses are defined as expenses incurred by Consultants and the selected Consultant, if any, in:

- Preparing a Proposal and related information in response to this RFP;
- Submitting a Proposal to the AGENCY;
- Negotiations with the AGENCY on any matter related to this RFP;
- Costs associated with interviews, meetings, travel or presentations; or
- Any and all other expenses incurred by a Consultant prior to the date of award, if any, of an agreement, and formal notice to proceed.

The AGENCY will provide only the staff assistance and documentation specifically referred to herein and will not be responsible for any other cost or obligation of any kind, which may be incurred by the Consultant.

## 8. CONFLICT OF INTEREST

By responding to this RFP, each Consultant represents to the best of its knowledge that:

- Neither Consultant, nor any of its affiliates, proposed subconsultants, and associated staff, have communicated with any member of the AGENCY since the release of this RFP on any matter related to this RFP except to the extent specified in this RFP;

- Neither Consultant, nor any of its affiliates, proposed subconsultants and associated staff, has obtained or used any information regarding this RFP and the proposed services that has not been generally available to all Consultants, and

- No conflict of interest exists under any applicable statute or regulation or as a result of any past or current contractual relationship with the AGENCY;

- Neither Consultant, nor any of its affiliates, proposed subconsultants, or associated staff, have any financial interest in any property that will be affected by any of the referenced projects.

- Neither Consultant, nor any of its affiliates, proposed subconsultants, or associated staff, have a personal relationship with any member of the governing body, officer or employee of the AGENCY who exercises any functions or responsibilities in connection with the referenced projects.

## 9. KEY PERSONNEL

It is imperative that key personnel proposed to provide services have the background, experience and qualifications to properly undertake all necessary services for the successful completion of the referenced projects. The Consultant must identify all proposed key personnel in its Proposal. The Team must be well qualified and have sufficient experience in the areas described in the Scope of Services.

The AGENCY reserves the right to approve all key personnel individually for any and all projects authorized by the AGENCY as a result of this solicitation. After an agreement has been executed, the selected consultant may not replace any key staff without written approval from the AGENCY. The AGENCY must approve replacement staff before a substitute person is assigned to a project. The AGENCY reserves the right to require the Consultant to replace a staff person assigned to the contract should the AGENCY consider replacement to be for the good of the project. Replacement staff will be subject to the AGENCY's approval prior to assignment by Consultant.

## 10. BASIS FOR AWARD OF CONTRACT

The AGENCY intends to select the Consultant on the basis of demonstrated competence and professional qualifications in accordance with applicable State and Federal regulations. To that end, the contract is to be awarded to the Consultant whose proposal best meets the technical requirements of the RFP as determined by the AGENCY. Should an award be made, the proposal submitted by Consultant shall be incorporated as part of the final contract accordingly.

## 11. TERM OF AGREEMENT

It is the AGENCY's intent to enter into a "not to exceed" Professional Services Agreement with the selected Consultant.

The AGENCY will compensate the Consultant for actual hours worked by assigned personnel on a monthly basis. Compensation will be based on the fee schedule in the proposal. The consultant will provide an invoice clearly documenting the services performed each day and the number of hours worked.

## 12. REQUIRED FORMAT FOR PROPOSALS

The AGENCY is requiring all proposals submitted in response to this RFP to follow a specific format. The Proposal, including the Appendices, shall not exceed thirty (30) pages in length, utilizing 8.5" x 11" pages with one-inch margins. As an exception, 11" x 17"

pages may be used to display organizational charts. Font size shall not be smaller than 12 point for text or eight (8) point for graphics. Dividers used to separate sections will not be counted. Creative use of dividers to portray team qualifications, etc. is discouraged.

Consultants are required to prepare their written proposals in accordance with the instructions outlined below. Deviations from these instructions may be construed as non-responsive and may be cause for disqualification. Emphasis should be placed on accuracy, completeness, and clarity of content.

The written proposal should be organized as described below. Each section of the written proposal should contain the title of that section, with the response following the title. The following are the required titles with a brief statement as to that section's desired content:

## A. Letter of Offer

The Letter of Offer shall be addressed to Noe Negrete, Director of Public Works, City of Santa Fe Springs, and at a minimum, must contain the following:

- Identification of Consulting firm or individual, including name, address and telephone number.
- Name, title, address, and telephone number of Contact Person.
- Federal Tax ID or Social Security No. for firm or individual.
- A statement to the effect that the Proposal shall remain valid for a period of not less than 90 calendar days from the date of submittal.
- Identification of all proposed sub-consultants or subcontractors, including legal name of the company, address and contact person.
- Acknowledgement that Consultant is obligated by all addenda to this RFP.
- Signature of a person authorized to bind Consulting firm to the terms of the Proposal.
- Signed statement attesting that all information submitted with the Proposal is true and correct.

## B. Qualifications of the Firm

This section of the Proposal shall explain the ability of the Consultant to satisfactorily perform the required work. More specifically, in this section, the Consultant shall:

- Provide a profile of the Consultant including the types of services offered; the year founded; form of organization (corporate, partnership, sole proprietorship); number, size and location of offices; number of employees.

- Provide a detailed description of Consultant's financial condition, including any conditions (e.g., bankruptcy, pending litigation, outstanding claims in excess of twenty-five thousand dollars ($25,000) for or against the firm; planned office closures or mergers that may impede Consultant's ability to provide Engineering Consultant Services for Water Well No. 1 Rehabilitation.

- Provide a list of previous projects in which the Consultant and subconsultants have worked together. The list should clearly identify the previous projects and include a summary of the roles and responsibilities of each party.

- Provide information on the strength and stability of the Consultant; current staffing capability and availability; current work load; and proven record of meeting schedules on similar types of projects.

## C. Proposed Staffing and Project Organization

- This section of the Proposal should establish the method that will be used by the Consultant to provide Engineering Consultant Services for Water Well No. 1 Rehabilitation. In addition, this section should also identify key personnel to be assigned and their qualifications and experience.

  The Proposal should include the following information:

- The education, experience and applicable professional credentials of project staff. Include applicable professional credentials of "key" staff.

- Brief resumes, not more than two (2) pages each, for the individuals proposed as key personnel. Key personnel must have extensive knowledge and experience with water rate studies.

- A statement that key personnel will be available to the extent proposed for the duration of the contract and an acknowledgement that no person designated as key personnel shall be removed or replaced without the prior written concurrence of the AGENCY. Identify any constraints, conflicts or situations that would prevent the Consultant from being able to begin work on this assignment.

## D. Consultants and/or Sub-consultants

The AGENCY desires to enter into a contract with one Consultant that will be responsible for all work, products, and services. There is to be no assignment of any aspect of this project without the prior written authorization of the AGENCY.

If the Consultant plans on using consultants and/or subcontractors as part of its implementation plan, then company profile, name, address, and telephone for all consultants and/or subcontractors providing support during the term of this project is required. Define the responsibilities and give a description of services to be provided by consultants and/or subcontractors. Describe the Firm's business and reporting relationship with any consultants and/or subcontractors. Include references and resumes for all third party Firms in your proposal. The AGENCY has the right to accept or reject any changes made to the proposed project team members, including the use of consultants and/or subcontractors.

## E. Work Approach

This section of the Proposal shall include a narrative that addresses the Scope of Services and demonstrates that Consultant understands the scope of this project. More specifically, the Proposal should include the Consultant's general approach for completing the activities specified in the Scope of Services. The work approach shall be of sufficient detail to demonstrate Consultant's ability to accomplish the project tasks.

## F. Client References

List your three (3) most recent similar clients (including name, address, contact person, and phone number). The AGENCY is most interested in government and California clients and may randomly select agencies to contact from your list as part of the evaluation process.

## G. Appendices

This part shall include brief resumes of proposed staff. Consultant information and general marketing materials will not be considered in the ranking of the Proposals.

## H. Rights to Materials

All responses, inquiries, and correspondence relating to this RFP and all reports, charts, displays, schedules, exhibits, and other documentation produced by the Consultant that are submitted as part of the proposal and not withdrawn shall, upon receipt by AGENCY, become property of AGENCY.

## I. Schedule of Performance

The Schedule of Performance shall depict individual project tasks, and basic hourly rates for specific personnel to be used on the project. Personnel hourly rates will reflect all costs for office overhead, including direct and indirect costs. The Proposal shall include a breakdown of the estimated number of hours, by personnel category, needed to complete each task. In addition, the fee shall reflect all anticipated fee increases during the Contract duration.

### J. Fee Proposal.

A Fee Proposal and Schedule of Performance shall be provided in a separately sealed envelope and shall comply with the following guidelines:

Two copies of a Fee Proposal and Schedule of Performance shall be submitted in a separately sealed envelope plainly labeled "Fee Proposal" with the name of the Consultant and project title **"ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 REHABILITATION".** This information shall be presented in a manner that allows the AGENCY to understand the Fee and Schedule for each task and deliverable.

The terms and conditions for obtaining 'reimbursable costs' shall be identified in the Proposal.

## 13. PROPOSAL EVALUATION PROCESS AND CRITERIA

### A. GENERAL

All proposals will be evaluated based on the technical information and qualifications presented in the proposal, reference checks, and other information, which may be gathered independently. Requests for clarification and/or additional information from any proposer may be requested at any point in the evaluation process. Pricing (Consultant fees) will be an important criterion; however, the AGENCY reserves the right to select a firm that presents the best qualifications, but not necessarily the lowest price.

### B. EVALUATION CRITERIA

- Completeness of proposal.
- Consultant and key project team member's experience in performing similar work.
- Consultant and key project team member's record in accomplishing work assignments for projects.

- Consultant's demonstrated understanding of the scope of work.
- Quality of work previously performed by the firm as verified by reference checks.
- Relevant project experience.
- Fee proposal.

### C. EVALUATION PROCESS

After evaluating all proposals received, the AGENCY will rank the firms and at a maximum the three (3) most qualified firms will be invited to an interview with the AGENCY evaluation committee.

### D. INTERVIEW

For the interview, the Consultant should have available the project manager and key project personnel to discuss the following:

- Major elements of the proposal
- Proposed project team
- Description of related experience for key project personnel
- Proposed project schedule

### E. FINAL SELECTION

The final selection will be the consultant which, as determined by the AGENCY, is the most responsive and responsible, meets the AGENCY's requirements in providing this service, and is in the AGENCY's best interest. The AGENCY maintains the sole and exclusive right to evaluate the merits of the proposals received.

## 14. EXCEPTIONS OR ADDITIONS

The Proposal shall include a detailed description of all of the exceptions to the provisions and conditions of this RFP upon which the Consultant's submittal is contingent and which shall take precedence over this RFP.

## 15. INSURANCE REQUIREMENTS

Prior to the start of contract negotiations, the highest qualified Consultant will be required to submit to the City the required insurance certificates for the Consultant and its team. Insurance certificates will also be required, in advance, for any Consultant subsequently identified for negotiations with the AGENCY.

The successful Consultant shall indemnify and hold AGENCY and its officers, agents, employees, and assigns harmless from any liability imposed for injury whether arising before or after completion of work hereunder or in any manner directly or indirectly caused, occasioned, or contributed to, or claims to be caused, occasioned, or contributed to, in whole or in part, by reason of any act or omission, including strict liability or negligence of Consultant, or of anyone acting under Consultant's direction or control or on its behalf, in connection with, or incident to, or arising out of the performance of this contract.

The Consultant selected will be required to maintain the following levels of insurance coverage for the duration of the services provided, as well as any sub-consultants hired by the Consultant:

- Worker's Compensation insurance with statutory limits, and employer's liability insurance with limits not less than $1,000,000 per accident

- Commercial general liability insurance or equivalent form, with a combined single limit of not less than $2,000,000 per occurrence

- Business automobile liability insurance, or equivalent form, with a combined single limit of not less than $1,000,000 per occurrence. Such insurance shall include coverage for owned, hired and non-owned automobiles.

- Professional liability (errors and omissions) insurance, with a combined single limit of not less than $1,000,000 per occurrence.

## 16. RIGHTS OF THE AGENCY

The AGENCY reserves the right, in its sole discretion and without prior notice, to terminate this RFP; to issue subsequent RFPs; to procure any project-related service by other means; to modify the scope of the Project; to modify the AGENCY's obligations or selection criteria; or take other actions needed to meet the AGENCY's goals. In addition, the AGENCY reserves the following rights:

- The right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in any proposal.

- The right to amend, withdraw or cancel this RFP at any time without prior notice.

- The right to postpone proposal openings for its own convenience.

- The right to request or obtain additional information about any and all proposals.

- The right to conduct a back-ground checks of any Consultant. This may include, but is not limited to, contacting individuals and organizations regarding capabilities and experience of the potential candidate.

- The right to waive minor discrepancies, informalities and/or irregularities in the RFP or in the requirements for submission of a Proposal.

- The right to modify the response requirements for this RFP. This may include a requirement to submit additional information; an extension of the due date for submittals; and modification of any part of this RFP, including timing of RFP decisions and the schedule for presentations.

- The right to disqualify any potential candidate on the basis of real or perceived conflict of interest that is disclosed or revealed by information available to the AGENCY.

- The right at any time, subject only to restrictions imposed by a written contractual agreement, to terminate negotiations with any potential candidate and to negotiate with other potential candidates who are deemed qualified.

- Although cost is an important factor in deciding which proposal will be selected, it is only one of the criteria used to evaluate consultants. The AGENCY reserves the absolute right, in its sole discretion, to award a contract, if any, which under all the circumstances will best serve the public interest.

- The AGENCY reserves the right to reject any or all proposals or to make no award at all, to determine whether any alternate proposals are equal to the specifications and general requirements, and to accept proposals with minor variations from the Request for Proposals and/or conditions. The AGENCY reserves the right to negotiate for a higher level, lower level or additional services.

This RFP is not a contract or commitment of any kind by the AGENCY. This RFP does not commit the AGENCY to enter into negotiations with any consultant and the AGENCY makes no representations that any contract will be awarded to any consultant that responds to this RFP. Proposals received by the AGENCY are public information and will be made available to any person upon request after the AGENCY has completed the proposal evaluation. Submitted proposals are not to be copyrighted.

Should a contract be subsequently entered into between the AGENCY and Consultant, it shall be duly noted that entering into such an agreement shall be interpreted, construed, and given effect in all respects according to the laws of the State of California.

**Waiver of Proposals**

Proposals may be withdrawn by submitting written notice to the AGENCY's Contact Person at any time prior to the submittal deadline. Upon submission, the Proposal and all collateral material shall become the property of the AGENCY.

## 17. CALIFORNIA PUBLIC RECORDS ACT DISCLOSURES

The Consultant acknowledges that all information submitted in response to this RFP is subject to public inspection under the California Public Records Act unless exempted by law. If the Consultant believes any information submitted should be protected from such disclosure due to its confidential, proprietary nature or other reasons, it must identify such information and the basis for the belief in its disclosure. **Any proposal submitted with a blanket statement or limitation that would prohibit or limit such public inspection shall be considered non-responsive and shall be rejected.** Notwithstanding that disclaimer, it is the intention of the AGENCY to keep all submittals confidential until such time as negotiations are successfully concluded.

# SCOPE OF SERVICES

## ENGINEERING CONSULTANT SERVICES FOR WATER WELL NO. 1 REHABILITATION

### 1. PERFORM A PRE-DESIGN/CONSTRUCTION SURVEY

Conduct a Casing Inspection Thickness Measurement to determine the integrity of the well casing. Evaluate and document the visual condition of the casing and screen. Compare video survey results to previous data and apply information to preparation of technical specifications.

### 2. DESIGN AND PREPARE PLANS AND SPECIFICATIONS FOR TREATMENT SYSTEM TO REMOVE VOCS

Provide a State of the Art Design for a treatment system to remove identifiable VOCs (15 parts per billion) from the groundwater produced by Well No. 1. Design the wells Flow Control, Surge Anticipation, and Pressure Sustaining Valving to replace an existing hydro-pneumatic tank. Design and construct a pump-to-waste line for the Water Well No. 1. Evaluate all mechanical operations of the well and incorporate potential system changes if needed for an effective treatment system.

### 3. PREPARE TECHNICAL SPECIFICATIONS

Prepare detailed plans and specifications for rehabilitating Well No. 1, including a detailed bid schedule with specific line items showing units and unit quantities for the work to be performed.

### 4. BIDDING ASSISTANCE

Provide support as needed during the bid process to select a contractor for the work. This includes a pre-bid meeting agenda and attendance at a contractors' pre-bid meeting at the well site in the City of Santa Fe Springs. Preparation of bid addenda as required, answering contractor questions and assisting with review of submitted bids to evaluate conformance with the technical specifications.

### 5. DELIVERABLES

Provide three (3) copies of the following:

1. Evaluation report of visual condition of the casing and screen, including well casing thickness measurements.

2. Plans and Specifications for rehabilitating Water Well No. 1, including VOC water treatment system (75% Submittal)

3. Plans and Specifications for rehabilitating Water Well No. 1, including VOC water treatment system (90% Submittal)

4. Plans and Specifications for rehabilitating Water Well No. 1, including VOC water treatment system (100% Submittal)

Meet with Santa Fe Springs Utility Services Manager to present and discuss results of the work and recommendations for mitigation.

# CITY OF SANTA FE SPRINGS
# PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of _____ 2015 by and between the City of Santa Fe Springs Water Utility Authority (AGENCY), and _____ (CONSULTANT), AGENCY and CONSULTANT (PARTIES) hereby enter into in consideration of the mutual covenants and promises contained herein. The PARTIES do mutually agree as follows:

1. CONSULTANT will provide services (SERVICES) as outlined in the proposal submitted on _____which is hereby incorporated by reference and CONSULTANT shall organize, supervise, prepare and complete said SERVICES as set forth therein. Said services shall be referred to as "Consulting Services to Prepare Technical Specifications and Provide Project Coordination to Water Well No. 1 Isolation Zone Testing and Proposed Zone Sealing".

2. It is the AGENCY's intent to enter into a "not to exceed" AGREEMENT with CONSULTANT.

3. AGENCY shall compensate CONSULTANT for the SERVICES as detailed in the schedule of hourly rates attached and made part of this Agreement. The hourly rate includes full compensation for direct labor and overhead costs. Any such compensation shall become payable on a periodic time schedule as approved and agreed to by AGENCY and the CONSULTANT.

4. The parties hereto acknowledge and agree that the relationship between AGENCY and CONSULTANT is one of principal and independent CONSULTANT and no other. CONSULTANT is solely responsible for all labor and expenses associated with the performance of the SERVICES. Nothing contained in the Agreement shall create or be construed as creating a partnership, joint venture, employment relationship, or any other relationship except as set forth between the PARTIES. This includes, but is not limited to the application of the Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provision of the Internal Revenue Code, the State Revenue and Taxation Code relating to income tax withholding at the source of income, the Workers' Compensation Insurance Code, 401(k) and other benefit payments and third party liability claims. CONSULTANT specifically acknowledges that AGENCY is not required to, nor shall, provide Worker's Compensation Benefits Insurance for CONSULTANT. Notwithstanding the above, CONSULTANT hereby specifically waives any claims and/or demands for such benefits.

5. CONSULTANT shall, indemnify, hold free and harmless the AGENCY and its appointed and elected officials, officers, and employees from and against any and all damages to property or injuries to or death of any person or persons, including reasonable attorney fees and shall indemnify, save and hold harmless AGENCY and its appointed and elected officials, officers, and employees from damages and expenses, including but not by way of limitation, all civil claims, worker's' compensation claims, and all other claims resulting from or arising our of the acts, errors or omission of CONSULTANT, whether intentional or negligent, in the performance of this Agreement.

6. CONSULTANT will not be required to follow or establish a regular or daily work schedule. Any advice given to the CONSULTANT regarding the accomplishment of SERVICES shall be considered a suggestion only, not an instruction. The AGENCY retains the right to inspect, stop, or alter the work of the CONSULTANT to assure its conformity with this Agreement.

7. CONSULTANT shall comply with City of Santa Fe Springs' Harassment Policy. The City of Santa Fe Springs prohibits any and all harassment in any form.

9. CONSULTANT shall submit to the AGENCY the required insurance certificates for the CONSULTANT and its team. The CONSULTANT shall indemnify and hold AGENCY and its officers, employees, and assigns harmless from any liability imposed for injury whether arising before or after completion of work hereunder or in any manner directly or indirectly caused, occasioned, or contributed to, or claims to be caused, occasioned, or contributed to, in whole or in part, by reason of any negligent act or omission of CONSULTANT, or of anyone acting under CONSULTANT'S direction or control or on its behalf, in connection with, or incident to, or arising out of the performance of this contract. Notwithstanding the foregoing, any duty to indemnify shall not include a duty to defend until a finding, by a court of competent jurisdiction, that CONSULTANT's willful misconduct, negligent performance, or failure to perform was a legal cause of claimant's damages, but only to the extent thereof.

The CONSULTANT shall maintain the following levels of insurance coverage for the duration of the services provided, as well as any sub-consultants hired by the Consultant:

(a) Worker's Compensation insurance with statutory limits, and employer's liability insurance with limits not less than $1,000,000 per accident

(b) Commercial general liability insurance or equivalent form, with a combined single limit of not less than $2,000,000 per occurrence

(c) Business automobile liability insurance, or equivalent form, with a combined single limit of not less than $1,000,000 per occurrence. Such insurance shall include coverage for owned, hired and non-owned automobiles.

(d) Professional liability (errors and omissions) insurance, with a combined single limit of not less than $1,000,000 per claim.

CONSULTANT shall maintain the required insurances throughout the term of the contract, and shall have insurance agent send Certificate of Insurance to AGENCY, with the City of Santa Fe Springs named as additional insured (not applicable on professional liability). A 30 day notice of cancellation is required.

10. This AGREEMSENT may be terminated by either party for any reason at any time by providing written notice of such termination to the other party.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed by and through their respective authorized officers, as of the date first above written.

_____ _____

CON SULTANT Signature Date

_____

Name (Print)

_____

Title

_____

Company Name

Corporation ☐ Sole Proprietor ☐ Partnership ☐ LLC ☐

_____

SSN or Tax ID#

_____

Address

_____

City, State, Zip

_____

Telephone

_____ _____

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

Date

# MEMORANDUM

## Department of Public Works

**DATE:** April 2, 2015

**TO:** Honorable City Council
Thaddeus McCormack, Water Utility Authority Commissioners
Noe Negrete, Director of Public Works

**FROM:** Frank Beach, Utility Services Manager

**SUBJECT:** Water Well No. 1 Compromised By Volatile Organic Compounds (VOCs)

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**BACKGROUND**

In December of 2014, high levels of Volatile Organic Compounds (VOCs) compromised the quality of groundwater at production Water Well No. 1 which resulted in discharged well water above the Maximum Contaminant Level (MCL) for VOCs set forth by the Department of Public Health (DOPH). Subsequently, Water Well No. 1 was placed in an *'out of service'* mode of operations and re-permitted as emergency stand-by.

With the well in a non-productive capacity, the services of AKM Consulting Engineers of Irvine, California were secured to provide potential solutions for the contamination. AKM provided a conceptual design for treatment of the VOCs and a preliminary cost for treatment. The optimal conceptual design allows for redundant treatment vessels operating at current discharge rates placed on the available land currently utilized by Well No. 1. With treatment vessels and minor mechanical piping modifications a preliminary cost to reactivate Well No. 1 restoring it to its operational services, is in the range of $900,000 to $1.5 million dollars.

**CONCEPTIONAL ALTERNATIVES**

The options for treatment are as follows,

**Concept 1** will allow for the well to operate at its full designed capacity, will require major pipe modifications, and will utilize four pressure vessels in series allowing for redundant treatment vessels. The footprint of the treatment vessels can remain on the current well property with modifications made to the current well piping system. **The cost for this option without assessing the cost for the major pipe modifications is approximately $1.5 million dollars.**

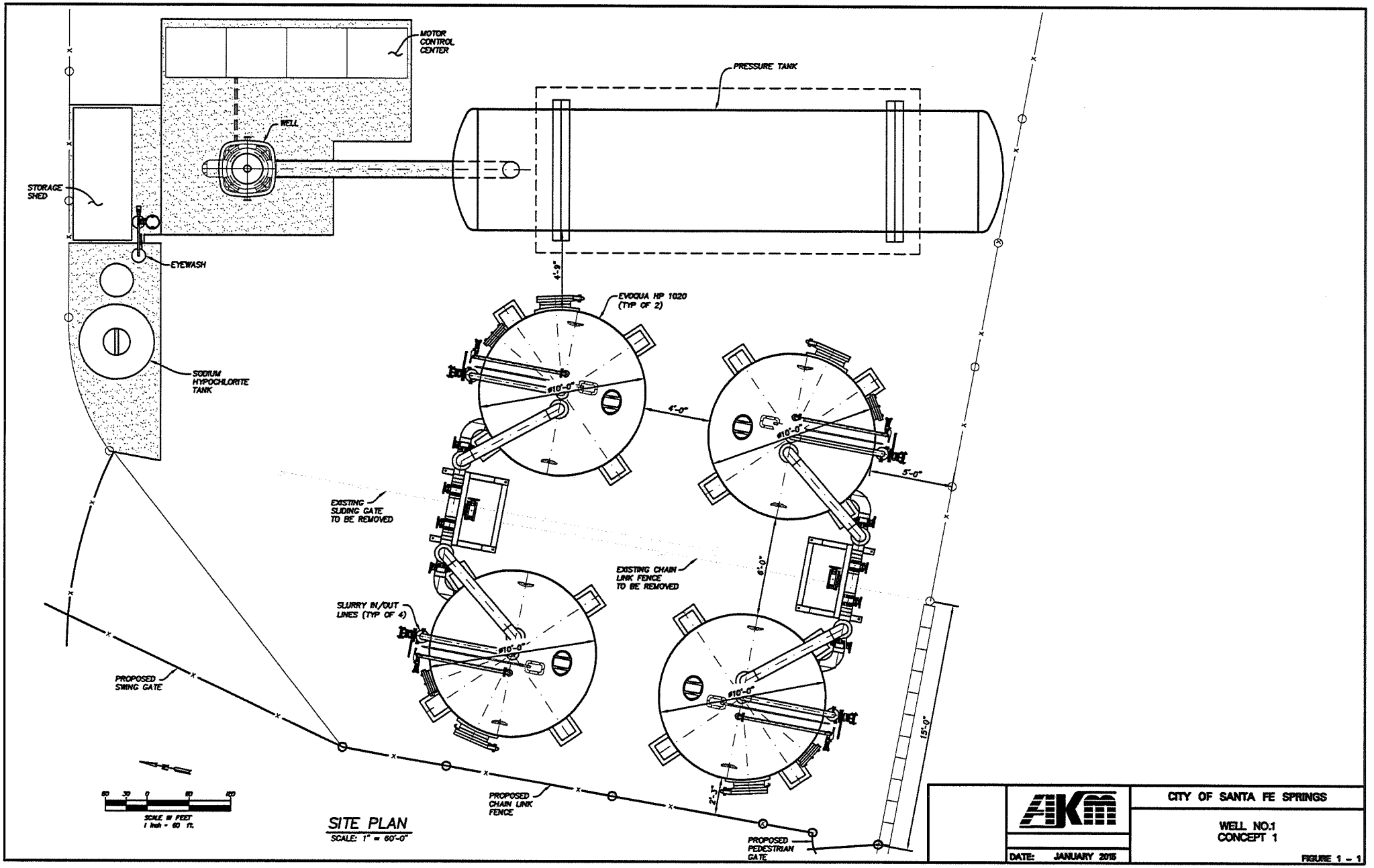
**Concept 2** requires the well to operate at a lower than designed flow, approximately 200 gallons per minute less, the basic well piping design currently on site will not have to be altered to the degree it will for Concept 1, and will only utilize two pressure vessels in parallel not allowing for redundant treatment vessels. **The cost for this option, less the minor pipe modifications is approximately $900,000.**

With the cost of imported surface water on the rise, providing treated well water at half the cost of imported surface water should be considered for Water Well No. 1. Prior to moving forward with a complete design, plans and specifications, and subsequent bid documents are necessary prior to starting construction. Water Well No. 1 must be sampled further with a full Title 22 background

to further characterize the quality of water. Along with Title 22 sampling, the well casing should be evaluated to determine the potential future life expectancy of the well casing, approximately $9,000 would determine the well casings potential life expectancy.

Richard C. Slade and Associates, LLC. (RCS) are currently under contract to provide hydrogeological services and rehabilitation consultation for Well No. 1. The total cost of the contract is a total of $51,820. To date, a total of $5,115.00 has been issued to RCS for services rendered. At this time it is uncertain if the continued services of RCS will be required. It is recommended to terminate the existing contract with RCS and the balance of un-used funds be utilized for a new water well siting study that would locate a suitable location for a new water production well within Zone No. 1. An RFP would be used to secure the services of a Consultant to provide water well siting study services.

With Council approval, staff are prepared to initiate projects at Water Well No. 1 and to look for viable sites for a new water well within Zone No. 1.




## SITE PLAN

SCALE: 1" = 60'-0"

AKM

DATE: JANUARY 2015

CITY OF SANTA FE SPRINGS

WELL NO.1
CONCEPT 1

FIGURE 1 – 1

SEE ITEM 3A

10A

## CONFERENCE AND MEETING REPORT

Mayor Pro Tem Moore's Attendance at the 2015 International Council of Shopping Centers (ICSC) Conference

RECOMMENDATION
That the City Council receive and file the report.

Mayor Pro Tem Moore attended the International Council of Shopping Centers (ICSC) Conference in Las Vegas, NV – May 17-19, 2015. The conference provided networking opportunities for shopping center developers, real estate agents, and government officials seeking development expansion.

Richard J. Moore
Mayor Pro Tem

Report Submitted By: Anita Jimenez
City Clerk

Date of Report: May 19, 2015

10B

## CONFERENCE AND MEETING REPORT

Councilmember Rounds' Attendance at the 2015 International Council of Shopping Centers (ICSC) Conference

RECOMMENDATION
That the City Council receive and file the report.

Councilmember Rounds attended the International Council of Shopping Centers (ICSC) Conference in Las Vegas, NV – May 17-19, 2015. The conference provided networking opportunities for shopping center developers, real estate agents, and government officials seeking development expansion.

William K. Rounds
Councilmember

Report Submitted By: Anita Jimenez
City Clerk

Date of Report: May 19, 2015

IDC

## CONFERENCE AND MEETING REPORT

Councilmember Trujillo's Attendance at the 2015 International Council of Shopping Centers (ICSC) Conference

RECOMMENDATION
That the City Council receive and file the report.

Councilmember Trujillo attended the International Council of Shopping Centers (ICSC) Conference in Las Vegas, NV – May 17-19, 2015. The conference provided networking opportunities for shopping center developers, real estate agents, and government officials seeking development expansion.

Juanita Trujillo
Councilmember

Report Submitted By: Anita Jimenez
City Clerk

Date of Report: May 19, 2015

10D

## ORDINANCE FOR PASSAGE

Urgency Ordinance No. 1065 – 2015 Water Conservation Regulations

RECOMMENDATION

That the City Council adopt Urgency Ordinance No. 1065 implementing the 2015 Water Conservation Regulations in order to comply with a mandate by the State of California.

## BACKGROUND

On May 5, 2015, the State Water Resources Control Board (SWRCB) adopted its Resolution No. 2015-0032, adopting an Emergency Regulation for Statewide Urban Water Conservation in response to an Executive Order issued by Governor Brown on April 1, 2015. The Executive Order directed the SWRCB to impose restrictions on urban water suppliers to achieve a statewide twenty-five percent (25%) reduction in potable urban usage through February 2016. Accordingly, the SWRCB has called upon the City of Santa Fe Springs to conserve water usage by sixteen percent (16%).

This past year, emergency regulations in California saved approximately 125 billion gallons from August 2014 to March 2015; however, statewide water use is only nine percent (9%) less than the same months in 2013. Achieving a twenty five percent (25%) statewide reduction will require greater conservation efforts across the State. In many areas, approximately fifty percent (50%) of daily water use is for lawns and outdoor landscaping. Outdoor water use is generally considered discretionary, and many irrigated landscapes will survive while receiving a decreased amount of water. Water conservation is the easiest, most efficient, and most cost effective way to quickly reduce water demand and extend supplies into the next year, providing flexibility for all California communities.

As part of the Emergency Regulation for Statewide Urban Water Conservation, the State has asked local agencies to adopt the statewide water conservation measures. Therefore, staff requests that the Council adopt Urgency Ordinance No. 1065, implementing the 2015 Water Conservation Regulations in order to comply with a mandate by the State of California.

The conservation measures within the Ordinance largely stem from the Governor's Executive Order that applies to all municipalities in the State. Staff met with the Council Water Conservation Subcommittee to devise recommendations pertaining to oversight and implementation of the conservation measures. For example, the State requires that cities limit watering of landscape to two days a week. The Subcommittee is recommending that the City be divided in half, north and south,

at Lakeland, and that properties located to north only be allowed to water on Monday and Thursdays, while properties to the south water on Tuesdays and Fridays. In addition, no water will be allowed between the hours of 8:00 am and 8:00 pm, to ensure that the water that is used is not wasted through evaporation.

Lastly, as it relates to the medians, the Subcommittee is recommending that they be watered consistent with the assigned-day restrictions listed above. It should be noted that the State mandate prohibits the use of potable water in the medians. Most of the City's medians utilize reclaimed water, which is not subject to the conservation mandates. Nonetheless, the Subcommittee felt that if the public were to see the City watering (albeit reclaimed water) on non-watering days, there might be a backlash against the City. Watering twice a week will undoubtedly have a "browning effect" on the medians, but will not kill the grass.

Once the Ordinance is adopted, the City will move forward with an aggressive public outreach campaign, utilizing a variety of outreach channels, including mailers in both English and Spanish. Staff is prepared to provide a power point presentation, if the Council so desires.

Thaddeus McCormack
City Manager

Attachments:
1. Ordinance No. 1065 – Urgency Ordinance Implementing 2015 Water Conservation Regulations
2. State Resolution No. 2015-0032 – Emergency Regulation for Statewide Urban Water Conservation (Reference Only)

Report Submitted By: Noe Negrete
Department of Public Works

Date of Report: May 21, 2015

**ORDINANCE NO. 1065**

AN URGENCY ORDINANCE OF THE CITY OF SANTA FE SPRINGS IMPLEMENTING 2015 WATER CONSERVATION REGULATIONS

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES ORDAIN AS FOLLOWS:

**Section 1.** The City Council hereby finds and declares:

(A) On May 5, 2015, the State Water Resources Control Board adopted its Resolution No. 2015-0032, adopting an Emergency Regulation for Statewide Urban Water Conservation, in response to an Executive Order issued by Governor Brown on April 1, 2015.

(B) The State Board's Regulation compels the City Council to take the actions contained in this Ordinance.

(C) It is necessary that this Ordinance take effect immediately upon its adoption, pursuant to the provisions of Section 36937 of the California Government Code, in that its adoption is for the immediate preservation of the public peace, health or safety, based on the following facts: (1) The Statewide drought constitutes a public health and safety emergency requiring immediate action, as provided in the State Board's Resolution and the Governor's Executive Order; (2) the City will not be able to comply with the State Board's Regulation without immediately implementing the actions contained in this Ordinance; and (3) the City will be at substantial financial risk by virtue of potential fines assessed by the State in the event of noncompliance with the mandates of the State Board's Regulation.

(D) The Court of Appeal's recent ruling in the Capistrano Taxpayers Association, Inc. vs. City of San Juan Capistrano case jeopardizes the City's ability to use a water rate structure with different rates dependent on the amount of consumption to obtain water conservation.

**Section 2.** The following new Chapter 54 is hereby added to the City Code:

**"CHAPTER 54: WATER CONSERVATION**

**54.01 2015 WATER CONSERVATION REGULATIONS.**

The regulations set forth in this Section shall supersede any conflicting regulations contained elsewhere in this Code or contained in any previous action taken by the City Council, and such regulations shall remain in force and effect until the City Council takes an action to modify or rescind the implementation of these water conservation regulations.

(A) To prevent the waste and unreasonable use of water and to promote water conservation, each of the following actions is prohibited, except where necessary to address an immediate health and safety need or to comply with a term or condition in a permit issued by a state or federal agency:

1. The application of potable water to outdoor landscapes in a manner that causes runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures.

2. The use of a hose that dispenses potable water to wash a motor vehicle, except where a hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use.

3. The application of potable water to driveways and sidewalks.

4. The use of potable water in a fountain or other decorative water feature, except where the water is part of a recirculating system.

5. The application of potable water to outdoor landscapes during and within 48 hours after measureable rainfall.

6. The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased.

7. The irrigation with potable water of ornamental turf on public street medians.

8. The irrigation with potable water of landscapes outside of newly constructed homes and buildings in a manner inconsistent with regulations or other requirements established by the California Building Standards Commission and the Department of Housing and Community Development.

(B) To promote water conservation, operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. The hotel or motel shall prominently display notice of this option in each guestroom using clear and easily understood language.

(C) Residential and commercial landscape areas shall be watered no more than two times per week, for no more than 10 minutes per area. Residential and commercial landscape areas shall not be watered between the hours of 8:00 a.m. and 8:00 p.m. Watering of landscape areas shall be permitted only on Mondays and Thursdays at properties located north of the centerline of Lakeland Road, and at those properties located within the triangle bounded by Florence Avenue on the north, I-5 on the west and the railroad tracks parallel to Ringwood Avenue on the east. Watering of landscape areas shall be permitted only on Tuesdays and Fridays at properties located south of the centerline of Lakeland Road.

(D) The taking of any action prohibited by this Section, or the failure to take any action required by this Section, is an infraction, punishable by a fine as set forth in Section 36900 of the California Government Code, not to exceed $500 for each day in which the violation occurs."

**Section 3.** The City Council hereby declares it would have passed this Ordinance sentence by sentence, paragraph by paragraph and section by section, and does hereby declare the provisions of this Ordinance are severable, and if for any reason any section of this Ordinance should be held invalid, such decision shall not affect the validity of the remaining parts of this Ordinance.

**Section 4.** The City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be posted in at least three (3) public places in the City, such posting to be completed not later than 5 days after passage hereof.

**Section 5.** This Ordinance shall take effect immediately upon its adoption.

**PASSED and ADOPTED** this 28th day of May, 2015, by the following roll call vote:

**AYES:** Councilmembers:

**NOES:** Councilmembers:

**ABSENT:** Councilmembers:

_____
Laurie Rios, Mayor

ATTEST:

_____
Anita Jimenez, City Clerk

# ADOPTED TEXT OF EMERGENCY REGULATION

**Article 22.5. Drought Emergency Water Conservation.**

Sec. 863. Findings of Drought Emergency.

(a) The State Water Resources Control Board finds as follows:

(1) On January 17, 2014, the Governor issued a proclamation of a state of emergency under the California Emergency Services Act based on drought conditions;

(2) On April 25, 2014, the Governor issued a proclamation of a continued state of emergency under the California Emergency Services Act based on continued drought conditions;

(3) On April 1, 2015, the Governor issued an Executive Order that, in part, directs the State Board to impose restrictions on water suppliers to achieve a statewide 25 percent reduction in potable urban usage through February, 2016; require commercial, industrial, and institutional users to implement water efficiency measures; prohibit irrigation with potable water of ornamental turf in public street medians; and prohibit irrigation with potable water outside newly constructed homes and buildings that is not delivered by drip or microspray systems;

(4) The drought conditions that formed the basis of the Governor's emergency proclamations continue to exist;

(5) The present year is critically dry and has been immediately preceded by two or more consecutive below normal, dry, or critically dry years; and

(6) The drought conditions will likely continue for the foreseeable future and additional action by both the State Water Resources Control Board and local water suppliers will likely be necessary to prevent waste and unreasonable use of water and to further promote conservation.

Authority: Section 1058.5, Water Code.
References: Cal. Const., Art., X § 2; Sections 102, 104, 105, and 275, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.

Sec. 864. End-User Requirements in Promotion of Water Conservation.

(a) To prevent the waste and unreasonable use of water and to promote water conservation, each of the following actions is prohibited, except where necessary to address an immediate health and safety need or to comply with a term or condition in a permit issued by a state or federal agency:

(1) The application of potable water to outdoor landscapes in a manner that causes runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures;

(2) The use of a hose that dispenses potable water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use;

(3) The application of potable water to driveways and sidewalks; and

(4) The use of potable water in a fountain or other decorative water feature, except where the water is part of a recirculating system;

(5) The application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall;

(6) The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased;

(7) The irrigation with potable water of ornamental turf on public street medians; and

(8) The irrigation with potable water of landscapes outside of newly constructed homes and buildings in a manner inconsistent with regulations or other requirements established by the California Building Standards Commission and the Department of Housing and Community Development.

(b) To promote water conservation, operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. The hotel or motel shall prominently display notice of this option in each guestroom using clear and easily understood language.

(c) Immediately upon this subdivision taking effect, all commercial, industrial and institutional properties that use a water supply, any portion of which is from a source other than a water supplier subject to section 865, shall either:

(1) Limit outdoor irrigation of ornamental landscapes or turf with potable water to no more than two days per week; or

(2) Reduce potable water usage supplied by sources other than a water supplier by 25 percent for the months of June 2015 through February 2016 as compared to the amount used from those sources for the same months in 2013.

(d) The taking of any action prohibited in subdivision (a) or the failure to take any action required in subdivisions (b) or (c), is an infraction, punishable by a fine of up to five hundred dollars ($500) for each day in which the violation occurs. The fine for the infraction is in addition to, and does not supersede or limit, any other remedies, civil or criminal.

Authority: Section 1058.5, Water Code.
References: Cal. Const., Art., X § 2; Sections 102, 104, 105, 275, 350, and 10617, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.

Sec. 865. Mandatory Actions by Water Suppliers.

(a) As used in this section:

(1) "Distributor of a public water supply" has the same meaning as under section 350 of the Water Code, except it does not refer to such distributors when they are functioning solely in a wholesale capacity, but does apply to distributors when they are functioning in a retail capacity.

(2) "R-GPCD" means residential gallons per capita per day.

(3) "Total potable water production" means all potable water that enters into a water supplier's distribution system, excluding water placed into storage and not withdrawn for use during the reporting period, or water exported outsider the supplier's service area.

(4) "Urban water supplier" means a supplier that meets the definition set forth in Water Code section 10617, except it does not refer to suppliers when they are functioning solely in a wholesale capacity, but does apply to suppliers when they are functioning in a retail capacity.

(b) In furtherance of the promotion of water conservation each urban water supplier shall:

(1) Provide prompt notice to a customer whenever the supplier obtains information that indicates that a leak may exist within the end-user's exclusive control.

(2) Prepare and submit to the State Water Resources Control Board by the 15th of each month a monitoring report on forms provided by the Board. The monitoring report shall include the amount of potable water the urban water supplier produced, including water provided by a wholesaler, in the preceding calendar month and shall compare that amount to the amount produced in the same calendar month in 2013. The monitoring report shall specify the population served by the urban water supplier, the percentage of water produced that is used for the residential sector, descriptive statistics on water conservation compliance and enforcement efforts, and the number of days that outdoor irrigation is allowed, and monthly commercial, industrial and institutional sector use. The monitoring report shall also estimate the gallons of water per person per day used by the residential customers it serves.

(c)(1) To prevent the waste and unreasonable use of water and to meet the requirements of the Governor's April 1, 2015 Executive Order, each urban water supplier shall reduce its total potable water production by the percentage identified as its conservation standard in this subdivision. Each urban water supplier's conservation standard considers its service area's relative per capita water usage.

(2) Each urban water supplier whose source of supply does not include groundwater or water imported from outside the hydrologic region in which the water supplier is located, and that has a minimum of four years' reserved supply available may, submit to the Executive Director for approval a request that, in lieu of the reduction that would otherwise be required under paragraphs (3) through (10), the urban water supplier shall reduce its total potable water production by 4 percent for each month as compared to the amount used in the same month in 2013. Any such request shall be accompanied by information showing that the supplier's sources of supply do not include groundwater or water imported from outside the hydrologic region and that the supplier has a minimum of four years' reserved supply available.

(3) Each urban water supplier whose average July-September 2014 R-GPCD was less than 65 shall reduce its total potable water production by 8 percent for each month as compared to the amount used in the same month in 2013.

(4) Each urban water supplier whose average July-September 2014 R-GPCD was 65 or more but less than 80 shall reduce its total potable water production by 12 percent for each month as compared to the amount used in the same month in 2013.

(5) Each urban water supplier whose average July-September 2014 R-GPCD was 80 or more but less than 95 shall reduce its total potable water production by 16 percent for each month as compared to the amount used in the same month in 2013.

(6) Each urban water supplier whose average July-September 2014 R-GPCD was 95 or more but less than 110 shall reduce its total potable water production by 20 percent for each month as compared to the amount used in the same month in 2013.

(7) Each urban water supplier whose average July-September 2014 R-GPCD was 110 or more but less than 130 shall reduce its total potable water production by 24 percent for each month as compared to the amount used in the same month in 2013.

(8) Each urban water supplier whose average July-September 2014 R-GPCD was 130 or more but less than 170 shall reduce its total potable water production by 28 percent for each month as compared to the amount used in the same month in 2013.

(9) Each urban water supplier whose average July-September 2014 R-GPCD was 170 or more but less than 215 shall reduce its total potable water production by 32 percent for each month as compared to the amount used in the same month in 2013.

(10) Each urban water supplier whose average July-September 2014 R-GPCD was 215 or more shall reduce its total potable water production by 36 percent for each month as compared to the amount used in the same month in 2013.

(d)(1) Beginning June 1, 2015, each urban water supplier shall comply with the conservation standard specified in subdivision (c).

(2) Compliance with the requirements of this subdivision shall be measured monthly and assessed on a cumulative basis.

(e)(1) Each urban water supplier that provides potable water for commercial agricultural use meeting the definition of Government Code section 51201, subdivision (b), may subtract the amount of water provided for commercial agricultural use from its potable water production total, provided that any urban water supplier that subtracts any water provided for commercial agricultural use from its total potable water production shall:

(A) Impose reductions determined locally appropriate by the urban water supplier, after considering the applicable urban water supplier conservation standard specified in subdivision (c), for commercial agricultural users meeting the definition of Government Code section 51201, subdivision (b) served by the supplier;

(B) Report its total potable water production pursuant to subdivision (b)(2) of this section, the total amount of water supplied for commercial agricultural use, and shall identify the reduction imposed on its commercial agricultural users and each recipient of potable water for commercial agricultural use;

(C) Certify that the agricultural uses it serves meet the definition of Government Code section 51201, subdivision (b); and

(D) Comply with the Agricultural Water Management Plan requirement of paragraph 12 of the April 1, 2015 Executive Order for all commercial agricultural water served by the supplier that is subtracted from its total potable water production.

(2) Submitting any information pursuant to subdivision (e)(1)(B) or (C) of this section that is found to be materially false by the board is a violation of this regulation, punishable by civil liability of up to five hundred dollars ($500) for each day in which the violation occurs. Every day that the error goes uncorrected constitutes a separate violation. Civil liability for the violation is in addition to, and does not supersede or limit, any other remedies, civil or criminal.

(f)(1) To prevent waste and unreasonable use of water and to promote water conservation, each distributor of a public water supply that is not an urban water supplier shall take one or more of the following actions:

(A) Limit outdoor irrigation of ornamental landscapes or turf with potable water by the persons it serves to no more than two days per week; or

(B) Reduce by 25 percent reduction its total potable water production relative to the amount produced in 2013.

(2) Each distributor of a public water supply that is not an urban water supplier shall submit a report by December 15, 2015, on a form provided by the Board, that either confirms compliance with subdivision (f)(1)(A) or identifies total potable water production, by month, from June through November, 2015, and total potable water production, by month, for June through November 2013.

Authority: Section 1058.5, Water Code.
References: Cal. Const., Art., X § 2; Sections 102, 104, 105, 275, 350, 1846, 10617 and 10632, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.

Sec. 866. Additional Conservation Tools.

(a)(1) To prevent the waste and unreasonable use of water and to promote conservation, when a water supplier does not meet its conservation standard required by section 865 the Executive Director, or the Executive Director's designee, may issue conservation orders requiring additional actions by the supplier to come into compliance with its conservation standard.

(2) A decision or order issued under this article by the board or an officer or employee of the board is subject to reconsideration under article 2 (commencing with section 1122) of chapter 4 of part 1 of division 2 of the California Water Code.

(b) The Executive Director, or his designee, may issue an informational order requiring water suppliers, or commercial, industrial or institutional properties that receive any portion of their supply from a source other than a water supplier subject to section 865, to submit additional information relating to water production, water use or water conservation. The failure to provide the information requested within 30 days or any additional time extension granted is a violation subject to civil liability of up to $500 per day for each day the violation continues pursuant to Water Code section 1846.

Authority: Section 1058.5, Water Code.
References: Cal. Const., Art., X § 2; Sections 100, 102, 104, 105, 174, 186, 187, 275, 350, 1051, 1122, 1123, 1825, 1846, 10617 and 10632, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.

## NEW BUSINESS

Resolution No. 9468 – Establishing the Civil Fine Amount for Administrative Citations Issued for Illegal Activities Related to Fireworks

RECOMMENDATION
That the City Council adopt Resolution No. 9468, which would establish the civil fine amount of $1,000.00 for Administrative Citations issued for illegal activities related to fireworks.

## BACKGROUND

The City's municipal code provides that fireworks are permitted to be discharged in the City from June 30 at 12:01 P.M. through 12:00 A.M. on July 5, each year, provided that the fireworks used are labeled "safe and sane" (safe and sane fireworks are generally defined as fireworks that do not fly or explode and bear the 'safe and sane' classification label of the California State Fire Marshal).

Within the last few years, the City has experienced an increase of illegal fireworks being discharged. The current citation fine amounts have not discouraged the discharge of illegal fireworks, thus endangering the public's safety and tranquility.

In an effort to prevent injuries, fires, and damage to property, Staff is recommending an increase in the fine amount for administrative citations issued for activities related to illegal fireworks to $1,000.00 for each violation/occurrence. Illegal firework activities include discharge, possession, selling, and storing.

Staff believes that the increase in the fine amount imposed by an administrative citation will discourage further illegal firework activities, and recommends implementation of the new fine amount.

Thaddeus McCormack
City Manager

Attachments:
Resolution No. 9468

Report Submitted By: L. Collazo
Department of Police Services

Date of Report: May 19, 2015

# RESOLUTION NO. 9468

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS ESTABLISHING THE CIVIL FINE AMOUNT FOR ADMISTRATIVE CITATIONS ISSUED FOR ILLEGAL ACTIVITIES RELATED TO FIREWORKS

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS HEREBY RESOLVES AS FOLLOWS:

SECTION 1: Pursuant to section 11.06(A) of the City Code, the City Council hereby establishes that the amount of the civil fine imposed by an administrative citation issued for any violation of either section 93.27 or 93.28 of the City Code shall be $1,000.00 for each such violation.

SECTION 2: If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Resolution. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 3: The City Clerk shall certify to the adoption of this Resolution.

PASSED AND ADOPTED THIS 28th day of May, 2015.

_____
Laurie M. Rios, MAYOR

ATTEST:

_____
Anita Jimenez, CITY CLERK

## NEW BUSINESS

Shuttle Bus Service Agreement – Whittier Union High School District

RECOMMENDATIONS

That the City Council take the following actions:

1. Approve Amendment No. 1 to Agreement No. 07-4969 between Caltrans and the City that provides funding for Shuttle Bus Service to Santa Fe High School during reconstruction of the Florence Avenue Bridge over the Interstate 5 Freeway;

2. Approve an Agreement with Whittier Union High School District to provide Shuttle Bus Service to Santa Fe High School during the period of the reconstruction of the Florence Avenue Bridge over the Interstate 5 Freeway;

3. Authorize the Mayor to execute Amendment No. 1 to Agreement No. 07-4964; and

4. Authorize the Mayor to execute Shuttle Bus Service Agreement with Whittier Union High School District.

**BACKGROUND**

The City and the California Department of Transportation (Caltrans) entered into Agreement No. 07-4964 (attached) whereby Caltrans will provide funding to the City to assist with the implementation of a Traffic Management Plan during construction of Interstate 5 improvements between the Orange County line and the vicinity of the Interstate 605 Interchange.

As part of the Interstate 5 improvements project, the Florence Avenue Bridge will be reconstructed. Florence Avenue leading up to the bridge will be reduced to one lane in each direction for approximately 18 months and will significantly impact access to Santa Fe High School during the school year.

Under Amendment No. 1 to Agreement No. 0704964, Caltrans is providing funding to the City to contract for Shuttle Bus Service to Santa Fe High School during the period of the reconstruction of the Florence Avenue Bridge which is anticipated to occur approximately between April 2016 and September 2017. Amendment No. 1 provides for reimbursing the City an amount not to exceed $250,000.00 for actual costs incurred for Shuttle Bus Service to Santa Fe High School.

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 20, 2015

Under the proposed Shuttle Bus Service Agreement with the Whittier Union High School District (District), the shuttle bus services will be performed on behalf of the District by the Pupil Transportation Cooperative (PTC), a Joint Powers Authority of which the District is a member.

The District will establish bus routes, bus stops, and bus schedules for the temporary Shuttle Bus Service. The District will develop and implement communication and outreach materials for students and parents living within the proposed service area for temporary Shuttle Bus service.

The City will reimburse the District for Shuttle Bus services up to $250,000.00 of actual costs incurred during the term of the Agreement.

**FISCAL IMPACT**

Under Amendment No. 1 to Agreement No. 07-4964, Caltrans is providing up to $250,000.00 in funding for the Shuttle Bus Services Agreement with the District.

**INFRASTRUCTURE IMPACT**

The Interstate 5 Improvement projects, including reconstruction of the Florence Avenue Bridge will improve traffic circulation within the City. The Shuttle Bus Agreement with the District will ensure the safety of students attending Santa Fe High School during the period of bridge reconstruction.

Thaddeus McCormack
City Manager

Attachments:

1. Amendment No. 1 to Caltrans Agreement No. 07-4964
2. Bus Shuttle Service Agreement
3. Caltrans Agreement No.07-4964 (Reference Only)

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 20, 2015

07-LA-5 PM 0.0/7.6
Traffic Management Plan on I-5
between Orange County Line (OCL) and I-605
07-2159C1, 215911, 215921,
215931 & 215951
District Agreement No. 07-4964 A-1

# AMENDMENT NO. 1 TO AGREEMENT NO. 07-4964

THIS AMENDMENT No. 1 (AMENDMENT), entered into and effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

**CITY OF SANTA FE SPRINGS**, a body politic or municipal corporation of the State of California, referred to as **CITY**.

## RECITALS

1. CALTRANS and CITY, collectively referred to as PARTIES, entered into Agreement No. 07-4964, (AGREEMENT) on July 3, 2013, defining the terms and conditions of CALTRANS authorization of CITY to assist in the implementation of Traffic Management Plan (TMP) during construction of CALTRANS PROJECT that includes High Occupancy Vehicle (HOV) and Mixed Flow Lanes and Soundwalls within the median area of Interstate 5 between the Orange County Line (OCL) and the vicinity of the Interstate 5/Interstate 605 Interchange, referred to as SERVICE.

2. It has been determined that during the reconstruction of the Florence Bridge, the streets leading up to the bridge will be reduced to one lane in each direction for approximately 18 months and is needing additional funding to provide a total of three (3) buses at a rate of $35,000 per bus for two (2) 'School Years' to the Santa Fe Springs High School in an amount not to exceed $250,000, referred to as SHUTTLE SERVICE. 'School Year' starts in the middle of August and ends in the first week of June of the following calendar year. The one lane configuration is anticipated to occur approximately between November 2015 and May 2017.

3. The SHUTTLE SERVICE will be implemented during the 'School Years' and shall be prorated for late start or early/late finish dates.

4. The purpose of this Amendment No. 1 is to update AGREEMENT to reflect changes in funding.

**IT IS THEREFORE MUTUALLY AGREED:**

1. Article 1 of Section I is replaced in its entirety to read as follows:

   "To reimburse CITY within thirty (30) days of each quarterly billing an additional amount, not to exceed $250,000 from funds shown on Exhibit A-1, attached hereto and made a part of this AGREEMENT, to cover the actual direct costs for SHUTTLE SERVICE on a prorated basis by CITY forces on PROJECT. The total cost for SERVICE and SHUTTLE SERVICE is an amount not to exceed $350,000."

2. Article 2 of Section III is replaced in its entirety to read as follows:

   "CALTRANS shall reimburse CITY for actual direct costs incurred on a quarterly basis in the performance of SERVICE and SHUTTLE SERVICE. The total amount payable by CALTRANS to CITY under this AGREEMENT shall not exceed $350,000 from funds shown on Exhibit A-1."

3. A revised Exhibit A-1 is attached to and made a part of the AGREEMENT. Any reference to the Exhibit A in the AGREEMENT is deemed to refer to the revised Exhibit A-1 attached herein.

4. Except as amended herein, all other terms and conditions of the AGREEMENT shall remain in full force and effect.

5. This Amendment No. 1 is deemed to be included and made part of the AGREEMENT.

## SIGNATURES

PARTIES declare that:

1. Each party is an authorized legal entity under California state law.
2. Each party has the authority to enter into this agreement.
3. The individual signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
Department of Transportation

By: _____
Carrie L. Bowen
District 07 Director

Approved as to form and procedure:

By: _____
Attorney
Department of Transportation

Certified as to funds:

By: _____
Paul Kwong
District Budget Manager

Certified as to financial terms and conditions:

By: _____
Accounting Administrator

CITY OF SANTA FE SPRINGS

By: _____
Mayor

Attest: _____
City Clerk

Approved as to form:

By: _____
City Attorney

# EXHIBIT A-1
# FUNDING INFORMATION

| Fund Type | Fund Source | Construction Capital ($) | Total ($) |
|---|---|---|---|
| Local Funds | Prop C | 30,000 (2) | 30,000 |
| Local Funds | Prop C | 300,000 (4) | 300,000 |
| STIP/RIP | State | 10,000 (5) | 10,000 |
| Bond-CMIA | State | 2,500 (1) | 2,500 |
| Bond-CMIA | State | 7,500 (3) | 7,500 |
| | | | |
| **Total** | | 350,000 | 350,000 |

**Note:**

(1) EA# 07-21591
(2) EA# 07-21592
(3) EA# 07-21593
(4) EA# 07-21595
(5) EA# 07-2159C

**THE CITY OF CITY OF SANTA FE SPRINGS**
**SHUTTLE BUS SERVICE AGREEMENT**

THIS AGREEMENT is entered into this **28th** day of **MAY, 2015,** by and between the CITY OF CITY OF SANTA FE SPRINGS, a municipal corporation (the "CITY"), and WHITTIER UNION HIGH SCHOOL DISTRICT (the "DISTRICT").

## RECITALS

WHEREAS, the CITY and California Department of Transportation (CALTRANS) have entered into an Agreement whereby the CITY will assist in the implementation of Traffic Management Plan during construction of Interstate 5 improvements between the Orange County line and the vicinity of the Interstate 605 Interchange.

WHEREAS, during reconstruction of the Florence Avenue Bridge, Florence Avenue leading up to the bridge will be reduced to one lane in each direction for approximately 18 months and will significantly impact access to Santa Fe High School during the school year.

WHEREAS, CALTRANS is providing funding to the CITY to contract for Shuttle Bus Service to Santa Fe High School during the period of the reconstruction of the Florence Avenue Bridge which is anticipated to occur approximately between April 2016 and September 2017.

WHEREAS, the CITY desires to enter into an Agreement with DISTRICT to provide Shuttle Bus Service to Santa Fe High School during the period of the reconstruction of the Florence Avenue Bridge and one lane configuration.

NOW, THEREFORE, THE PARTIES HERETO DO MUTUALLY AGREE AS FOLLOWS:

1. **ENGAGEMENT OF DISTRICT.**
The CITY hereby agrees to engage the DISTRICT and the DISTRICT hereby agrees to perform the services hereinafter set forth in accordance with all terms and conditions contained herein.

The DISTRICT represents that all shuttle bus services required hereunder will be performed on behalf of the DISTRICT by the Pupil Transportation Cooperative (PTC), a Joint Powers Authority of which the DISTRICT is a member. Use of the term DISTRICT herein shall also mean PTC where applicable.

2. **SCOPE OF SERVICES.**
(a) The DISTRICT will provide temporary Shuttle Bus Service to Santa Fe High School for students impacted by reconstruction of the Florence Avenue Bridge project.

(b) The DISTRICT will establish bus routes, bus stops, and bus schedules for the temporary Bus Shuttle Service.

(c) The DISTRICT will develop and implement communication and outreach materials for students and parents living within the proposed service area for temporary bus shuttle service.

3. **COMPENSATION AND PAYMENT.**
The compensation for the DISTRICT shall be based on monthly billings covering actual bus service provided. Billings shall include the cost for each bus on a daily basis, the number of buses deployed, and the number of bus service days during the month.

The cost for bus shuttle service shall not exceed a base amount of $250,000.00 during the term of the Agreement.

Monthly invoices will be processed for payment and remitted within thirty (30) days from receipt of invoice, provided that work is accomplished consistent with the Scope of Services as determined by the CITY.

The DISTRICT shall maintain all books, documents, papers, employee time sheets, accounting records, and other evidence pertaining to costs incurred and shall make such materials available at its office at all reasonable times during the term of this Agreement and for three (3) years from the date of final payment under this Agreement, for inspection by the CITY and for furnishing of copies to the CITY, if requested.

4. **LENGTH OF AGREEMENT.**
The term of this Agreement shall conclude once the Florence Avenue Bridge has a minimum of two lanes in each direction under the terms and conditions of this Agreement.

5. **INDEPENDENT CONTRACTOR.**
Both parties hereto in the performance of this Agreement will be acting in an independent capacity and not as agents, employees, partners or joint venturers with one another. Neither the DISTRICT nor the DISTRICT's employees are employees of the CITY and are not entitled to any of the rights, benefits, or privileges of the CITY's employees, including but not limited to retirement, medical, unemployment, or workers' compensation insurance.

This Agreement contemplates the services of the DISTRICT and the DISTRICT's employees, and it is recognized by the parties that a substantial inducement to the CITY for entering into this Agreement was, and is, the professional reputation and competence of the DISTRICT and its employees. Neither this Agreement nor any interest herein may be assigned by the DISTRICT without the prior written consent of the CITY. Nothing herein contained is intended to prevent the DISTRICT from

employing or hiring as many employees, or subcontractors, as the DISTRICT may deem necessary for the proper and efficient performance of this Agreement. All agreements by DISTRICT with its subcontractor(s) shall require the subcontractor to adhere to the applicable terms of this Agreement.

6. **CONTROL.**
Neither the CITY nor its officers, agents or employees shall have any control over the conduct of the DISTRICT or any of the DISTRICT's employees except as herein set forth, and the DISTRICT expressly agrees not to represent that the DISTRICT or the DISTRICT's agents, servants, or employees are in any manner agents, servants or employees of the CITY, it being understood that the DISTRICT, its agents, servants, and employees are as to the CITY wholly independent contractors and that the DISTRICT's obligations to the CITY are solely such as are prescribed by this Agreement.

7. **COMPLIANCE WITH APPLICABLE LAW.**
The DISTRICT, in the performance of the services to be provided herein, shall comply with all applicable State and Federal statutes and regulations, and all applicable ordinances, rules and regulations of the City of Santa Fe Springs, whether now in force or subsequently enacted.

8. **LICENSES, PERMITS, ETC.**
The DISTRICT represents and covenants that it has all licenses, permits, qualifications, and approvals of whatever nature that are legally required to provide the services under the terms of this Agreement. The DISTRICT represents and covenants that the DISTRICT shall, at its sole cost and expense, keep in effect at all times during the term of this Agreement, any license, permit, or approval which is legally required for the DISTRICT to provide the services under the terms of this Agreement.

9. **NON-DISCRIMINATION PROVISIONS.**
The DISTRICT shall not discriminate against any employee or applicant for employment because of age, race, color, ancestry, religion, sex, sexual orientation, marital status, national origin, physical handicap, or medical condition. The DISTRICT will take positive action to insure that applicants are employed without regard to their age, race, color, ancestry, religion, sex, sexual orientation, marital status, national origin, physical handicap, or medical condition. Such action shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprentice-ship. The DISTRICT agrees to post in conspicuous places available to employees and applicants for employment any notices provided by the CITY setting forth the provisions of this non-discrimination clause.

10. **CONFIDENTIAL INFORMATION.**
The CITY may from time to time communicate to the DISTRICT certain confidential information to enable the DISTRICT to effectively perform the services to be provided herein. The DISTRICT shall treat all such information as confidential and shall not disclose any part thereof without the prior written consent of the CITY. The DISTRICT shall limit the use and circulation of such information, even within its own organization, to the extent necessary to perform the services to be provided herein. The foregoing obligation of this Section 12, however, shall not apply to any part of the information that (i) has been disclosed in publicly available sources of information; (ii) is, through no fault of the DISTRICT, hereafter disclosed in publicly available sources of information; (iii) is already in the possession of the DISTRICT without any obligation of confidentiality; or (iv) has been or is hereafter rightfully disclosed to the DISTRICT by a third party, but only to the extent that the use or disclosure thereof has been or is rightfully authorized by that third party.

The DISTRICT shall not disclose any reports, recommendations, conclusions or other results of the services or the existence of the subject matter of this Agreement without the prior written consent of the CITY. In its performance hereunder, the DISTRICT shall comply with all legal obligations it may now or hereafter have respecting the information or other property of any other person, firm or corporation.

DISTRICT shall be liable to CITY for any damages caused by breach of this condition, pursuant to the provisions of Section 13.

11. **INDEMNIFICATION AND HOLD HARMLESS.**
The DISTRICT agrees to defend, indemnify, and hold harmless the City of Santa Fe Springs, its officers and employees, against and from any and all liability, loss, damages to property, injuries to, or death of any person or persons, and all claims, demands, suits, actions, proceedings, reasonable attorneys' fees, and defense costs, of any kind or nature, including workers' compensation claims, of or by anyone whomsoever, resulting from or arising out of the DISTRICT's negligent performance of this Agreement.

12. **WORKERS' COMPENSATION.**
The DISTRICT shall comply with all of the provisions of the Workers' Compensation Insurance and Safety Acts of the State of California, the applicable provisions of Division 4 and 5 of the California Government Code and all amendments thereto; and all similar state or Federal acts or laws applicable; and shall indemnify, and hold harmless the CITY and its officers, and employees from and against all claims, demands, payments, suits, actions, proceedings and judgments of every nature and description, including reasonable attorney's fees and defense costs presented, brought or recovered against the CITY or its officers, employees, or volunteers, for or on account of any liability under any of said acts which may be incurred by reason of any work to be performed by the DISTRICT under this Agreement.

13. **INSURANCE.**

The CONTRACTOR, at its sole cost and expense, shall purchase and maintain, and shall require its subcontractors, when applicable, to purchase and maintain insurance throughout the term of this agreement, the following insurance policies:

A. Automobile insurance covering all bodily injury and property damage incurred during the performance of this Agreement, with a minimum coverage of $1,000,000 combined single limit per accident. Such automobile insurance shall include all vehicles used, whether or not owned by DISTRICT.

B. Comprehensive general liability insurance, with minimum limits of $1,000,000 combined single limit per occurrence, covering all bodily injury and property damage arising out of its operation under this Agreement.

The aforesaid policies shall constitute primary insurance as to the CITY, its officers, employees, and volunteers, so that any other policies held by the CITY shall not contribute to any loss under said insurance. Said policies shall provide for thirty (30) days prior written notice to the CITY of cancellation or material change.

Said policies, except for the professional liability and worker's compensation policies, shall name the CITY and its officers, agents and employees as additional insureds.

If required insurance coverage is provided on a "claims made" rather than "occurrence" form, the DISTRICT shall maintain such insurance coverage for three years after expiration of the term (and any extensions) of this Agreement.

Any aggregate insurance limits must apply solely to this Agreement.

Insurance shall be written with only California admitted companies which hold a current policy holder's alphabetic and financial size category rating of not less than A++ according to the current Best's Key Rating Guide, or a company equal in financial stability that is approved by the City's Risk Manager.

This Agreement shall not take effect until certificate(s) or other sufficient proof that these insurance provisions have been complied with, are filed with and approved by the CITY's Risk Manager. If the DISTRICT does not keep all of such insurance policies in full force and effect at all times during the terms of this Agreement, the CITY may elect to treat the failure to maintain the requisite insurance as a breach of this Agreement and terminate the Agreement as provided herein.

14. **LEGAL FEES.**

If any party brings a suit or action against the other party arising from any breach of any of the covenants or agreements or any inaccuracies in any of the representations and warranties on the part of the other party arising out of this Agreement, then in that event, the prevailing party in such action or dispute, whether by final judgment or out-of-court settlement, shall be entitled to have and recover of and from the other party all costs and expenses of suit, including attorneys' fees.

For purposes of determining who is to be considered the prevailing party, it is stipulated that attorney's fees incurred in the prosecution or defense of the action or suit shall not be considered in determining the amount of the judgment or award. Attorney's fees to the prevailing party if other than the CITY shall, in addition, be limited to the amount of attorney's fees incurred by the CITY in its prosecution or defense of the action, irrespective of the actual amount of attorney's fees incurred by the prevailing party.

15. **MEDIATION/ARBITRATION.**

If a dispute arises out of or relates to this Agreement, or the breach thereof, the parties agree first to try, in good faith, to settle the dispute by mediation in Santa Fe Springs, California, in accordance with the Commercial Mediation Rules of the American Arbitration Association (the "AAA") before resorting to arbitration. The costs of mediation shall be borne equally by the parties. Any controversy or claim arising out of, or relating to, this Agreement, or breach thereof, which is not resolved by mediation shall be settled by arbitration in Santa Fe Springs, California, in accordance with the Commercial Arbitration Rules of the AAA then existing. Any award rendered shall be final and conclusive upon the parties, and a judgment thereon may be entered in any court having jurisdiction over the subject matter of the controversy. The expenses of the arbitration shall be borne equally by the parties to the arbitration, provided that each party shall pay for and bear the costs of its own experts, evidence and attorneys' fees, except that the arbitrator may assess such expenses or any part thereof against a specified party as part of the arbitration award.

16. **TERMINATION.**

A. This Agreement may also be terminated immediately by the CITY for cause in the event of a material breach of this Agreement, misrepresentation by the DISTRICT in connection with the formation of this Agreement or the performance of services, or the failure to perform services as directed by the CITY.

B. Termination with or without cause shall be effected by delivery of written Notice of Termination to the DISTRICT as provided for herein.

D. In the event of termination, DISTRICT shall be entitled to receive just and equitable compensation for any services satisfactorily completed up to the effective

date of the Notice of Termination, not to exceed the amounts payable hereunder, and less any damages caused the CITY by the DISTRICT's breach, if any.

17. **NOTICES.**
All notices or other communications required or permitted hereunder shall be in writing, and shall be personally delivered; or sent by overnight mail (Federal Express or the like); or sent by registered or certified mail, postage prepaid, return receipt requested; or sent by ordinary mail, postage prepaid; or telegraphed or cabled; or delivered or sent by telex, telecopy, facsimile or fax; and shall be deemed received upon the earlier of (i) if personally delivered, the date of delivery to the address of the person to receive such notice, (ii) if sent by overnight mail, the business day following its deposit in such overnight mail facility, (iii) if mailed by registered, certified or ordinary mail, five (5) days (ten (10) days if the address is outside the State of California) after the date of deposit in a post office, mailbox, mail chute, or other like facility regularly maintained by the United States Postal Service, (iv) if given by telegraph or cable, when delivered to the telegraph company with charges prepaid, or (v) if given by telex, telecopy, facsimile or fax, when sent. Any notice, request, demand, direction or other communication delivered or sent as specified above shall be directed to the following persons:

To the CITY:
Noe Negrete, Director of Public Works
City of Santa Fe Springs
11710 Telegraph Road
City of Santa Fe Springs, CA 90670-3679

To the DISTRICT:
Martin J. Plourde
Assistant Superintendent-Business Services
Whittier Union High School District
9401 S Painter Ave
Whittier, CA 90605

Notice of change of address shall be given by written notice in the manner specified in this Section. Rejection or other refusal to accept or the inability to deliver because of changed address of which no notice was given shall be deemed to constitute receipt of the notice, demand, request or communication sent. Any notice, request, demand, direction or other communication sent by cable, telex, telecopy, facsimile or fax must be confirmed within forty-eight (48) hours by letter mailed or delivered as specified in this Section.

18. **CONFLICT OF INTEREST AND POLITICAL REFORM ACT OBLIGATIONS.**
During the term of this Agreement, the DISTRICT shall not perform services of any kind for any person or entity whose interest conflict in any way with those of the City of Santa Fe Springs. The DISTRICT shall at all times comply with the terms of the Political Reform Act and the City of Santa Fe Springs Conflict of Interest Code. The DISTRICT shall immediately disqualify itself and shall not use its official position to influence in any way any matter coming before the CITY in which the

DISTRICT has a financial interest as defined in Government Code Section 87103. The DISTRICT represents that it has no knowledge of any financial interests that would require it to disqualify itself from any matter on which it might perform services for the CITY.

The DISTRICT shall be strictly liable to the CITY for all damages, costs or expenses the CITY may suffer by virtue of any violation of this Paragraph 20 by the DISTRICT.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date and year first above written.

CITY OF SANTA FE SPRINGS

Laurie M. Rios, Mayor

ATTEST:

Anita Jimenez, City Clerk

APPROVED AS TO FORM:

Steven Skolnik
City Attorney

WHITTIER UNION HIGH SCHOOL DISTRICT

Name

Title

07-LA-5 PM 0.0/7.6
Traffic Management Plan on I-5 between Orange County Line (OCL) and I-605
07-2159C1, 215911, 215921, 215931 & 215951

**District Agreement No. 07-4964**

**CONTRIBUTION AGREEMENT**

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON July 3, 2013, is between the STATE OF CALIFORNIA, acting by and through its DEPARTMENT OF TRANSPORTATION, referred to herein as "STATE", and the

CITY OF SANTA FE SPRINGS, a body politic and municipal corporation of the State of California, referred to herein as "CITY".

## RECITALS

1. STATE and CITY, pursuant to Streets and Highways Code section 114, are authorized to enter into a Cooperative Agreement for improvements to State Highway System (SHS) within the City of Santa Fe Springs.

2. STATE desires to add High Occupancy Vehicle (HOV) and Mixed Flow Lanes and Soundwalls within the median area of Interstate 5 between the Orange County Line (OCL) and the vicinity of the Interstate 5/Interstate 605 Interchange, referred to herein as "PROJECT".

3. STATE will begin PROJECT work involving Traffic Management Plan (TMP) on November 15, 2012 and anticipates completing that work on December 30, 2016. STATE is prepared to authorize CITY to assist STATE in the implementation of TMP for PROJECT, referred to herein as 'SERVICE".

4. CITY desires to implement SERVICE, during the term of the PROJECT construction contract in order to bring about the earliest possible construction and to minimize traffic impacts on both the PROJECT area and the CITY streets.

5. The parties hereto mutually desire to cooperate in the implementation of the SERVICE to assist the PROJECT construction and intend to specify herein the terms and conditions under which that SERVICE is to be implemented and financed.

## SECTION I

**STATE AGREES:**

1. To reimburse CITY within thirty (30) days after receipt of each quarterly billing an amount, not to exceed $ 100,000 from funds shown on Exhibit A, attached hereto and made a part of this Agreement, to cover the actual direct costs for SERVICE of staff work by CITY forces on PROJECT.

2. To furnish CITY one (1) copy of the PROJECT plans, and special provisions; and an electronic copy of STATE's standard specifications, standard plans, and Manual of Uniform Traffic Control Devices.

## SECTION II

**CITY AGREES:**

1. To develop at CITY expense, a written SERVICE plan outlining the extent of required CITY SERVICE. Said plan must be pre-approved by STATE before any reimbursable SERVICES may commence.

2. When requested, to provide qualified CITY staff to assist the STATE Resident Engineer in the implementation of the PROJECT construction contract in accordance with STATE's regulations, policies, procedures, manuals, standard plans and specifications, and other standards including compliance with Federal Highway Administration (FHWA) requirements. Said SERVICE is to be subject to ongoing review and approval by STATE

and FHWA and may be terminated or restricted solely at STATE's option. Assistance will include, but not limited to, re-setting traffic signals at street intersections where traffic will be detoured from the PROJECT, during extended weekend freeway closures, and any written STATE pre-approved implementation of corrective measures necessary to assure that the SERVICE within the CITY jurisdiction is being performed in accordance with STATE's PROJECT plans and specifications.

3. To designate a representative through whom all communications with STATE, relative to this Agreement, shall be channeled.

4. To submit signed itemized invoices quarterly, with specific details of staff direct costs incurred during the period of the invoice. Invoices will meet format and content requirements specified by STATE. Each invoice shall be submitted to the STATE Resident Engineer for approval and forwarding to the appropriate Accounting Office for payment.

5. To submit a final report of expenditures in the same format as the aforementioned invoice detail no later than thirty (30) days after SERVICES are deemed complete or after completion and acceptance of the PROJECT construction contract, whichever is earlier in time.

6. To retain all books, documents, papers, accounting records, and other evidence pertaining to CITY costs incurred, and make such materials available at the respective offices of CITY at all reasonable times during the contract period and for three years from the date of the final payment under this Agreement. STATE, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CITY that are pertinent to this Agreement for audits, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

## SECTION III

**IT IS MUTUALLY AGREED:**

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority and the allocation of funds by the California Transportation Commission.

2. STATE shall reimburse CITY for actual direct costs incurred on a quarterly basis in the performance of SERVICE. The total amount payable by STATE to CITY under this Agreement shall not exceed $ 100,000 from funds shown on Exhibit A.

3. Actual direct costs reimbursed shall be in conformance with procedures set forth in the cost Principles and Procedures, Chapter 1, Part 31, CFR 48. CITY also agrees to comply with Federal procedures in accordance with CFR 49, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

4. CITY will furnish motor vehicles and related liability insurance necessary for their staff performing SERVICE work.

5. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description

brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under this Agreement.

6. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE and/or its agents under or in connection with any work, authority or jurisdiction conferred upon STATE under this Agreement. It is understood and agreed that STATE, to the extent permitted by law, will defend, indemnify and save harmless CITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE and/or its agents under this Agreement.

7. No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

8. STATE reserves the right to terminate this Agreement immediately upon delivery of written notice to CITY. CITY will be paid for acceptable work accomplished and delivered in accordance with the terms of this Agreement up to the time of termination. All documents prepared by CITY up to that termination date shall become property of STATE.

9. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by STATE, or on December 30, 2018, whichever is earlier in time, unless all parties agree to extend the termination date of this Agreement.

STATE OF CALIFORNIA
Department of Transportation

MALCOLM DOUGHERTY
Director

By: _____
MICHAEL MILES
District 07 Director

Approved as to form and procedure:

By: _____
Attorney
Department of Transportation

Certified as to funds:

By: _____
PAUL KWONG
District Budget Manager

Certified as to financial terms and conditions:

By: _____
Accounting Administrator

CITY OF SANTA FE SPRINGS

By: _____
RICHARD J. MOORE
Mayor

Attest: _____
City Clerk

Approved as to form:

By: _____
City Attorney

# EXHIBIT A
# FUNDING INFORMATION

| Fund Type | Fund Source | Construction Capital ($) | Total ($) |
|---|---|---|---|
| Local Funds | Prop C | 30,000 (2) | 30,000 |
| Local Funds | Prop C | 50,000 (4) | 50,000 |
| STIP/RIP | State | 10,000 (5) | 10,000 |
| Bond-CMIA | State | 2,500 (1) | 2,500 |
| Bond-CMIA | State | 7,500 (3) | 7,500 |
| | | | |
| **Total** | | 100,000 | 100,000 |

Note:

(1) EA# 07-21591
(2) EA# 07-21592
(3) EA# 07-21593
(4) EA# 07-21595
(5) EA# 07-2159C

## NEW BUSINESS

Interstate 5 Freeway Widening Water Main Relocation for the Florence Avenue Segment (Phase I) – Final Payment

RECOMMENDATION
That the City Council approve the Final Progress Payment (less 5% Retention) to Ferreira Coastal Construction Co. of Chino, California in the amount of $140,115.75 for the subject project.

**BACKGROUND**

At the City Council meeting of April 23, 2014, the Council awarded a contract to Ferreira Coastal Construction Co. of Chino, California in the amount of $785,091.00 for the subject project. The original contract amount was increased by $18,641.26 due to measured field quantities being higher than what was specified in the bid documents. The revised contract amount is $803,732.26.

The project was completed in February 2015. However, prolonged discussions have occurred with the Contractor regarding change order work that have prevented the project from being brought to the Council, requesting project acceptance.

Specifically, the Contractor claims they are entitled to additional compensation, of approximately $50,000. Legal Counsel has advised staff to close out the project and have it recorded as completed. Staff will continue to negotiate the change order work with the Contractor. Pursuant to Staff and contractor agreement of the change order amount, Staff will request Council approval of the said change order.

The following payment detail represents the Final Payment (less 5% Retention) due per terms of the contract for the work which has been completed and found to be satisfactory.

**FISCAL IMPACT**

The project is fully funded through a utility agreement between the City of Santa Fe Springs and the State of California Department of Transportation.

Thaddeus McCormack
City Manager

Attachment:
Payment Detail

Report Submitted By: Noe Negrete, Director
Department of Public Works

Date of Report: May 21, 2015

PAYMENT DETAIL

I-5 Water Main Relocation-Florence Avenue Segment (Phase 1)

CONTRACTOR: Ferreira Coastal Const., Co.
15188 Vista Del Rio
Chino, CA 91710

Final Payment $ 140,115.75

| Item No. | Description | Contract | | | | Completed This Period | | Completed To Date | |
|---|---|---|---|---|---|---|---|---|---|
| | | Quantity | Units | Unit Price | Total | Quantity | Amount | Quantity | Amount |
| Contract Work | | | | | | | | | |
| 1. | Mobilization | 1 | L.S. | $ 20,000.00 | $ 20,000.00 | 0.25 | $ 5,000.00 | 1 | $ 20,000.00 |
| 2. | Furnish and Install 8" DIP CL 52 | 2,660 | L.S. | $ 102.00 | $ 271,320.00 | 331 | $ 33,762.00 | 2,992 | $ 305,184.00 |
| 3. | Furnish and Install Pipeline Connections | 17 | EA. | $ 2,500.00 | $ 42,500.00 | 8 | $ 20,000.00 | 12 | $ 30,000.00 |
| 4. | Jack and Bore 5 Freeway Crossing | 270 | LF | $ 261.00 | $ 70,470.00 | 0 | $ - | 270 | $ 70,470.00 |
| 5. | Constuct Bore/Receiving Pits | 1 | LS | $ 35,000.00 | $ 35,000.00 | 0 | $ - | 1 | $ 35,000.00 |
| 6. | Furnish and Install 8" Gate Valves | 26 | EA | $ 2,200.00 | $ 57,200.00 | 0 | $ - | 24 | $ 52,800.00 |
| 7. | Furnish and Install Fire Hydrant | 10 | EA | $ 5,600.00 | $ 56,000.00 | 1 | $ 5,600.00 | 10 | $ 56,000.00 |
| 8. | Furnish and Install 1" Air Vac | 13 | EA | $ 3,300.00 | $ 42,900.00 | 7 | $ 23,100.00 | 10 | $ 33,000.00 |
| 9. | Furnish and Install 2" Blow-off | 7 | EA | $ 3,400.00 | $ 23,800.00 | 1 | $ 3,400.00 | 2 | $ 6,800.00 |
| 10. | Furnish and Install Copper Serivce Assembly | 7 | EA | $ 1,900.00 | $ 13,300.00 | 5 | $ 9,500.00 | 10 | $ 19,000.00 |
| 11. | Temporary Chain Link Fence | 1 | LS | $ 4,000.00 | $ 4,000.00 | 0 | $ - | 1 | $ 4,000.00 |
| 12. | Restore Roadway Flatwork (Asphalt Concrete) | 4,175 | SF | $ 8.00 | $ 33,400.00 | 3,020 | $ 24,160.00 | 5,473 | $ 43,784.00 |
| 13. | Restore Curb & Gutter | 20 | LF | $ 84.00 | $ 1,680.00 | 86.89 | $ 7,298.76 | 86.89 | $ 7,298.76 |
| 14. | Restore Concrete Sidewalk | 260 | LF | $ 13.00 | $ 3,380.00 | 382 | $ 4,966.00 | 539.5 | $ 7,013.50 |
| 15. | Retore Landscaping & Irrigation | 1 | LS | $ 4,300.00 | $ 4,300.00 | 0 | $ - | 0 | $ - |
| 16. | Storm Drain Precautions (Erosion Control) | 1 | LS | $ 4,600.00 | $ 4,600.00 | 0.2 | $ 920.00 | 1 | $ 4,600.00 |
| 17. | Traffic Control | 1 | LS | $ 3,700.00 | $ 3,700.00 | 0.2 | $ 740.00 | 1 | $ 3,700.00 |
| 18. | Trench Shoring, Bracing and Trench Sloping | 1 | LS | $ 11,000.00 | $ 11,000.00 | 0.2 | $ 2,200.00 | 1 | $ 11,000.00 |

**PAYMENT DETAIL**

**I-5 Water Main Relocation-Florence Avenue Segment (Phase 1)**

**CONTRACTOR:** Ferreira Coastal Const., Co.
15188 Vista Del Rio
Chino, CA 91710

**Final Payment $ 140,115.75**

| Item No. | Description | Contract | | | | Completed This Period | | Completed To Date | |
|---|---|---|---|---|---|---|---|---|---|
| | | Quantity | Units | Unit Price | Total | Quantity | Amount | Quantity | Amount |
| **Contract Work** | | | | | | | | | |
| 19. | Premium for Furnish & Install Slurry Backfill | 260 | LF | $ 36.00 | $ 9,360.00 | 0 | $ - | 105 | $ 3,780.00 |
| 20. | Furnish & Install Steel Encasement CDPH Sep Req | 65 | LF | $ 261.00 | $ 16,965.00 | 0 | $ - | 114 | $ 29,754.00 |
| 21. | Furnish & Install Concrete Encasement CDPH Sep Req | 104 | LF | $ 41.50 | $ 4,316.00 | 0 | $ - | 112 | $ 4,648.00 |
| 22. | Furnish & Install Nowalk Meter Vault and Appurt | 1 | LS | $ 54,500.00 | $ 54,500.00 | 0.1 | $ 5,450.00 | 1 | $ 54,500.00 |
| 23. | Maintain Existing Water Service During Construction | 1 | LS | $ 1,400.00 | $ 1,400.00 | 1 | $ 1,400.00 | 1 | $ 1,400.00 |
| | | | | **Total** | **$ 785,091.00** | | **$ 147,496.76** | | **$ 803,732.26** |

**CONTRACT PAYMENTS**

| | | |
|---|---|---|
| Total Items Completed to Date | $ | 803,732.26 |
| Less 5% Retention | $ | 40,186.61 |
| Less Progress Payment No. 1 | $ | 294,015.50 |
| Less Progress Payment No. 2 | $ | 305,749.90 |
| Less Progress Payment No. 3 | $ | 23,664.50 |
| **Final Payment** | **$** | **140,115.75** |

| | | Warrant Billing Period | | |
|---|---|---|---|---|
| Invoice Date | Invoice No. | Invoice Due Date | Invoice Pay Date | Amount |
| *07/30/2014* | *1420* | *08/30/2014* | *08/28/2014* | $ 294,015.50 |
| *08/29/2014* | *1420002* | *09/29/2014* | *09/25/2014* | $ 305,749.90 |
| *09/29/2014* | *1420003* | *10/29/2014* | *10/23/2014* | $ 23,664.50 |
| *12/31/2014* | *1420004* | *05/27/2015* | *06/04/2015* | $ 140,115.75 |

**Finance Please Pay: $ 140,115.75**
**Project Account: 453-397-B037-4400**
**Recommended by:**
**Approved by:**

## PUBLIC HEARING

Consideration of Appeal of Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents (EIR/SCH #2014101063)

Development Plan Approval (DPA) Case Nos. 887, 888, and 889: DPA Case No. 887: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); DPA Case No. 888: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and DPA Case No. 889: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3) on the approximately 54-acre subject site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC).

Tentative Parcel Map (TPM) No. 73063: to allow the approximately +/-54-acre subject site to be subdivided into four (4) separate parcels: 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4) on the approximately 54-acre subject site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC).

Environmental Document: Environmental Impact Report Prepared. The City, acting as the Lead Agency, prepared a Draft Environmental Impact Report (SCH #2014101063) for the proposed development of the approximately 54-acre site with a new logistics center (DPA 887-889) and also the proposed subdivision of the project site (TPM 73063). The EIR was presented to the Planning Commission for their consideration concurrently with the related entitlements for the project.

RECOMMENDATION

That the City Council: 1). Open the Public Hearing for those wishing to speak on this matter, and thereafter close the Public Hearing; 2). Consider an appeal of the Planning Commission's decision to approve Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents (EIR/SCH #2014101063); and 3). Take one of the actions listed in Section 155.866 of the City Code.

Report Submitted By: Thaddeus McCormack
City Manager

Date of Report: May 19, 2015

## BACKGROUND

The subject site located at 12345 Lakeland Road is currently developed with a closed oil refinery. The site measures approximately +/-54-acres and is roughly bounded by Bloomfield Avenue to the east, Florence Avenue to the north, and Lakeland Road to the South. The site has been formerly known as Powerine, CENCO, and Lakeland Development refinery property.

The refinery opened in the early 1930s and operated, with the exception of a couple of years in the 1980s, until the summer of 1995, when it was closed. Televangelist, Pat Robertson, bought the refinery in August of 1988 and changed the name to CENCO. He vowed to reopen it as a safe and clean state-of-the-art refinery. After opposition from community groups, lawsuits, and other problems, it never reopened. In the early 2000s, CENCO changed its name to Lakeland Development. In May 2012, Lakeland filed for bankruptcy.

The applicant, Goodman Santa Fe Springs SPE LLC, recently acquired all but 2 of the +/-54-acre site through bankruptcy proceedings. Goodman Santa Fe Springs SPE LLC is a subsidiary of Goodman Group, an international integrated property group that owns, develops, and manages logistics, warehouses, distribution, and business space in over 16 countries across Asia, Pacific, UK, Europe, North America, and Brazil.

## DESCRIPTION OF REQUEST

Goodman Santa Fe Springs SPE LLC is in the process of demolishing the existing buildings, equipment, tanks, and other existing infrastructure and, thereafter, begin remediating the site in preparation for the development of a new industrial logistics center. Specifically, Goodman is proposing to develop three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210,000 sq. ft. The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA Case Nos. 887, 888, and 889) – DPA Case No. 887: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); DPA Case No. 888: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and DPA Case No. 889: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3).

**NOTE:** Because there is a possibility that Goodman may reach an agreement to purchase the 2-acre parcel currently owned by Ridgeline Energy Services, Inc. (also known as RDX Technologies Corporation), an alternate site plan showing Building 3 as an approximately 365,000 sq. ft. building is also part of the subject request. In this alternate plan, Building 3 will extend approximately 194 feet towards Florence Avenue and thus Building 3 would be approximately 65,000 sq. ft. larger. Aside from a slight change to the northwest parking area for Building 2, no other changes would occur with regards to Building 1 and 2. This alternate plan will be made part of files for DPA Case No. 889.

Tentative Parcel Map (TPM 73063) – to allow the subdivision of the approximately 54-acre site into four (4) parcels measuring 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4). The intent is to create independent lots for each of the four proposed buildings.

**NOTE:** Because the future of RDX on the subject site remains uncertain at this time, the DPA for the new approximately 20,000 sq. ft. RDX building is not a part of the subject entitlements. Should RDX choose to remain on the site, and continue their existing wastewater treatment activities on the northwesterly 2-acre portion of the subject site, they would still need to obtain approval for an amendment of the existing Conditional Use Permit (CUP 620) and also a Development Plan Approval for the development of the new building. If Goodman reaches an agreement to acquire the 2-acre parcel, a subsequent map would need to be filed to consolidate the westerly lots to accommodate the alternative plan for Building 3.

## PLANNING COMMISSION CONSIDERATION

On April 13, 2015, the Planning Commission took action to continue the applicant's request for approval of Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents, to an adjourned Planning Commission meeting on April 27, 2015. The continuance provided the environmental consultant additional time to incorporate the final set of traffic-related mitigations into the Final EIR and Mitigation Monitoring and Reporting Program (MMRP) and thereafter reproduce the 304-page Final EIR document (excluding traffic study). The continuance also allowed the Planning Commission added time to review the Final EIR document and related appendices, rather than the standard 72-hour timeframe.

At its meeting of April 27, 2015, the Planning Commission conducted a Public Hearing on Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents. No person appeared at the Public Hearing to offer an opinion on the proposed project. Staff did, however, receive a letter dated April 24, 2015, from Briggs Law Corporation, in opposition of the project. A copy of said letter was provided to the Planning Commission during the meeting.

After considering the facts contained in the staff reports, receiving a brief presentation provided by staff, reading over the opposition letter, and following a brief discussion on the matter, the Planning Commission approved Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) No. 73063, and Environmental Documents, subject to the conditions of approval as provided in the staff reports.

## BACKGROUND ON APPEAL

Following the Planning Commission meeting, the City Clerk received a written appeal by Briggs Law Corporation on May 3, 2015. The appeal was received within the 14-day appeal period specified in Section 155.865 of the City Code. The appeal, filed on behalf of The Inland Oversight Committee and CREED-21, is requesting that the City Council grant the appeal and set aside the Planning Commission's approval of the Project. Four specific grounds for appeal were identified in the written appeal.

Attached for the City Council review are the following:

1. Planning Commission Staff Report (DPA 887-889) – April 27, 2015
2. Planning Commission Staff Report (TPM73063) – April 27, 2015
3. Final EIR – April 16, 2015
4. Traffic Impact Report – April 24, 2014
5. Mitigation Monitoring and Reporting Program – April 22, 2015
6. Planning Commission Draft Minutes – April 27, 2015
7. Staff Presentation to the Planning Commission
8. Letter in Opposition from Briggs Law Corporation – Received April 24, 2015
9. Appeal Letter from Briggs Law Corporation – Received May 3, 2015
10. Response to appeal – Blodgett Baylosis Environmental Planning

The City Council should note that since the appeal mainly targeted the project's Environmental Impact Report (EIR), staff asked the environmental consultant for the project to provide a direct response to those items listed in the written appeal. Said response, provided by Blodgett Baylosis Environmental Planning and reviewed by the Planning Department staff, is provided to you as one of the above-listed attachment.

## 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 appeal of Development Plan Approval (DPA) Case Nos. 887-889, Tentative Parcel Map (TPM) Case No. 73063, and Environmental Documents (EIR/SCH #2014101063) 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 May 15, 2015. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on May 15, 2015, and published in a newspaper of general circulation (Los Angeles Times) on May 17, 2015, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

## CITY COUNCIL CONSIDERATION

Section 155.866 of the City Code governs the processing of this appeal. It reads:

*Upon receipt of an appeal from any Planning Commission determination, the City Council shall choose one of the following courses of action:*

*(A) Approve and ratify the action of the Planning Commission.*

*(B) Refer the matter back to the Planning Commission with or without instructions for further proceedings.*

*(C) Set the matter for hearing by itself. Notice of said hearing shall be given in accordance with the provisions of this subchapter for all matters which have previously been subject to a public hearing before the Planning Commission. If no public hearing has been previously held, the City Council shall give such notice as it deems appropriate. At such hearing, the City Council shall hear and decide the matter as if it were sitting as the Planning Commission, and shall make the same findings and consider the same criteria as required of the Planning Commission. The decision of the City Council shall be final.*

In making its decision, the City Council cannot consider any new evidence (1.e., evidence beyond the scope of the record of the Planning Commission action), unless the City Council decides to set the matter for a hearing at a future Council meeting, pursuant to sub (C), above.

It is recommended that the City Council consider the subject appeal and take one of the actions listed in Section 155.866 of the City Code.

Thaddeus McCormack
City Manager

Attachments:
Planning Commission Staff Report (DPA 887-889) – April 27, 2015
Planning Commission Staff Report (TPM73063) – April 27, 2015
Final EIR – April 16, 2015
Traffic Impact Report – April 24, 2014
Mitigation Monitoring and Reporting Program – April 22, 2015
Planning Commission Draft Minutes – April 27, 2015
Staff Presentation to the Planning Commission
Letter in Opposition from Briggs Law Corporation – Received April 24, 2015
Appeal Letter from Briggs Law Corporation – Received May 3, 2015
Response to appeal – Blodgett Baylosis Environmental Planning

**PUBLIC HEARING (Continued from April 13, 2015 PC Meeting)**

**Development Plan Approval Case Nos. 887 - 889 and Environmental Documents**

A request for approval of Development Plan Approval (DPA). **DPA Case No. 887**: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); **DPA Case No. 888**: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and **DPA Case No. 889**: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3) on an approximately 54-acre site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

## RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case Nos. 887-889, and thereafter close the Public Hearing; and

2. Find and determine that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Regulations and consistent with the goals, policies and program of the City's General Plan; and

3. Find that the applicant's request meets the criteria set forth in §155.739 of the Zoning Regulations, for the granting of Development Plan Approval; and

4. Pass and adopt Resolution No. 50-2015 to certify that the Environmental Impact Report (EIR) for the development of the Goodman Logistics Center (DPA 887-889 & TPM 73063) has been completed in compliance with the California Environmental Quality Act (CEQA); and , 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

**RECOMMENDATIONS (Cont.)**

5. Approve the Mitigation Monitoring and Reporting Program for the Final EIR for the Goodman Logistics Center development (DPA 887-889 & TPM 73063); and

6. Approve Development Plan Approval Case Nos. 887-889, subject to the conditions of approval as contained within the Staff Report.

## LOCATION / BACKGROUND

The subject site located at 12345 Lakeland Road is currently developed with a closed oil refinery. The site measures approximately +/-53-acres and is roughly bounded by Bloomfield Avenue to the east, Florence Avenue to the north, and Lakeland Road to the South. The site has been formerly known as Powerine, CENCO, and Lakeland Development refinery property.

The refinery opened in the early 1930s and operated, with the exception of a couple of years in the 1980s, until the summer of 1995, when it was closed. Televangelist, Pat Robertson, bought the refinery in August of 1988 and change the name to CENCO. He vowed to reopen it as a safe and clean state-of-the-art refinery. After opposition from community groups, lawsuits, and other problems, it never reopened. In the early 2000s, CENCO changed its name to Lakeland Development. In May 2012, Lakeland filed for bankruptcy.

The applicant, Goodman Santa Fe Springs SPE LLC, recently acquired all but 2 of the +/-54-acre site through bankruptcy proceedings. Goodman Santa Fe Springs SPE LLC is a subsidiary of Goodman Group, an international integrated property group that owns, develops, and manages logistics, warehouses, distribution, and business space in over 16 countries across Asia, Pacific, UK, Europe, North America, and Brazil.

## DESCRIPTION OF REQUEST

Goodman Santa Fe Springs SPE LLC is in the process of demolishing the existing buildings, equipment, tanks, and other existing infrastructure and, thereafter, begin remediating the site in preparation for the development of a new industrial logistics center. Specifically, Goodman is proposing to develop three large industrial concrete tilt-up buildings with a combined building area of +/- 1,210,800 sq. ft. The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA Case Nos. 887, 888, and 889) – DPA Case No. 887: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); DPA Case No. 888: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and DPA Case No. 889: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3).

**NOTE:** Because there is a possibility that Goodman Birtcher may reach an agreement to purchase the 2-acre parcel currently owned by RDX Technologies, you also will find an alternate site plan showing Building 3 as an approximately 365,000 sq. ft. building. In this alternate plan, the combined building area for the development would change from +/- 1,210,800 sq. ft. to +/- 1,2275,800 sq. ft. with Building 3 extending approximately 194 feet towards Florence Avenue. Aside from a slight change to the northwest parking area for Building 2, no other changes would occur with regards to Building 1 and 2. This alternate plan will be made part of files for DPA Case No. 889.

Tentative Parcel Map (TPM 73063) – to allow the subdivision of the approximately 54-acre site into four (4) parcels measuring 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4). The intent is to create independent lots for each of the four proposed buildings.

The Commission should note that because the future of Ridgeline Energy Services, Inc. (also known as RDX Technologies Corporation) on the subject site remains uncertain at this time, the DPA for the RDX is not a part of your review at this time. Should RDX choose to remain on the site, and continue their existing wastewater treatment activities on the northwesterly 2-acre portion of the subject site, they would still need to obtain approval for an amendment of the existing Conditional Use Permit (CUP 620) and also a Development Plan Approval for the development of the approximately 20,000 sq. ft. proposed building.

## DEVELOPMENT PLAN APPROVAL Case Nos. 887-889

Site Plan

The applicant is proposing to develop a new logistics center that will include the construction of three (3) new concrete tilt-up industrial warehouse buildings measuring approximately 403,000 sq. ft. (Building 1), 506,000 sq. ft. (Building 2) and 300,000 sq. ft. (Building 3) on the former refinery site. Parking for employees and patrons will be mainly provided along the perimeter of the buildings. An interior truck yard area will be provided for all three buildings. Along both Florence Avenue and Lakeland Road, the building will be setback substantially: behind a minimum 20 foot landscape setback, two rows of parking, and a 26 foot wide driveway. Along

Bloomfield Avenue, the building will be setback a minimum 42'-0" to match the overall height of the building at a 1-to-1 ratio. Additionally, meandering sidewalks will be provided along all three street frontages.

As shown, the site plan will meet the minimum development standards required for properties within the M-2, heavy manufacturing zone. No modification permits or zone variances are required for the proposed development.

Alternate Site Plan

Because there is a possibility that Goodman Birtcher may reach an agreement to purchase the 2-acre parcel that is currently owned by RDX Technologies, an alternate site plan has been provided to show Building 3 as an approximately 365,000 sq. ft. building. In this alternate plan, the combined building area for the development would change from +/- 1,210,800 sq. ft. to +/- 1,2275,800 sq. ft. with Building 3 extending approximately 194 feet towards Florence Avenue. Aside from a slight change to the northwest parking area for Building 2, no other changes would occur with regards to Building 1 and 2. This alternate plan will be made part of files for DPA Case No. 889.

Floor Plan

Building 1: The proposed industrial building, which is designed primarily for a warehouse/logistics user, will be mainly used for warehouse purposes. The proposed floor plan indicates that the building will be divided into two areas: approximately 10,000 sq. ft. of potential office/mezzanine area with the remaining 393,000 sq. ft. area designated as warehouse space. It should be noted, however, that the building has been designed to allow the potential to split the building between 2 separate businesses as reflected by the 2 potential office areas.

Building 2: The proposed industrial building, which is designed primarily for a warehouse/logistics user, will be mainly used for warehouse purposes. The proposed floor plan indicates that the building will be divided into two areas: approximately 20,000 sq. ft. of potential office/mezzanine area with the remaining 486,000 sq. ft. area designated as warehouse space. It should be noted, however, that the building has been designed to allow the potential to split the building between 4 separate businesses as reflected by the 4 potential office areas.

Building 3: The proposed industrial building, which is designed primarily for a warehouse/logistics user, will be mainly used for warehouse purposes. The proposed floor plan indicates that the building will be divided into two areas: approximately 10,000 sq. ft. of potential office/mezzanine area with the remaining 290,000 sq. ft. area (or 355,000 sq. ft. area for the alternate plan) designated as warehouse space. It should be noted, however, that the building has been designed to allow the potential to split the building between 2 separate businesses as reflected by the 2 potential office areas.

Elevations

The elevations indicate that the proposed buildings will be roughly 42' in height and will have a contemporary industrial design. The main office entry and office areas are designed with extensive glazing. Since the easterly wall for Building 1 will be approximately 1,000' in length, staff has requested that the project architect give special attention to the visual appearance of this elevation. In addition to the use of multiple colors and finishes, the architect provided variations to the building height, setbacks and materials used. Staff is pleased to say that this was not only evident along the easterly wall of Building 1, but also throughout the remainder of the development.

Landscaping Requirements

The project will provide a 20 foot landscape setback along Florence Avenue and Lakeland Road. Along Bloomfield Avenue, the applicant is landscaping the entire frontage from the property line up to the building setback and, therefore, will provide a landscape setback with a depth of 42'-4" to 44'-10".

Although, the site only requires 102,109 sq. ft. of landscape, the total landscape provided on the subject site will total approximately 223,919 sq. ft. (121,810 sq. ft. more than the standard Code requirement). Additionally, although the Code requires that a minimum of 6% of the total parking area be landscaped, approximately 30% the parking area will be landscaped throughout the project. It is, therefore, clearly evident that the site will be extensively landscaped.

Parking Requirements

A total of 1,107 parking stalls will be provided throughout the site: 348 parking stalls for Building 1, 421 parking stalls for Building 2, and 297 parking stalls for Building 3. As proposed, the project is required to provide 1,085 parking spaces throughout the site: 348 parking stalls for Building 1, 400 parking stalls for Building 2, and 297 parking stalls for Building 3. The proposed project, therefore, meets or exceeds the minimum parking requirements set forth by the City's zoning regulations.

Additionally, although the applicant had submitted their application prior to the recent Code Amendment for parking purposes, it should be noted that the project will still meet or exceed the new truck parking requirements at one (53' x 12') trailer stall for every four (4) dock doors. Building 1 and 3 will meet this new requirement, while Building 2 actually exceeds the requirement by a total of 52 trailer stalls.

Loading / Roll Up Doors

According to the site plan, Building 1 will have a total of fifty-two (52) dock doors, Building 2 will have a total of one-hundred (100) dock doors, and Building 3 will have a total of forty-one (41) dock doors (or fifty-three (53) dock doors in the alternate plan). Although there are a substantial number of dock doors proposed, it

should be noted that all dock doors are strategically placed so that they will not be directly visible from the public right-of-way. Additionally, all dock doors will be located behind a proposed screen wall.

Trash Enclosures

According to the site plan, 8 trash enclosures will be constructed for the overall project. Building 1 will be provided with 2 trash enclosures, Building 2 will be provided with 4 trash enclosures, and Building 3 will be provided with 2 trash enclosures. All trash will be located inside the truck yard areas behind the proposed screen wall. For both convenience and functionality, an equal number of trash enclosures will be provided along the northerly and southerly portions.

Additionally, given the scale of the proposed buildings, each building will also be equipped with at least two trash compactors to meet the waste storage requirements.

Driveways

Ingress and egress for the three buildings are provided by driveways along both Florence Avenue and Lakeland Road. No vehicle access will be provided along the Bloomfield Avenue frontage. A total of five (5) driveway entrances are proposed along Florence Avenue and a total of six (6) driveway entrances are proposed along Lakeland Road. It should also be noted that a total of three deceleration lanes will be installed along Florence Avenue and another deceleration lane along Bloomfield to help maintain the flow of traffic around the perimeter of the project site.

## 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 (a logistics center) 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 a new and attractive industrial buildings on a site that was formerly a closed oil refinery that was recently used by various interim uses, the assessed value of the property will significantly improve, leading to an increase in property values for both the subject property and neighboring properties.
4. The proposed industrial project will provide a fairly significant boost to the local job market as the roughly 1.2 million square feet development should bring in numerous 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 site was formerly used as an oil refinery. More recently, the site has been utilized by various interim uses. Views of the new project/buildings will therefore be a drastic change to historic views of the site.

The construction of the project will result in the removal of existing unsightly above ground piping, tanks, and various refinery equipment that has been on the sight dating back to the early 1930s when the site was first developed as a refinery.

Nevertheless, the proposed project/buildings will be a significant improvement to the subject site. The architect used multiple variations in height, setback, materials and color. The result is an attractive project with contemporary buildings that is comparable to other high quality office/industrial projects here in Santa Fe Springs.

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

**Findings:**
The proposed project/buildings are well-designed and should be highly suitable for logistics and other warehouse-type users. The project has been specifically designed to accommodate the trucks typically associated with that type of use. Each building is provided with ample dock doors, trailer parking stalls, and a truck maneuvering area.

The proposed project and site is, therefore, completely suitable for all of its intended uses, 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. This is evident in the fact that the project does not include or otherwise require any modification permits and/or zone variances. As proposed, the project meets or exceeds all development standards set for in the City's zoning regulations.

Additionally, the use of landscape to help soften the building mass and hardscape throughout the site, the proposed screen walls to both screen the trucking activities, and meandering sidewalks through the project's frontage to provide a safe and attractive pedestrian pathway confirms that the project was designed with high quality and standards in mind.

*(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, therefore, 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 § 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 project/buildings will be constructed on a site that is currently both unattractive and under-utilized. Staff finds that the new contemporary industrial buildings are very attractive and thus will be an enhancement to the area. Staff believes that proper attention has been giving to the location, size, and design of the building. This is evident in the project's overall compliance with the Code. As proposed, the project meets or exceeds all requirements of the City's Zoning Regulations.

## 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 of the Zoning Regulations, for the granting of Development Plan Approval.

## STREETS AND HIGHWAYS

The subject site has frontage on three streets: Florence Avenue to the north, Bloomfield Avenue to the east, and Lakeland Road to the south. Florence Avenue and Bloomfield Avenue are considered Major Arterials within the Circulation Element of the City's General Plan. Lakeland Road is considered a Secondary Arterial.

## ZONING AND LAND USE

Industrially zoned areas generally surround the subject site. Properties to the north, south, east and west are zoned M-2, Heavy Manufacturing. All surrounding properties are developed with industrial manufacturing, production or warehouse facilities with the exception of a substance abuse counseling and rehabilitation center (LA CADA) located on the southwest corner of Bloomfield Avenue and Lakeland Road. Other sensitive land uses near the subject site, but outside the City's boundary (in the City of Norwalk) include: the Metropolitan State Hospital, approximately 1/8 mile south of the subject site; residential dwellings, approximately 1/8 mile southwest of the subject site; and Lakeland Elementary School, approximately 1/4 mile west of the subject site.

## 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 (Development Plan Approval (DPA) Case Nos. 887-889 and Tentative Parcel Map (TPM) Case No. 73063) 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 April 3, 2015. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on April 3, 2015, and published in a newspaper of general circulation (Whittier Daily News) April 3, 2015, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

It should also be noted that the Planning Commission (PC) opened the subject DPA and TPM cases at the April 13, 2015 PC meeting. There being no one in the audience wishing to speak on the matter, the PC took action to continue both the DPA and TPM entitlements to the April 27, 2015 meeting.

As of date of this report, staff has still not received any comments and/or inquiries regarding the proposal.

## ADDITIONAL NOTIFICATION

In addition to the notification as stated above, notification of the proposed project (DPA Case Nos. 887-889 & TPM No. 73063) was sent to the surrounding cities, the local school districts, area-wide planning agencies and each agency expected to provide water, sewage, streets, roads, or other essential facilities or services to the Project. Lastly, staff also sent a notification to the neighboring residential projects including: Villages at Heritage Springs Homeowners Associations, South Fulton Village, Villa Santa Fe, Lakeland Villa Inc, Little Lake Village, and Silver Crest.

## ENVIRONMENTAL DOCUMENTS

In reviewing the proposed project for the development of a new logistics center totaling approximately 1,210,810 square feet in floor area (Goodman Logistics Center Development), it was determined that an Environmental Impact Report (EIR) would be the appropriate environmental document based on the historical uses on the project site as well as the overall size and nature of the proposed development. It should be noted that although the future of the 2-acre portion of

the site remains uncertain at this point, the environmental document analyzes both potential outcomes for the subject 2-acre area.

Notice of Preparation

The City of Santa Fe Springs is the designated lead agency overseeing the environmental review for the proposed project (DPA 887-889 & TPM 73063). As the lead agency, the City of Santa Fe Springs circulated a Notice of Preparation (NOP) and an Initial Study (IS) for a 30-day period to inform the public and other agencies that a Draft EIR would be prepared for the proposed project.

The NOP/IS was mailed to the State Clearinghouse on October 27, 2014. The State Clearinghouse received the NOP/IS and the 30-day review period commenced on October 30, 2014 and ended on December 1, 2014. The State Clearinghouse assigned the following number to the proposed project (SCH Number: 2014101063).

Throughout the 30-day commenting period, staff received a total of 5 comments. The commenting agencies were:

- County of Los Angeles Fire Department
- County Sanitation Districts of Los Angeles County
- Los Angeles County Metropolitan Transportation Authority
- State of California – Native American Heritage Commission
- South Coast Air Quality Management District

The City's planning staff worked with Blodgett Baylosis Environmental Planning to ensure the Draft EIR adequately addressed each comment raised in the letters received from the commenting agencies.

Scoping Meeting

It should be noted that during the 30-day commenting period, the planning staff in conjunction with the entire project team (applicant, environmental consultant, traffic consultant, and project architect), conducting a scoping meeting to provide the local community with information on the proposed Goodman Logistics Center project and the upcoming environmental study that will be considered by the City.

A notice for the Scoping Meeting was mailed out to all properties within a 500 foot radius from the project site, neighboring cities, local agencies (including LACSD, SCAQMD, SCAG, LACPW, LACFPD, and LACMTA), local school districts, Indian tribal councils, and also neighboring residential projects (including Villages at Heritage Springs Homeowners Associations, South Fulton Village, Villa Santa Fe, Lakeland Villa Inc, Little Lake Village, and Silver Crest).

Although notices were mailed to the interested parties identified above, the scoping meeting was not as well-attended as staff had hoped for. According to the sign-in sheet, a total of only 13 individuals were present. Based on the feedback received, the project appeared to be supported by all who had attended the scoping meeting.

Draft EIR

The Notice of Availability (NOA) and Draft EIR was mailed to the State Clearinghouse on February 3, 2015. The State Clearinghouse received the NOA/Draft EIR and the 30-day review period commenced on February 6, 2015 and ended on March 23, 2015. Unlike the NOP/IS, a 45-day review and commenting period is required for the NOA/Draft EIR. The State Clearinghouse maintained the same number as they had used for the NOP/IS since the NOA/Draft EIR is merely an evolution of the previous environmental documents (SCH Number: 2014101063).

The 45-day review and commenting period ended, and although staff received a confirmation letter from the State Clearinghouse stating that no comments had been received, staff did received a total of 4 comments that were mailed directly to the City. The commenting agencies were:

- County of Los Angeles Fire Department
- County Sanitation Districts of Los Angeles County
- Department of Conservation – Division of Soil, Gas, and Geothermal Resources.
- South Coast Air Quality Management District

The City's planning staff worked with Blodgett Baylosis Environmental Planning to ensure the Final EIR adequately addressed each comment raised in the subsequent letters received from the above-mentioned agencies.

Mitigation Monitoring and Reporting Program

Analysis presented in the Final EIR indicated that the proposed project will have a number of potentially significant impacts. The EIR, therefore, includes a number of proposed mitigation measures intended to reduce or eliminate potentially significant project-related and cumulative impacts. The mitigation measures addresses potential impacts for Aesthetics, Air Quality, Cultural Resources, Geology, Greenhouse Gas, Hazardous Materials, Hydrology and Water Quality, Noise and Transportation. It should be noted that all mitigation measures have also been included as a condition of approval (#58) for the project.

Since the proposed mitigation measures were identified as being adequate to affectively reduce potential impacts to a less than significant level, a statement of overriding considerations is not required for the subject EIR. A copy of the

Mitigation Measures and Mitigation Monitoring and Reporting Program is included as an attachment to the staff report.

## AUTHORITY OF PLANNING COMMISSION:

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

## CONDITIONS OF APPROVAL:

### ENGINEERING / PUBLIC WORKS DEPARTMENT:
**(Contact: Robert Garcia ext. 7545)**

1. That the owner shall pay a flat fee of $524,400 to reconstruct/resurface the existing street frontage to centerline for Florence Avenue, Bloomfield Avenue, and Lakeland Road.

2. That the owner shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along Florence Avenue, Bloomfield Avenue, and Lakeland Road street frontages. The dedicated easement shall be shown on the Parcel Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.

3. That the owner/ developer shall prepare street improvements plans for the modification of the median island located at Florence Avenue/ Springdale Avenue. Modification shall include the lengthening of the westbound left-turn pocket at Florence/Springdale Avenue. Median modifications shall not impede the ability of southbound traffic on Springdale Avenue to make left turns onto eastbound Florence Avenue. Existing landscaping and irrigation systems shall be modified and installed per current City Standards. Said plans will also include the widening of the south side of Florence Avenue to install right-turn pockets at all entry points on Florence Avenue and at Bloomfield Avenue and the widening of the west side of Bloomfield Avenue to install a right turn pocket at Lakeland Road. Said plans shall be reviewed

and approved by the City Engineer. Construction shall be paid for by the owner/ developer.

4. A.D.A. compliant access ramps and associated sidewalk improvements with black truncated domes to be constructed at south west corner of Florence Avenue and Bloomfield Avenue and North West corner of Lakeland Road and Bloomfield Avenue. Construction shall be paid for by the owner/ developer.

5. All street improvements shall be constructed to the City standards in accordance with plans prepared by the owner and/or developer and approved by the City Engineer.

6. Street right-of-way easements shall be dedicated to the City at no cost as follows:

   a. Along the south side of Florence Avenue for the construction of right-turn pockets at all entry ways and Bloomfield Avenue.

   b. Along the west side of Bloomfield Avenue for the construction of a right turn pocket at Lakeland Road.

   c. Along Florence Avenue, Bloomfield Avenue, and Lakeland Road for the construction of meandering sidewalk.

7. 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.

8. 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 owner shall pay the actual cost of sign installation.

9. The owner/developer shall reimburse the City for the actual cost for the installation, replacement or modification of street name signs, traffic control signs, striping and pavement markings required in conjunction with the development, including the restriction of left turns from the development onto Florence Avenue. The City will complete the work.

10. That the owner/ developer shall remove any unused driveways along the street frontage of Bloomfield Avenue and install full height curb, gutter and sidewalk as required by the City Engineer.

11. 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.

12. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications on Florence Avenue, Bloomfield Avenue and Lakeland Road. Storm drain plans shall be approved by the City Engineer. Specifically, the mainline storm drain shall be constructed in the parkway on the west side of Bloomfield Avenue between Lakeland Road and Florence Avenue or in a dedicated easement located on the subject property immediately adjacent to the parkway on the west side of Bloomfield Avenue.

13. 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 owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.

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

15. That the owner/developer shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

16. 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.

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

18. The owner/developer 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.

19. The owner/developer has submitted a traffic study prepared by a Professional Engineer. The traffic study shows the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures, as identified on Table 3-20, page 142 of the traffic study, 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 owner and/or developer shall prepare design plans and cause construction of the improvements. The owner/developer shall pay to the City the full cost of plan check and inspection of the improvements. Mitigation measures at Florence/Orr and Day Road are limited to modifying the southbound and northbound shared lanes to thru-only lanes based on the remainder of the proposed mitigations to be done by Caltrans as part of the I-5 Widening Project. For mitigation measures that involve the installation of dual left turn lanes or adding exclusive left turn lanes at Florence/Bloomfield, Florence/Norwalk Blvd., Florence/Pioneer Blvd. and Telegraph/Pioneer Blvd. that are not feasible due to right of way considerations outside of the project site, the developer shall pay an in-lieu fee for ITS System improvements that will be done at the impacted intersections. The total amount of this fee is $469,200.

20. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns will be prohibited from the project along Florence Avenue as designated by the City Engineer.

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

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

23. That the owner shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development.

The owner and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the owner and/or developer cannot meet the mitigation requirements, the owner and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.

24. That the owner/developer shall comply with all requirements of the County Sanitation District, make application for and pay the sewer connection fee.

25. That the owner/developer shall pay the water trunk line connection fee of $3,585 per acre upon application for water service connection or if utilizing any existing water service.

26. That a grading plan shall be submitted for drainage approval to the City Engineer. The owner 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.

27. 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.

28. 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.

29. That the owner/developer 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 current MS4 Permit. The owner/developer will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

**POLICE SERVICES DEPARTMENT:**
**(Contact: Margarita Munoz 562.868-0511 at x3319)**

30. That the owner/developer shall be aware that because the truck entry template does not reflect true-life truck entry patterns a new site plan shall be submitted to the Police Services Center which shows a true truck entry pattern. The new truck pattern shall show how the owner/developer will mitigate impacts to adjacent traffic as a result from trucks entering into the proposed development.

31. That the owner/developer shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the general area and the parking area serving the business. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or for the light to become a public nuisance. The photometric and plan shall be submitted to the Director of Police Services no later than sixty (60) days from the date of approval of this Permit by the City Council.

32. That the owner/developer shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief 60 days prior to the opening of the business. Emergency information shall allow emergency service to reach the owner/developer or their representative any time, 24 hours a day. The form to provide the information is part of the Business License package.

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

34. 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.

35. That the owner/developer shall install and maintain operating video surveillance equipment capable of monitoring interior and exterior seating areas, customer entry doors, drive-thru, and register areas. That the recorded video shall be accessible to law enforcement personnel during any lawful investigation.

36. That the owner/developer and/or his employees shall not allow persons to loiter on the subject premises, and shall immediately report all such instances to the Police Service's Center.

**DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)**
**(Contact: Brian Reparuk 562.868-0511 x3716)**

37. That the owner/developer acknowledge that the following items shall be submitted prior to building plans being approved and released:

    a. That the owner/developer shall provide site plan review outlined in Oil Field Plan Review Policies and Procedures.

    b. That the owner/developer shall ensure that California Division of Oil and Gas and Geothermal Resources (DOGGR) shall prepare a report and issue OG 159 Certificates for all wells and abandoned wells on site.

    c. Bring to current DOGGR abandonment standards all wells located directly beneath proposed building pads. Wells not beneath building pads can abandon in place provided DOGGR 10'x10' x50' rule applies.

    d. Cone and vent all wells beneath building pads. Vent up the side of building up to 6' above roof line. The design shall be approved by a California registered professional engineer.

    e. A soil gas membrane barrier shall be installed beneath the slab or foundation of all buildings.

    f. The design shall be approved by a California registered professional engineer.

    g. Provide Methane study per Ordinance No. 955 which shall include the installation permanent monitoring wells for further ongoing methane sampling.

38. That a site access plan for fire access review in 40 or 50 scale.

39. That all turn radius shall be not less than 52 feet with a minimum Fire Department access roadway of 26 feet.

40. That the owner/developer understand that the Planning & Development and Public Works Departments shall approve the location of double detector check valves. All fire sprinkler plans shall have a stamp of approval from Planning and Development prior to Fire Department submittal.

41. That all buildings shall be protected by and approved automatic sprinkler system.

42. That any interior fences or gates across the fire access roads need to be plan reviewed and permitted prior to installation. They are typically not allowed.

43. That on-site fire hydrants to be Clow 960 model with minimum flow of 2500 GPM.

44. That knox boxes are required on all new construction. All electronic gates to provide Knox key overrides.

45. That signs and markings required by the Fire Department shall be installed along the Fire Department access roadways.

46. That diesel fire pumps and fire pump rooms/houses shall be provided. Connect all drainage to sewer system.

47. That the owner/developer shall Install stainless steel in-building risers and install per current standards.

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

48. That prior to issuing building permits, the owner/developer shall obtain, from the Los Angeles Regional Water Quality Control Board (LARWQCB), a certificate for completing all response actions necessary to prevent or eliminate unreasonable human health risk to future occupants of the site as required under the two (2) California Land Reuse and Revitalization Act (CLRRA) agreements (eastern and western portions of the site) between the owner/developer and the LARWQCB. Building permits may be issued on a per building basis, if acceptable to LARWQCB.

49. That the owner/developer complies with all aspects of the two (2) CLRRA agreements (eastern and western portion), and any subsequent revisions, entered into with the Los Angeles Regional Water Quality Control Board on November 6, 2013 and March 17, 2014, respectively.

50. That a permit is obtained from the Department of Fire-Rescue prior to the removal or demolition of any aboveground or underground tanks previously used to store hazardous materials or hazardous wastes.

51. That all abandoned pipelines, tanks and related equipment shall be removed unless approved by the City Engineer and Fire Chief.

52. That if any regulatory agency requires mitigation measures or barriers within or about any structures in order to mitigate human health risks posed by subsurface residual contamination, the owner/developer shall provide a means of notifying any future owners or tenants of these requirements.

**WASTE MANAGEMENT:**
**(Contact: Teresa Cavallo 562.868.0511 x7309)**

53. That the owner/developer shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.

54. 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.

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

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

56. That the owner/developer understands and agrees that the City will not issue a Certificate of Occupancy for Building 2 until the owner/developer removes all of the previous Owners' vertical improvements on the entire 53-acre site if legally permitted and subject to Force Majeure.

57. That the owner/developer shall prepare a digital orthophotographical photo of the subject site after the entire development is completed. The photo shall conform to the City's specifications regarding digital orthophotography landbase.

58. That the Mitigation Monitoring Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Environmental Impact Report (State Clearinghouse #2014101063), shall be made part of the conditions of approval for Development Plan Approval Case No. 887, 888, and 889. The Mitigation Monitoring Program is listed as an attachment to this staff report.

59. 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.

60. That during construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:

    1. Name of the development/project.
    2. Name of the development company.
    3. Address or Address range for the subject site.
    4. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.).

61. That the owner/developer 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.

62. That the owner/developer shall provide for appropriate communications systems, including but not limited to telephone and internet services to each building and/or tenant within the proposed project.

63. That prior to re-striping the interior yard area for truck parking, the owner/developer understands that a Modification Permit must first be granted by the Planning Commission if the truck stalls result in a reduction of the overall parking count below the minimum parking requirements established for each building.

64. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All compact parking 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.

65. That the owner/developer shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. In formation shall include, but is not limited to, the following:

    1. Current maps, routes and schedules for public transit routes serving the site; and
    2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
    3. Ridesharing promotional material supplied by commuter-oriented organizations; and
    4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

66. That 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.

67. That an area shall be designate for bicycle parking and bicycle racks shall be provided. Bike racks shall be provided to accommodate bicycles at a ratio of 4 bicycles for first 50,000 square feet and 1 bicycle for each additional 50,000 square feet. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

68. That there be a safe and convenient zone in which carpool/vanpool vehicles may deliver or board their passengers. Additionally, there shall be sidewalks

or other designated pathways following direct and safe routes from external pedestrian circulation system to each building in the development and safe and convenience access from the external circulation system to bicycle parking facilities on-site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

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

70. That the Department of Planning and Development requires that the double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; **however, the area in front of the OS and Y valves shall not be screened.** The screening shall also only be applicable to the double-check detector assembly and **shall not** include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.

71. That the owner/developer shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.

72. That **prior** to submitting plans to the Building Division for plan check, the owner/developer shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning or designee.

    a. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:
        i. A roof plan showing the location of all roof-mounted equipment;
        ii. Elevations of all existing and proposed mechanical equipment; and

iii. A line-of-sight drawing or a building cross-section drawing which shows the roof-mounted equipment and its relation to the roof and parapet lines.

NOTE: line-of sight drawing and/or building cross section must be scaled.

73. That the 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, 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).**

74. 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).**

75. That upon completion of the landscaping improvements, said landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

76. 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.

77. 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).

78. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the **prior** approval of the Fire Department and the Department of Planning and Development.

79. That the owner/developer agrees design and construct a project identification sign on both the southwest corner of Florence Avenue and Bloomfield Avenue and wells as the northwest corner of Lakeland Road and Bloomfield Avenue to identify the project name. Said signage shall be reviewed and approved by the Director of Planning (or designee) prior to installation.

80. That pursuant to the sign standards of the Zoning Regulations and related sign guidelines of the City of Santa Fe Springs, a comprehensive sign program for the development shall be prepared and submitted to the Director of Planning (or designee) for approval prior to obtaining a building permit for any signs related to the subject development. All signs throughout the subject site shall be installed in accordance with the approved comprehensive sign program for the subject development.

81. That the Department of Planning and Development shall first review and approve all sign proposals for the development prior to installation. 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 24" x 36" maximum-size paper.

82. 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. Further, all trash enclosures shall be designed to architecturally integrate with the overall design theme of the development. Trash enclosures should be provided with a trellis (or other covered structure) and also provided with vines (if located adjacent to or within a landscaped area) to help minimize the visual impact of said enclosures.

83. 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.

84. 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.

85. That the owner/developer shall submit a mailbox plan (locations and sizes) for all parcels prior to approval of the final map. The plan shall be approved by the Santa Fe Springs Post Office. The owner/developer shall submit to the City a written confirmation from the Santa Fe Springs Post Office that the mailbox locations are approved. The City shall review and approve the location plan to ensure adequate site distance and traffic safety measures are incorporated.

86. 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. 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 owner/developer may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, owner/developer 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. Owner/developer shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of owner/developer 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. Owner/developer understands and agrees that it is the responsibility of the owner/developer 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. Owner/developer 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 owner/developer and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the owner/developer may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Owner/developer, 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 owner/developer to comply with such regulatory requirements.

87. That prior to occupancy of the property/buildings, the owner/developer 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 Pasos at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

88. That the owner/developer shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. ***Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.***

89. That the owner/developer shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be accessed to any contractor or sub-

contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Pasos, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.

90. That the development shall otherwise be substantially in accordance with the site plan, alternate site plan, floor plans, and elevations presented to the Planning Commission and on file with the case.

91. That the final site plan, alternate site plan, floor plans 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.

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

93. That the owner/developer, Goodman Santa Fe Springs SPE LLC, shall indemnify, protect, defend and hold harmless from and against any and all claims, liabilities and costs, including attorney's fees, arising from CEQA challenges and subsequent environmental review for the Project and any or all entitlements and approvals issued by the City in connection with the Project.

94. That the owner/developer, Goodman Santa Fe Springs SPE 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 the subject Development Plan Approval, 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.

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

Wayne M. Morrell

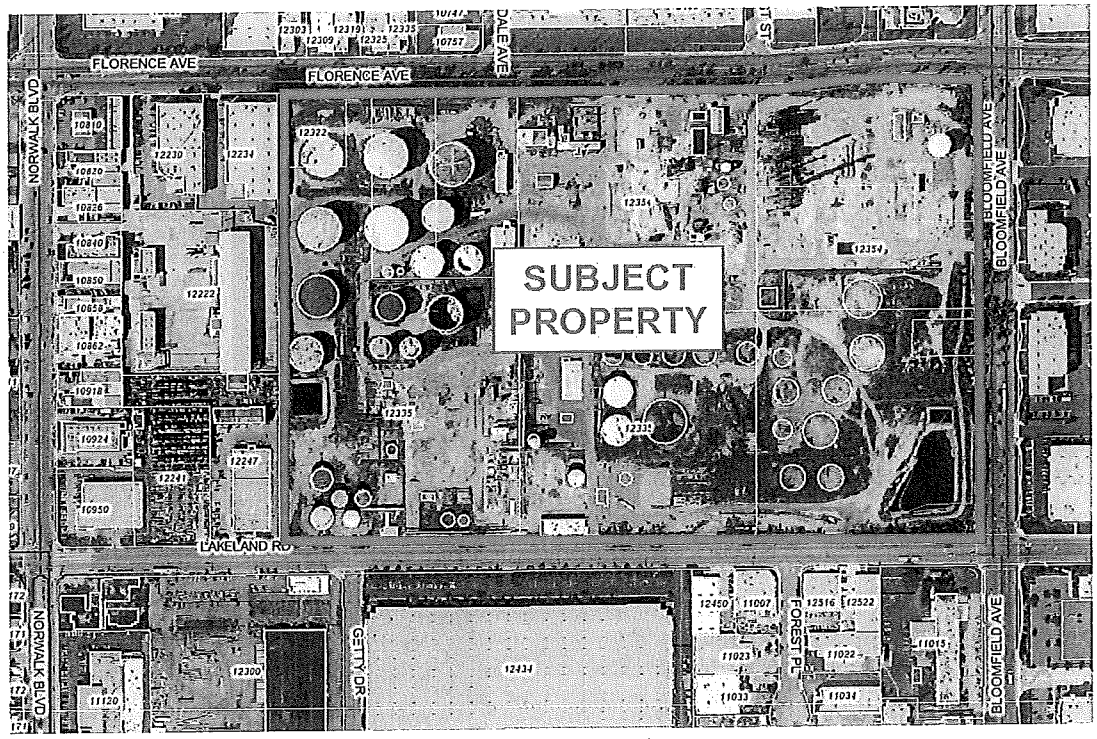
Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Proposed Site Plan
3. Proposed Alternate Site Plan (includes 2-acre along NW/C)
4. Proposed Floor Plan (Buildings 1, 2, and 3)
5. Proposed Colored Elevations (Buildings 1, 2, and 3)
6. Typical Rendering
7. Development Plan Approval Application
8. Final EIR (*delivered on 4/21/15*)
9. Final Traffic Report
10. Mitigation Monitoring and Reporting Program
11. Resolution 50-2015

C:\Cuong\Cases\Aug.14-Aug.15\DPA887-889 & TPM73063 - Goodman Birtcher\DPA887-889_PCStaffReport.doc

**Aerial Photograph**

# CITY OF SANTA FE SPRINGS




## AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 887-889 &
TENTATIVE PARCEL MAP CASE NO. 73063

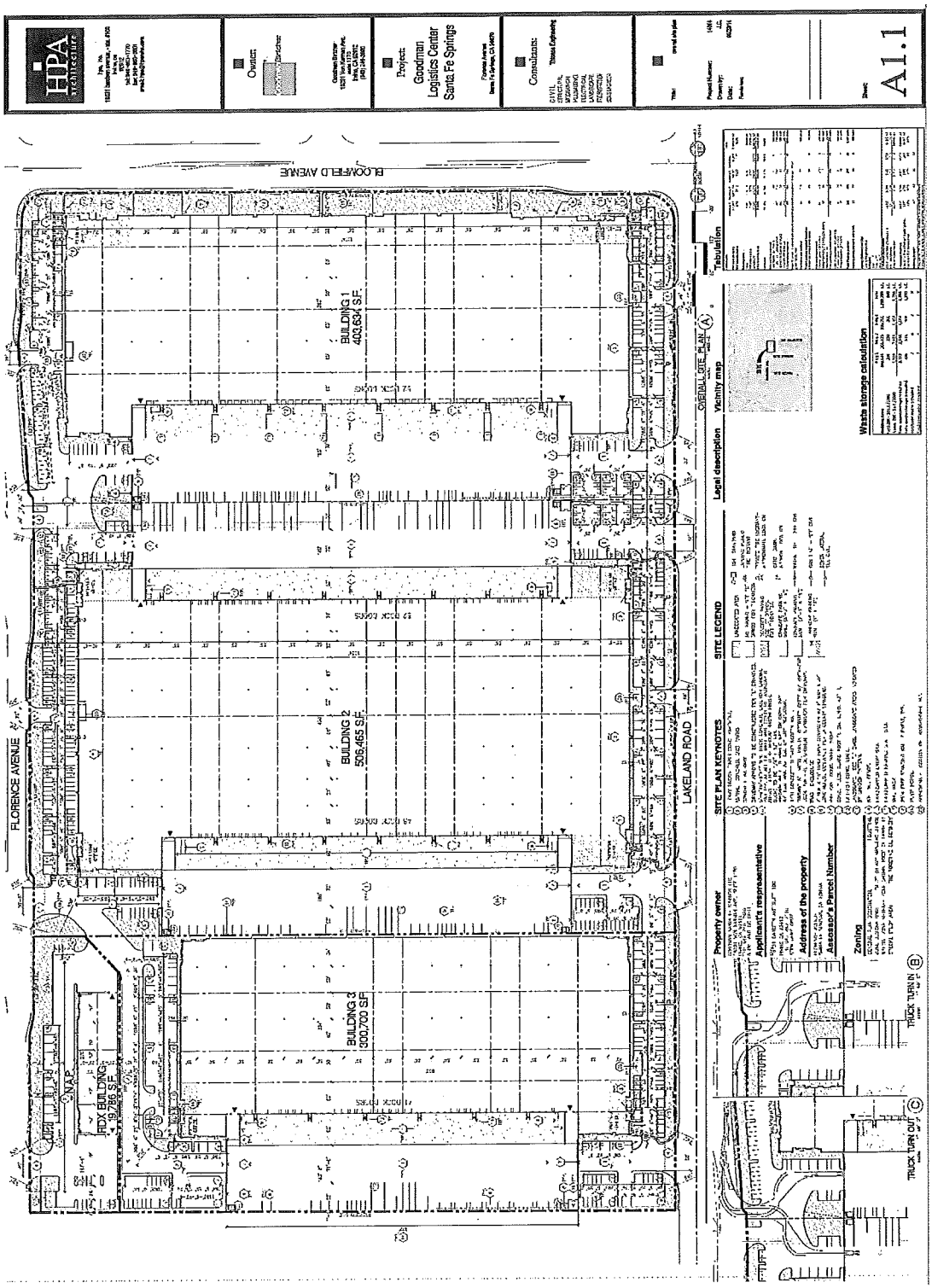
12345 Lakeland Road
(APNs: 8009-022-053, 054, 055, 056, 057, 058;
8009-022-029, 030, 031;
and a portion of 8009-022-056).

NORTH

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: April 23, 2015

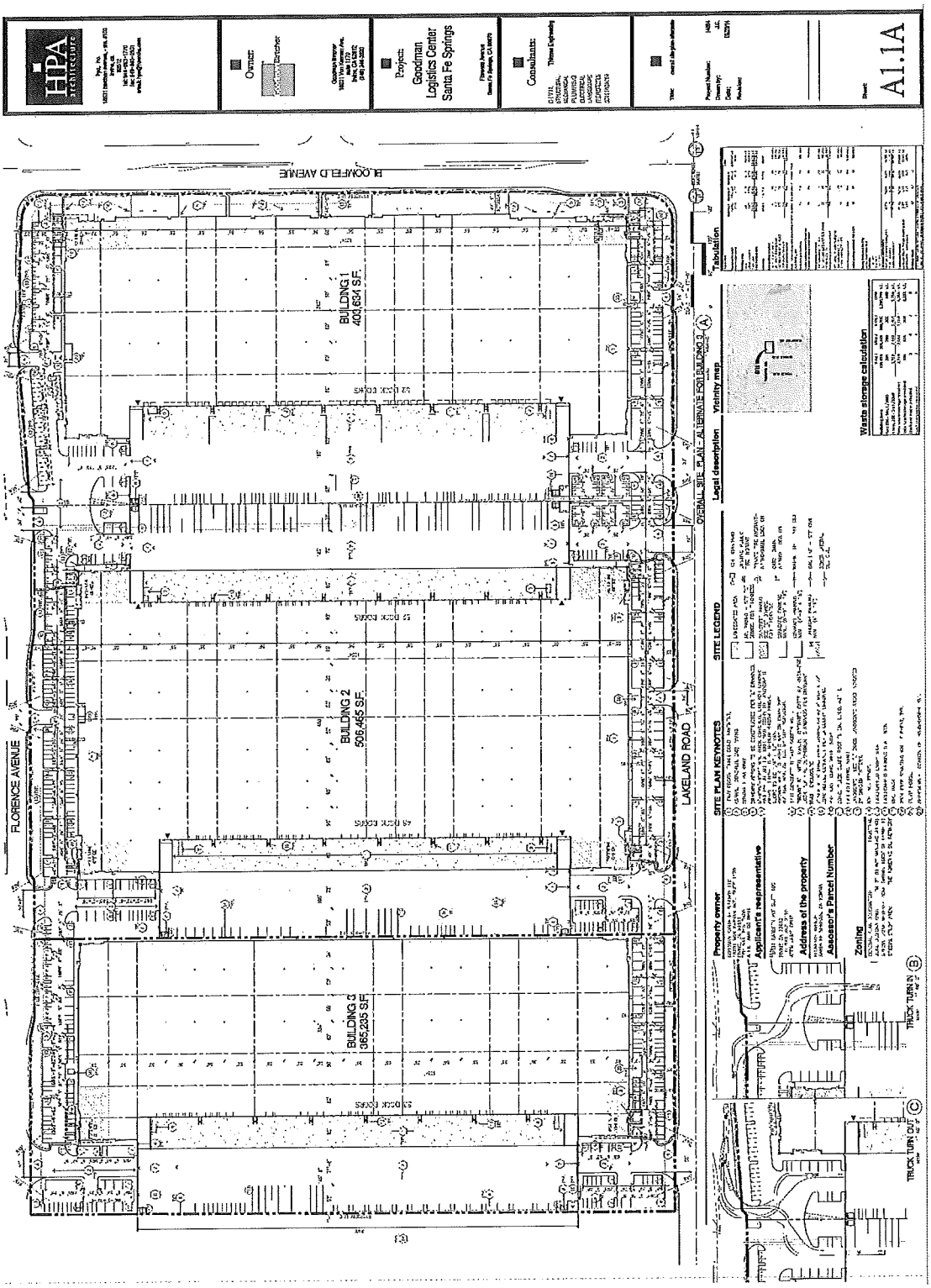
## Proposed Site Plan




Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: April 23, 2015

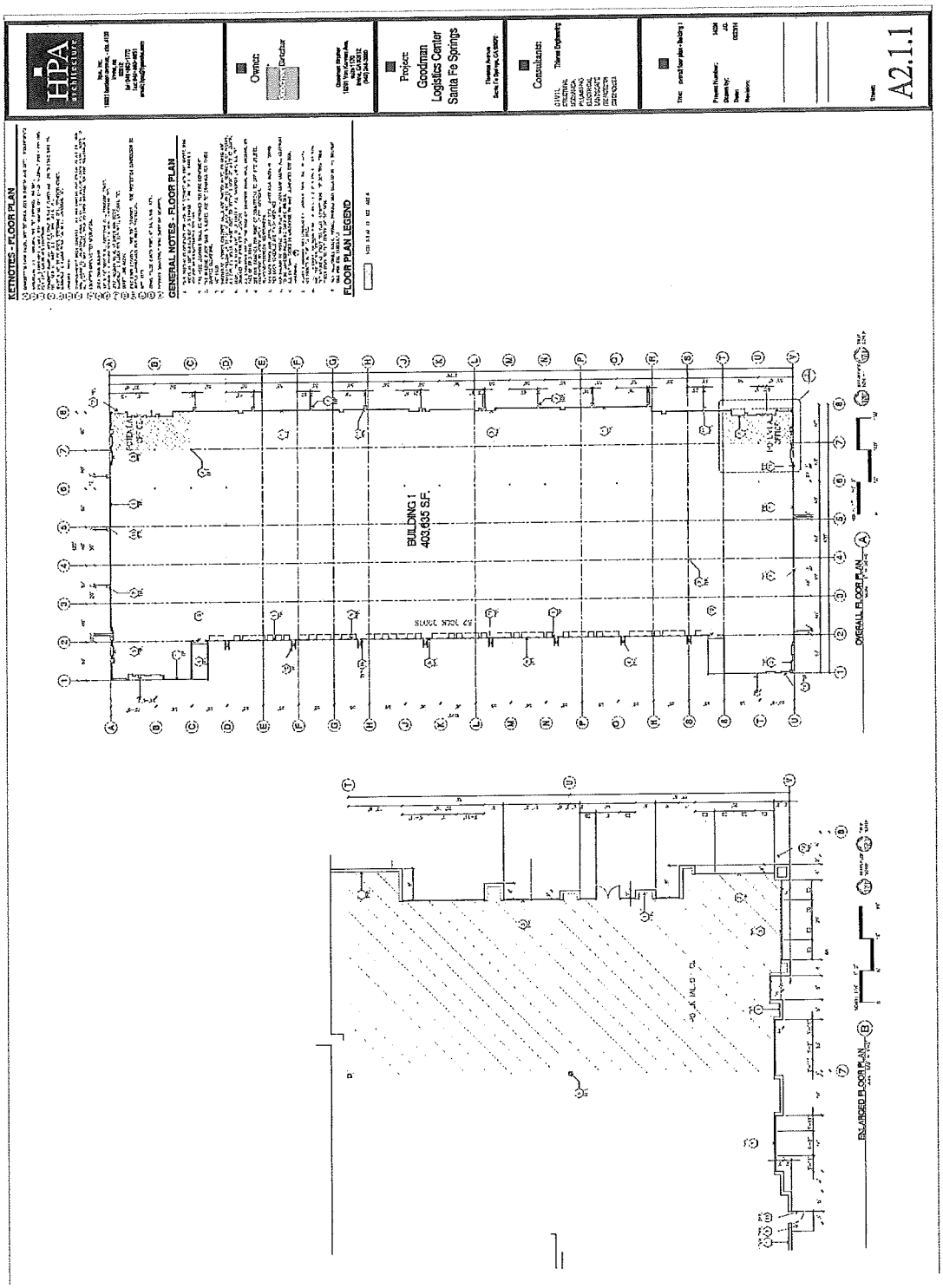
## Proposed Alternate Site Plan



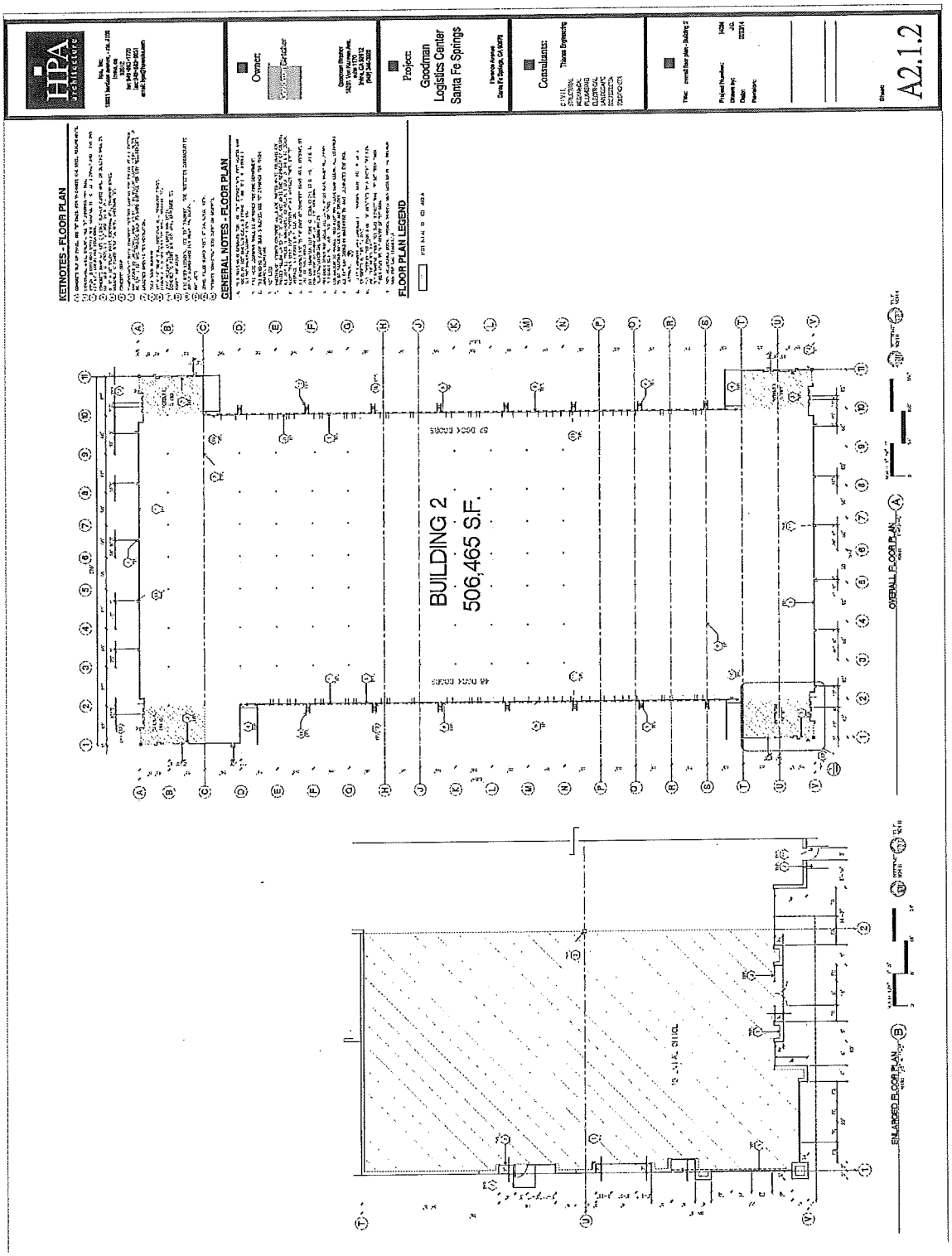

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: April 23, 2015

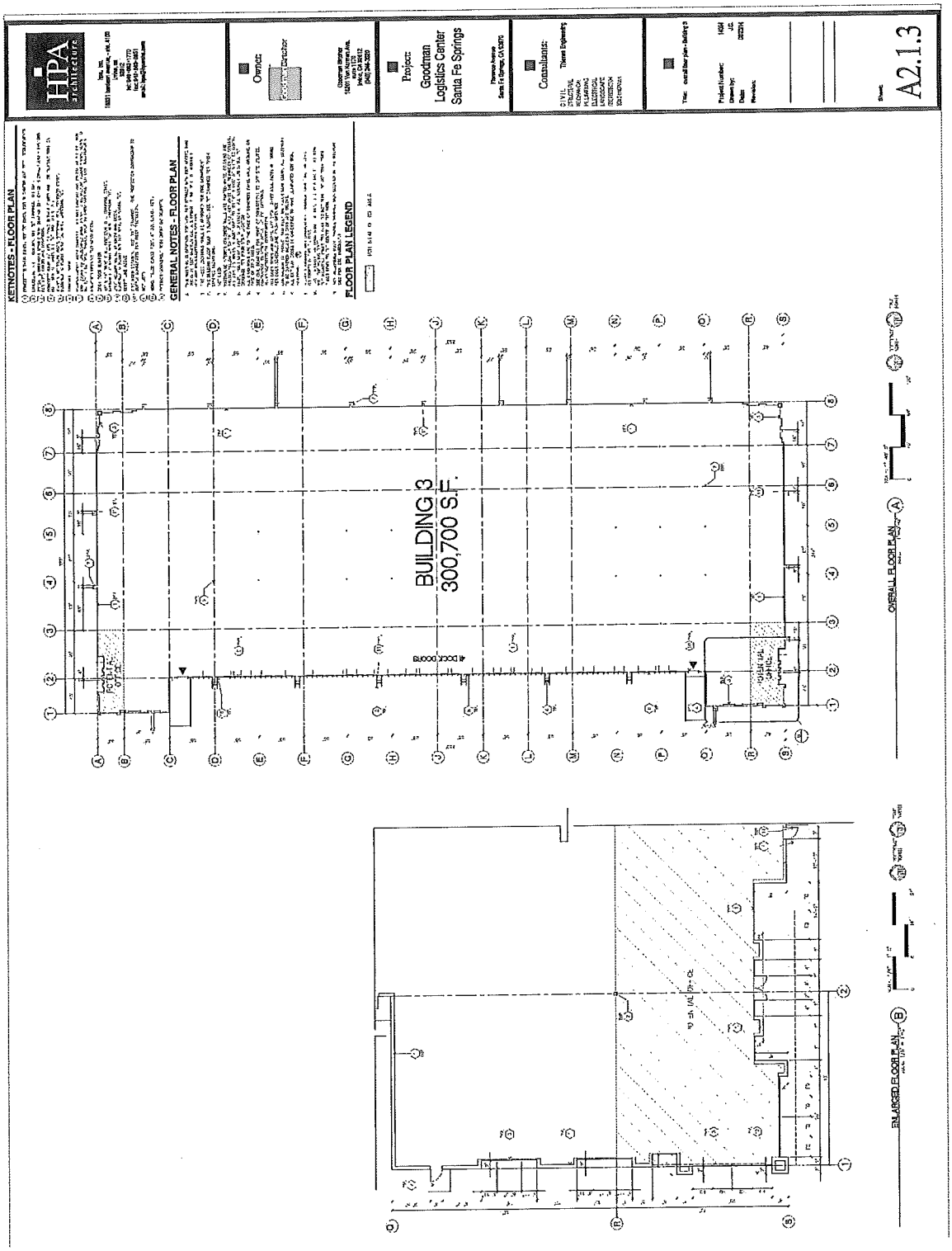
## Proposed Floor Plan – Building 1



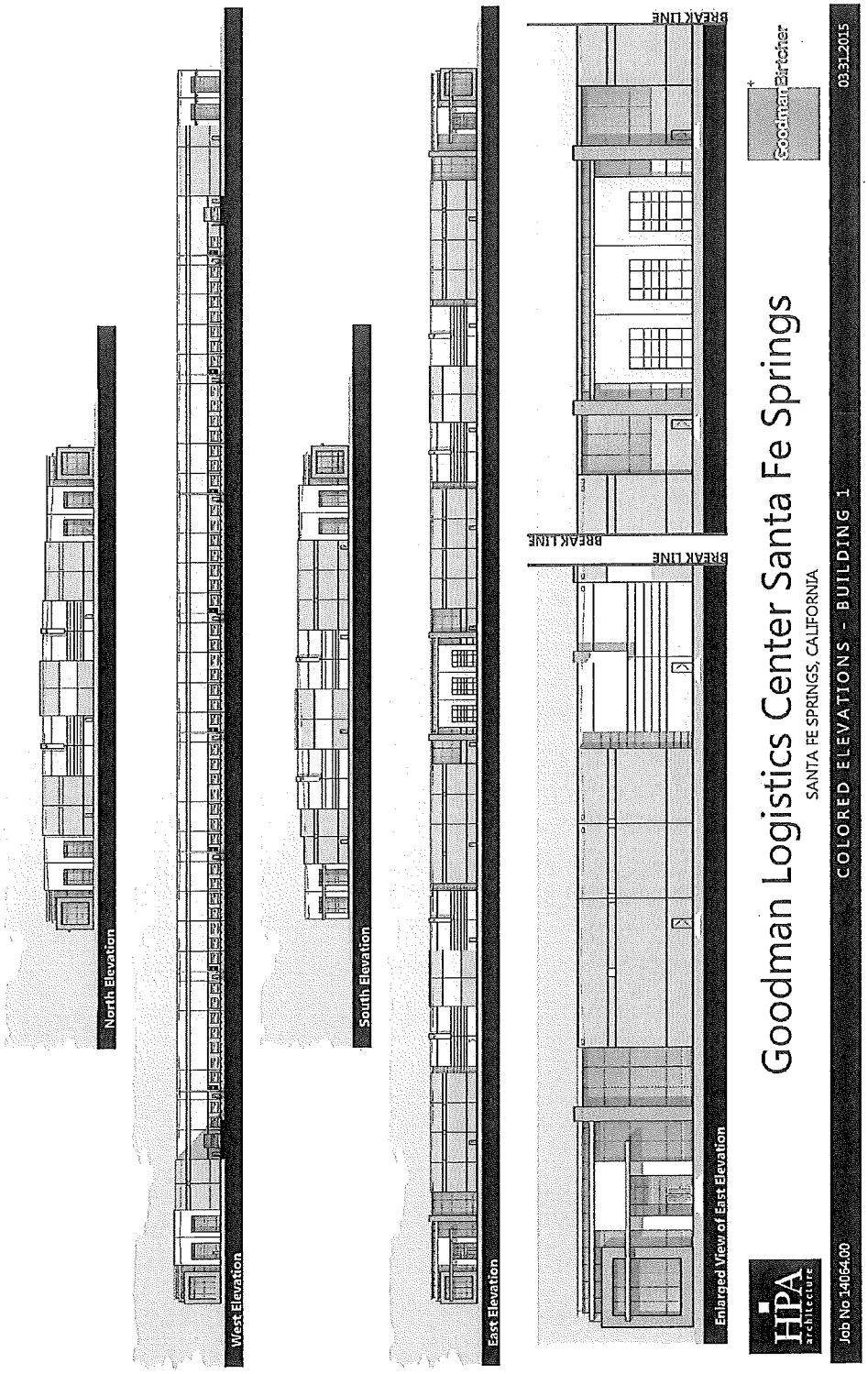
## Proposed Floor Plan – Building 2



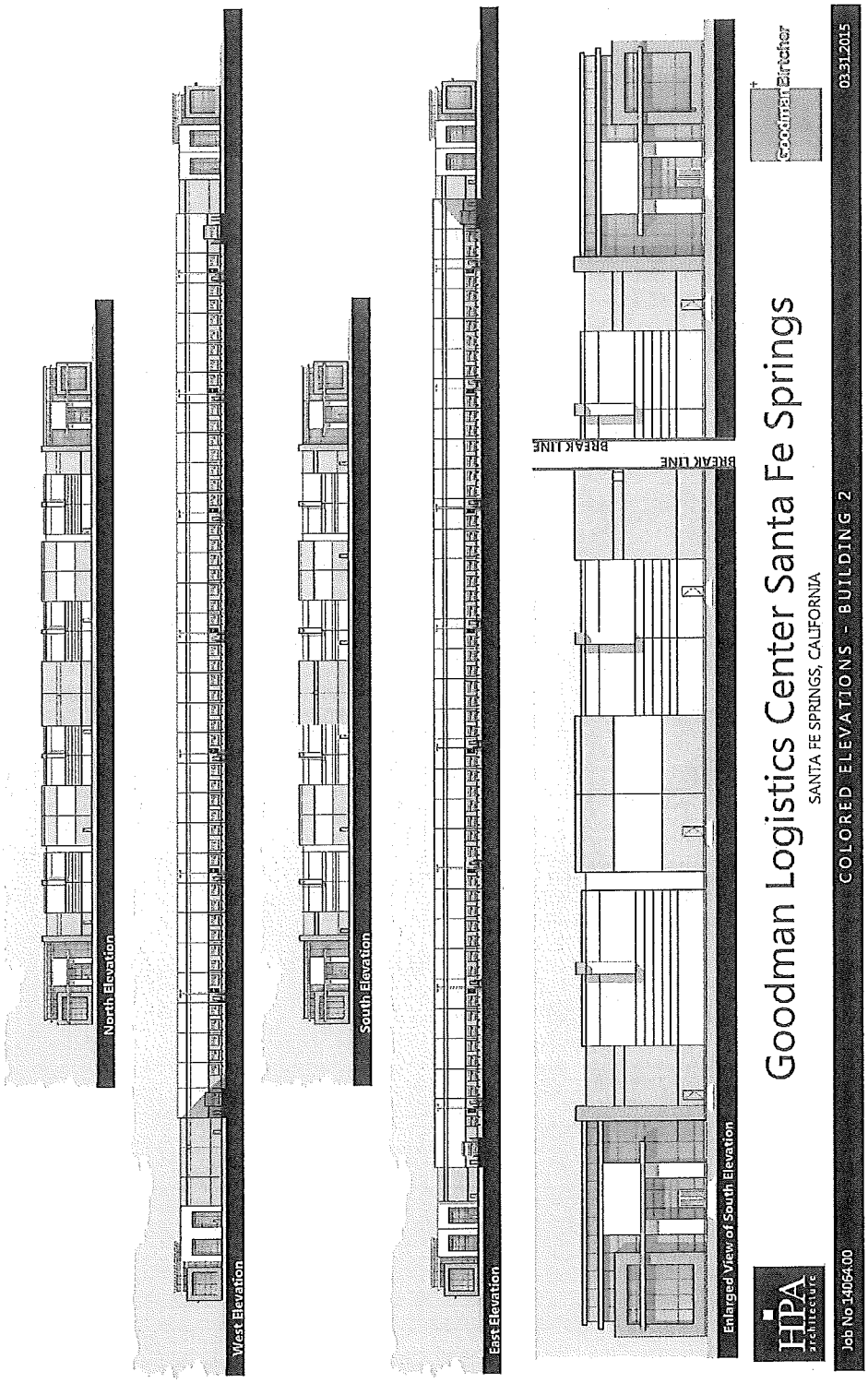
## Proposed Floor Plan – Building 3



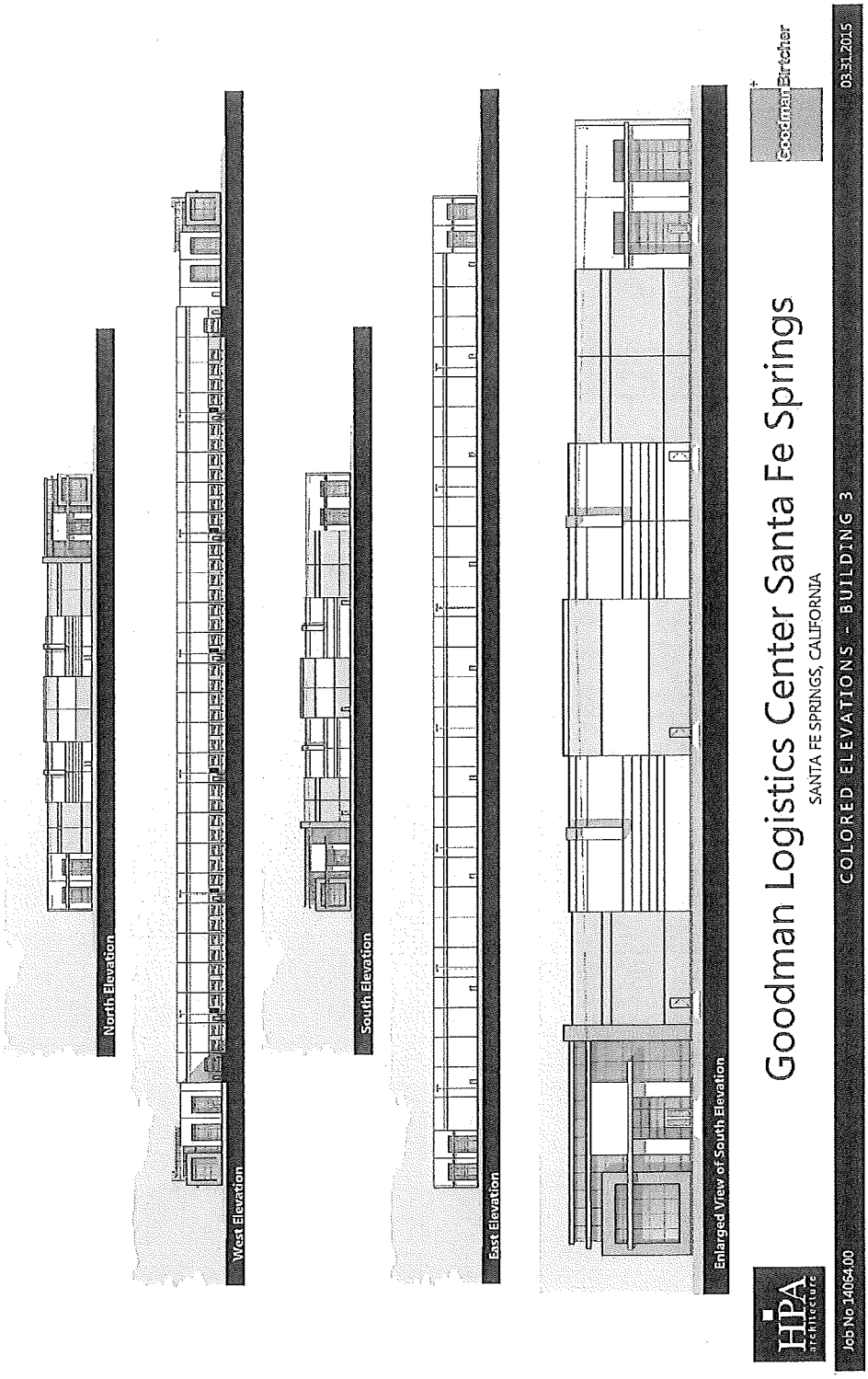
## Proposed Colored Elevations – Building 1



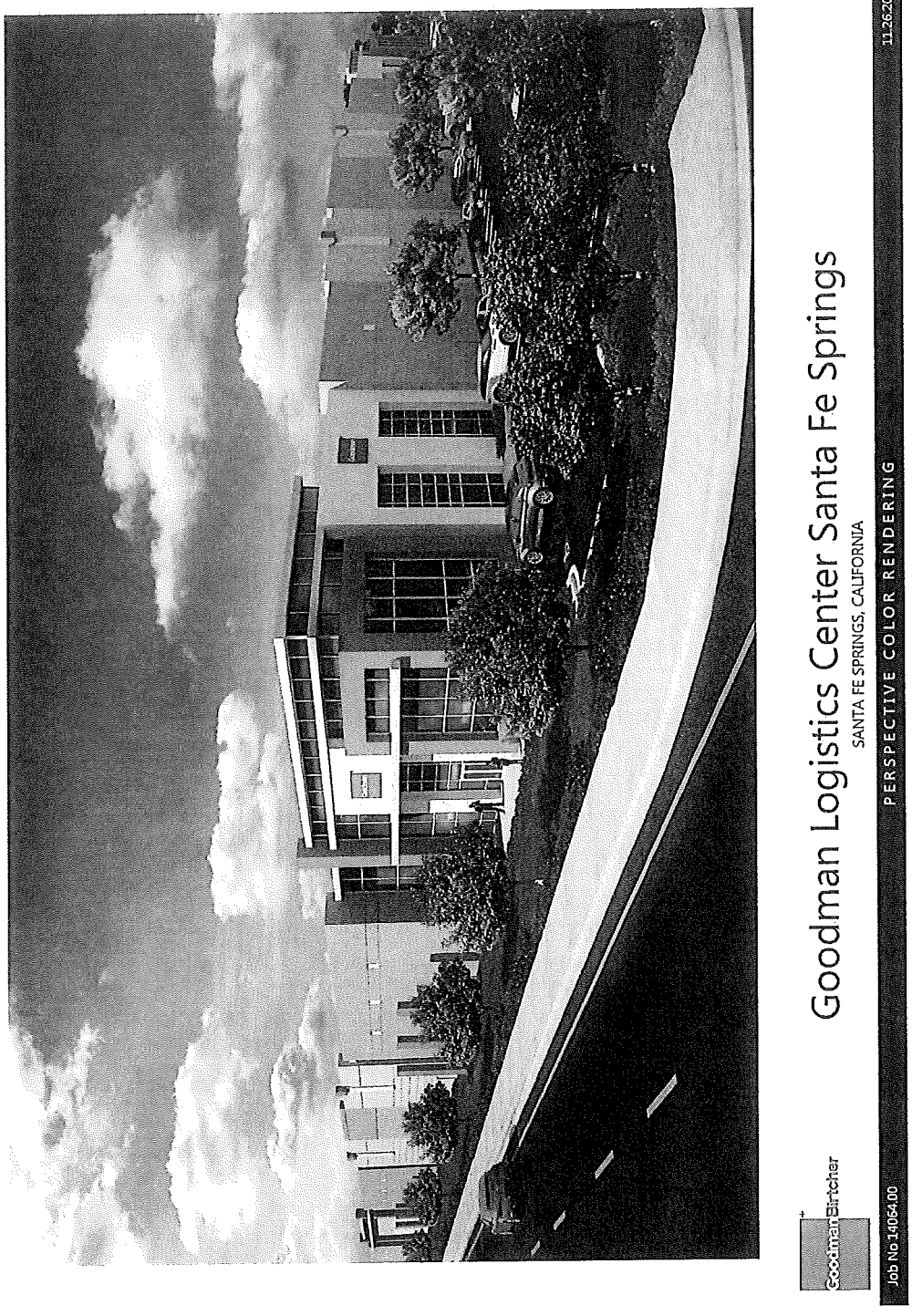
## Proposed Colored Elevations – Building 2



## Proposed Colored Elevations – Building 3



## Colored Rendering




Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: April 23, 2015

# Development Plan Approval Application

RECEIVED
JUL 22 2014
Planning Dept.

City of Santa Fe Springs
Application for
## DEVELOPMENT PLAN APPROVAL (DPA)

The undersigned hereby petition for Development Plan Approval:

**LOCATION OF PROPERTY INVOLVED:**
Provide street address or Assessors Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:
Florence Avenue/Bloomfield Avenue/Lakeland Road
8009-022-055; 056; 057; 058; 053; 054;
8009-022-029; 030; 031 & portion of 8009-022-056

**RECORD OWNER OF THE PROPERTY:**
Name: Goodman Santa Fe Springs SPE LLC Phone No: 949.407.0100
Mailing Address: 18201 Von Karman Ave, Ste 1170
Irvine, CA 92612
Fax No: 949.502.5505 E-mail: Aaron.morgan@goodman.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: HPA, Inc. 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.)
3 new industrial buildings: One of 406,635 SF (including 5,000 SF mezz.); one of 506,465 SF (including 5,000 SF mezz) and one of 300,700 SF (including 5,000 SF mezz) for total of 1,213,800 SF

**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
Jaime Cruz
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."

EIR 08-25-14 10L0250 CHECK 3446.00

# 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): Aaron Morgan / Goodman Santa Fe Springs SPE LLC
Mailing Address: 18201 Von Karman Ave, Ste 1170 Irvine, CA 92612
Phone No: 949.407.0100
Fax No: 949.502.5505 E-mail: Aaron.morgan@goodman.com
Signature: _____

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

### CERTIFICATION

STATE OF CALIFORNIA )
COUNTY OF Orange ) ss.

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

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

(seal)

On _____ before me, _____, See attached
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 885
**DATE FILED:** 7/22/14
**FILING FEE:** _____
**RECEIPT NO:** _____
**APPLICATION COMPLETE?** _____

# Development Plan Approval Application (Cont.)

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

State of California
County of Orange }

On July 1, 2014 (Date) before me, L. Gauthier, Notary Public (Here Insert Name and Title of the Officer)

personally appeared Aaron Morgan (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.

L. GAUTHIER
Commission # 1920212
Notary Public - California
Orange County
My Comm. Expires Jan 30, 2015

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 of Notary Public)

Place Notary Seal Above

**OPTIONAL**

*Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.*

**Description of Attached Document**

Title or Type of Document: City of Santa Fe Springs Application for DPA
Document Date: July 1, 2014 Number of Pages: 3
Signer(s) Other Than Named Above: Jaime Cruz

**Capacity(ies) Claimed by Signer(s)**

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

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

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

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

©2007 National Notary Association • 9350 De Soto Ave., P.O. Box 2402 • Chatsworth, CA 91313-2402 • www.NationalNotary.org Item #5907 Reorder: Call Toll-Free 1-800-876-6827

## Development Plan Approval Application (Cont.)

RECEIVED
AUG 0 8 2014
Planning Dept.

**GOODMAN SANTA FE SPRINGS SPE LLC**
**(a Delaware limited liability company)**
**ACTION BY WRITTEN CONSENT OF**
**THE SOLE MEMBER**

The undersigned, being the sole member (the "Member") of Goodman Santa Fe Springs SPE LLC, a Delaware limited liability company (the "Company"), acting in accordance with the provisions of the Delaware Limited Liability Company Act and Section 2.2 of the Limited Liability Company Agreement of the Company (the "LLC Agreement"), hereby approves and adopts the following resolutions by written consent, effective as of the date set forth below:

**WHEREAS**, it is deemed by the undersigned to be appropriate and in the interests of the Company to elect officers of the Company, as provided in Section 3.2 of the LLC Agreement; and

**WHEREAS**, in consideration of the foregoing, the Member deems it appropriate and in the best interests of the Company to elect Aaron Morgan as President of the Company and Alan Cockburn as Secretary of the Company; each of them to serve in such capacity until his successor is elected and qualified or until his earlier resignation or removal;

**NOW, THEREFORE, BE IT RESOLVED**, that the following persons be, and each of them hereby is, elected to the office set forth opposite his name, to serve in such capacity until his successor is duly elected and qualified or until his earlier resignation or removal:

| | |
|---|---|
| Aaron Morgan | President |
| Alan Cockburn | Secretary |

**RESOLVED FURTHER**, that the foregoing officers of the Company shall have such powers and duties in the management of the Company as may be prescribed by the Member and, to the extent not so provided, as generally pertain to their respective offices, subject to the control of the Member.

**RESOLVED FURTHER**, that the officers of the Company be, and each of them hereby is, authorized, directed and empowered to execute, deliver and/or file, or cause to be executed, delivered and/or filed, on behalf and in the name of the Company, any agreements and/or documents, which such officers may deem necessary or appropriate to carry out fully the intent and purposes of these resolutions, and that the performance of such acts by such officer(s) shall be conclusive evidence

## Development Plan Approval Application (Cont.)

of the approval thereof and the authority therefor by and from the Member.

**RESOLVED FURTHER**, that any and all actions heretofore or hereafter taken, and any and all agreements and/or documents executed or delivered by the officers of the Company in furtherance of the matters contemplated by these resolutions are hereby ratified, approved and confirmed as the act and deed of the Company.

**RESOLVED FURTHER**, that this written consent may be executed by facsimile or electronic transmission, and such written consent shall be filed with the minutes of the proceedings of the Member.

**IN WITNESS WHEREOF**, the undersigned has executed this written consent as of September 16, 2013.

**GOODMAN MANAGEMENT USA INC.**

By: _____
Greg Goodman, its President

# CITY OF SANTA FE SPRINGS

## RESOLUTION NO. 50-2015

## A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE PROPOSED INDUSTRIAL DEVELOPMENT PROJECT KNOWN AS "THE GOODMAN LOGISTICS CENTER"

**WHEREAS,** the City of Santa Fe Springs prepared an Environmental Impact Report to evaluate the environmental effect of the proposed industrial development project known as The Goodman Logistics Center involving the development of three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210,800 sq. ft. on the subject approximately 54-acre project site that is roughly bordered by Florence Avenue to the north, Bloomfield Avenue to the east, Florence Avenue to the South, and

**WHEREAS,** the Planning Commission considered certification of the Environmental Impact Report prepared for the proposed industrial development project known as The Goodman Logistics Center on Monday, April 27, 2015; and

**WHEREAS,** public notice of this meeting was given to all persons or agencies requesting notice, and said notice was also published in the Whittier Daily News on Friday, April 3, 2015; and

**WHEREAS,** the Planning Commission held a Public Hearing on this matter on Monday, April 27, 2015 and accepted public comment on the proposed industrial development project and related environmental documents; and

**WHEREAS,** the Planning Commission has considered the evidence in the administrative record and studied this matter; and

**NOW, THEREFORE, IT BE RESOLVED THAT THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS DOES HEREBY RESOLVE, DETERMINE, AND ORDERS AS FOLLOWS:**

**SECTION I.** The Planning Commission finds that the facts in this matter are as stated in the staff report (Development Plan Approval Case Nos. 887-889 and Tentative Parcel Map Case No. 73063).

**SECTION II.** The Planning Commission of the City of Santa Fe Springs, acting as the Lead Agency and being the authorized body to certify the Final EIR prepared for the proposed industrial development project known as The Goodman Logistics Center hereby finds and determines the following:

1. That the Planning Commission has read and considered the information contained in the Final EIR for the proposed industrial development project known as "The Goodman Logistics Center."

2. That the Final EIR for the proposed industrial development project known as "The Goodman Logistics Center" was prepared in compliance with CEQA.

3. That the Final EIR adequately analyzes the environmental impact of the proposed industrial development project known as "The Goodman Logistics Center" on the environment.

4. That the Final EIR for the proposed industrial development project known as "The Goodman Logistics Center" represents its independent judgement and analysis.

5. That the EIR and the entire record of the EIR and proposed project contain substantial evidence supporting the conclusions that the mitigation measures included with the Project reduce or avoid the significant adverse impacts on the environment as much as feasible.

6. That the adoption of the Mitigation Monitoring and Reporting Program for the proposed industrial development project known as "The Goodman Logistics Center" will mitigate or avoid significant effects on the environment, and that the mitigation measures will be attached to the conditions of approval for the entitlements associated with the Project (Development Plan Approval Case Nos. 887-889 and Tentative Parcel Map Case No. 73063) for joint enforcement.

**PASSED and ADOPTED** this _____ day of _____, 2015.

_____
Susie Johnston, Chairperson

ATTEST:

_____
Teresa Cavallo, Planning Secretary

**PUBLIC HEARING (Continued from April 13, 2015 PC Meeting)**

**Tentative Parcel Map No. 73063 and Environmental Documents**

Request for approval to allow the approximately +/-54-acre subject site to be subdivided into four (4) separate parcels: 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4) for property located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

**RECOMMENDATIONS**

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Tentative Parcel Map No. 73063 and, after receiving all public comments, thereafter close the Public Hearing; and

2. Find that Tentative Parcel Map No. 73063, together with the provisions for its design and improvement, is consistent with the City's General Plan; and

3. Find that Tentative Tract Map No. 73063 meets the standards set forth in Sections 66474 and 66474.6 of the Subdivision Map Act for the granting of approval of a tentative or final map; and

4. Pass and adopt Resolution No. 50-2015 to certify that the Environmental Impact Report (EIR) for the development of the Goodman Logistics Center (DPA 887-889 & TPM 73063) has been completed in compliance with the California Environmental Quality Act (CEQA); and , based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse effect on the environment; and

5. Approve the Mitigation Monitoring and Reporting Program for the Final EIR for the Goodman Logistics Center development (DPA 887-889 & TPM 73063); and

6. Approve Tentative Tract Map No. 73063, subject to the conditions of approval as stated in this report.

Report Submitted By: Cuong Nguyen
Planning and Development Dept.

Date of Report: April 23, 2015

## BACKGROUND

The subject site located at 12345 Lakeland Road is currently developed with a closed oil refinery. The site measures approximately +/-53-acres and is roughly bounded by Bloomfield Avenue to the east, Florence Avenue to the north, and Lakeland Road to the South. The site has been formerly known as Powerine, CENCO, and Lakeland Development refinery property.

The refinery opened in the early 1930s and operated, with the exception of a couple of years in the 1980s, until the summer of 1995, when it was closed. Televangelist, Pat Robertson, bought the refinery in August of 1988 and change the name to CENCO. He vowed to reopen it as a safe and clean state-of-the-art refinery. After opposition from community groups, lawsuits, and other problems, it never reopened. In the early 2000s, CENCO changed its name to Lakeland Development. In May 2012, Lakeland filed for bankruptcy.

The applicant, Goodman Santa Fe Springs SPE LLC, recently acquired all but 2 of the +/-54-acre site through bankruptcy proceedings. Goodman Santa Fe Springs SPE LLC is a subsidiary of Goodman Group, an international integrated property group that owns, develops, and manages logistics, warehouses, distribution, and business space in over 16 countries across Asia, Pacific, UK, Europe, North America, and Brazil.

## DESCRIPTION OF REQUEST

Goodman Santa Fe Springs SPE LLC is requesting approval of the subject Parcel Map (Tentative Parcel Map No. 73063) to allow the subdivision of the approximately +/-54-acre subject site into four (4) parcels measuring 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), and 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4). The intent is to create independent lots for each of the four proposed industrial buildings.

The Commission should note that because the future of Ridgeline Energy Services, Inc. (also known as RDX Technologies Corporation) on the subject site remains uncertain at this time, the DPA for the RDX is not a part of your review at this time. Should RDX choose to remain on the site, and continue their existing wastewater treatment activities on the northwesterly 2-acre portion of the subject site, they would still need to obtain approval for an amendment of the existing Conditional Use Permit (CUP 620) and also a Development Plan Approval for the development of the approximately 20,000 sq. ft. proposed building.

Additionally, although the applicant has informed staff that they have no intention of selling any portion of the development, it should still be noted that approval of the propose parcel map will effectively provide the applicant and/or RDX with the ability

to sell any one of the four (4) proposed buildings since each building would be situated on their own separate lot. With that said, the map has been reviewed and appropriately condition to ensure that each lot will independently meet all code requirements in the event a future sale does occur.

## RELATED ENTITLEMENTS

The Commission should note that the subject Parcel Map is one of four entitlements that is required for the proposed Goodman Logistics Center development on the approximately +/-54-acre subject site. The applicant is proposing to develop three (3) large industrial concrete tilt-up buildings with a combined building area of +/- 1,210,800 sq. ft. Therefore, in addition to the subject Parcel Map, the proposed project also requires approval of the following entitlements:

Development Plan Approval (DPA Case Nos. 887, 888, and 889)

1. DPA Case No. 887: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1);
2. DPA Case No. 888: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and
3. DPA Case No. 889: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3).

## STREETS AND HIGHWAYS

The subject site has frontage on three streets: Florence Avenue to the north, Bloomfield Avenue to the east, and Lakeland Road to the south. Florence Avenue and Bloomfield Avenue are considered Major Arterials within the Circulation Element of the City's General Plan. Lakeland Road is considered a Secondary Arterial.

## ZONING AND LAND USE

Industrially zoned areas generally surround the subject site. Properties to the north, south, east and west are zoned M-2, Heavy Manufacturing. All surrounding properties are developed with industrial manufacturing, production or warehouse facilities with the exception of a substance abuse counseling and rehabilitation center (LA CADA) located on the southwest corner of Bloomfield Avenue and Lakeland Road. Other sensitive land uses near the subject site, but outside the City's boundary (in the City of Norwalk) include: the Metropolitan State Hospital, approximately 1/8 mile south of the subject site; residential dwellings, approximately 1/8 mile southwest of the subject site; and Lakeland Elementary School, approximately 1/4 mile west of the subject site

## 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 (Development Plan Approval Case Nos. 887-889 and Tentative Parcel Map Case No. 73063) 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 April 3, 2015. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on April 3, 2015, and published in a newspaper of general circulation (Whittier Daily News) April 3, 2015, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

It should also be noted that the Planning Commission (PC) opened the subject DPA and TPM cases at the April 13, 2015 PC meeting. There being no one in the audience wishing to speak on the matter, the PC took action to continue both the DPA and TPM entitlements to the April 27, 2015 meeting.

As of date of this report, staff has still not received any comments and/or inquiries regarding the proposal

## ADDITIONAL NOTIFICATION

In addition to the notification as stated above, notification of the proposed project (DPA Case Nos. 887-889 & TPM No. 73063) was sent to the surrounding cities, the local school districts, area-wide planning agencies and each agency expected to provide water, sewage, streets, roads, or other essential facilities or services to the Project. Lastly, staff also sent a notification to the neighboring residential projects including: Villages at Heritage Springs Homeowners Associations, South Fulton Village, Villa Santa Fe, Lakeland Villa Inc, Little Lake Village, and Silver Crest.

## ENVIRONMENTAL DOCUMENTS

In reviewing the proposed project for the development of a new logistics center totaling approximately 1,210,810 square feet in floor area (Goodman Logistics Center Development), it was determined that an Environmental Impact Report (EIR) would be the appropriate environmental document based on the historical uses on the project site as well as the overall size and nature of the proposed

development. It should be noted that although the future of the 2-acre portion of the site remains uncertain at this point, the environmental document analyzes both potential outcomes for the subject 2-acre area.

Notice of Preparation

The City of Santa Fe Springs is the designated lead agency overseeing the environmental review for the proposed project (DPA 887-889 & TPM 73063). As the lead agency, the City of Santa Fe Springs circulated a Notice of Preparation (NOP) and an Initial Study (IS) for a 30-day period to inform the public and other agencies that a Draft EIR would be prepared for the proposed project.

The NOP/IS was mailed to the State Clearinghouse on October 27, 2014. The State Clearinghouse received the NOP/IS and the 30-day review period commenced on October 30, 2014 and ended on December 1, 2014. The State Clearinghouse assigned the following number to the proposed project (SCH Number: 2014101063).

Throughout the 30-day commenting period, staff received a total of 5 comments. The commenting agencies were:

- County of Los Angeles Fire Department
- County Sanitation Districts of Los Angeles County
- Los Angeles County Metropolitan Transportation Authority
- State of California – Native American Heritage Commission
- South Coast Air Quality Management District

The City's planning staff worked with Blodgett Baylosis Environmental Planning to ensure the Draft EIR adequately addressed each comment raised in the letters received from the commenting agencies.

Scoping Meeting

It should be noted that during the 30-day commenting period, the planning staff in conjunction with the entire project team (applicant, environmental consultant, traffic consultant, and project architect), conducting a scoping meeting to provide the local community with information on the proposed Goodman Logistics Center project and the upcoming environmental study that will be considered by the City.

A notice for the Scoping Meeting was mailed out to all properties within a 500 foot radius from the project site, neighboring cities, local agencies (including LACSD, SCAQMD, SCAG, LACPW, LACFPD, and LACMTA), local school districts, Indian tribal councils, and also neighboring residential projects (including Villages at Heritage Springs Homeowners Associations, South Fulton Village, Villa Santa Fe, Lakeland Villa Inc, Little Lake Village, and Silver Crest).

Although notices were mailed to the interested parties identified above, the scoping meeting was not as well-attended as staff had hoped for. According to the sign-in sheet, a total of only 13 individuals were present. Based on the feedback received, the project appeared to be supported by all who had attended the scoping meeting.

Draft EIR

The Notice of Availability (NOA) and Draft EIR was mailed to the State Clearinghouse on February 3, 2015. The State Clearinghouse received the NOA/Draft EIR and the 30-day review period commenced on February 6, 2015 and ended on March 23, 2015. Unlike the NOP/IS, a 45-day review and commenting period is required for the NOA/Draft EIR. The State Clearinghouse maintained the same number as they had used for the NOP/IS since the NOA/Draft EIR is merely an evolution of the previous environmental documents (SCH Number: 2014101063).

The 45-day review and commenting period ended, and although staff received a confirmation letter from the State Clearinghouse stating that no comments had been received, staff did received a total of 4 comments that were mailed directly to the City. The commenting agencies were:

- County of Los Angeles Fire Department
- County Sanitation Districts of Los Angeles County
- Department of Conservation – Division of Soil, Gas, and Geothermal Resources.
- South Coast Air Quality Management District

The City's planning staff worked with Blodgett Baylosis Environmental Planning to ensure the Final EIR adequately addressed each comment raised in the subsequent letters received from the above-mentioned agencies.

Mitigation Monitoring and Reporting Program

Analysis presented in the Final EIR indicated that the proposed project will have a number of potentially significant impacts. The EIR, therefore, includes a number of proposed mitigation measures intended to reduce or eliminate potentially significant project-related and cumulative impacts. The mitigation measures addresses potential impacts for Aesthetics, Air Quality, Cultural Resources, Geology, Greenhouse Gas, Hazardous Materials, Hydrology and Water Quality, Noise and Transportation. All mitigation measures have been included as a condition of approval for the project.

Since the proposed mitigation measures were identified as being adequate to affectively reduce potential impacts to a less than significant level, a statement of overriding considerations is not required for the subject EIR. A copy of the

Mitigation Measures and Mitigation Monitoring and Reporting Program is included as an attachment to the staff report.

## TENTATIVE TRACT MAP – REQUIREMENTS FOR APPROVAL

Pursuant to Section 154.07 of the Municipal Code, a tentative map shall not be approved unless the Planning Commission finds that the proposed subdivision, together with the provisions for its design and improvements, is consistent with the General Plan as required by Section 66473.5 of the Subdivision Map Act.

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

1. That the proposed map is not consistent with applicable general and specific plans.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plan.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.
8. That the governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

## FINDINGS

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

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

**Table 2**
**General Plan Consistency Analysis**

| *General Plan Element* | *Policy* | Project Consistency |
|---|---|---|
| Land Use | **Goal 9:** Provide for growth and diversification of industry and industrial related activities within the Santa Fe Springs industrial area. | Overall, the development of the Goodman Logistics Center will provide an opportunity for businesses in need of a larger industrial building with multiple dock doors to either stay, or otherwise re-locate to the City of Santa Fe Springs |
| | **Policy 9.5:** Encourage the release of land surface no longer needed for petroleum production so the oil field area can be developed in accordance with the goals of the General Plan. | The project involves the demolition and/or removal of an existing tanks and equipment associated with a closed oil refinery with the intent to construct a brand new industrial logistics center that will include three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210,800 sq. ft |
| | **Goal 11:** Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs. | The consolidation and re-configuration of the existing parcels will support or otherwise help facilitate the future logistics center development on the existing industrial zoned property. |
| | **Goal 13:** Seek to provide a variety of job opportunities in order to accommodate residents of the City as well as the residential population of the surrounding communities thus reduce time-consuming commutes, traffic, and the resulting air pollution. | The proposed development will include three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210,800 sq. ft. There should be many job opportunities to help service both the warehouse and office activities as well as indirectly create jobs for truck drivers making deliveries. |

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

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

The project involves the construction of a new industrial logistics center development consisting of three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210,800 sq. ft. and the consolidation and re-configuration of existing parcel to ensure each building occupies its own individual lot.

The approved project complies with the Santa Fe Springs Zoning Regulations, as well as, the General Plan. The proposed project does not require any Modification Permits or Zone Variances as the project, as proposed, meets the development standards set forth for properties located in the M-2, Heavy Manufacturing Zone. Therefore, the site is suitable for the type and intensity of the proposed development project.

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

The proposed subdivision is intended to create independent lots for each of the four (4) proposed industrial buildings. The propose parcel map will effectively provide the applicant and/or RDX with the ability to sell any one of the four (4) proposed buildings since each building would be situated on their own separate lot. With that said, the map has been reviewed and appropriately condition to ensure that each lot will independently meet all code requirements in the event a future sale does occur

The subject site located in an urbanized area that does not contain habitats or would otherwise injure fish and wildlife. Although a family of coyotes have been previously seen living in and around the subject site, the coyotes have not been seen in recent months. Furthermore, coyotes are not considered threatened or endangered.

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

The proposed subdivision is for a property located in an urbanized area and is consistent with other similar properties in the surrounding area. As noted previously, the proposed map is consistent with the General Plan. Although the buildings being developed as spec-buildings, any future user would still need to be suitable and otherwise permitted in the existing M-2, Heavy Manufacturing, Zone. Additionally, in accordance with CEQA Guidelines, an

EIR was prepared for the project to review and mitigated any potentially significant environmental impacts. The subdivision, therefore, does not have the potential to disrupt the urban environment or otherwise cause serious health problems.

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

The project site is roughly bounded by Florence Avenue to the north, Bloomfield Avenue to the east, and Lakeland Road to the south. Ingress and egress will be obtained along both Florence Avenue and Lakeland Road. No vehicle access will be provided along Bloomfield Avenue.

The project will provide both deceleration lanes and meandering sidewalks, however, both will be facilitated through either actual street dedication (for deceleration lanes) or easements (meandering sidewalks). The proposed Tentative Parcel Map will therefore not conflict with easements, acquired by the public at large, for access through or use of the property.

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

The proposed subdivision will consolidate and re-configure existing lots to create four (4) new parcels, one for each of the four (4) new buildings. Any discharge of waste related to the development of the new buildings will be reviewed through the required submission of an erosion control plan prior to construction to ensure meet all state and local ordinances, NPDES requirements, Best Management Practices, and requirements prescribed by the California Regional Water Quality Control Board.

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

To the extent feasible, staff will review the construction drawings to ensure that energy-saving devices or materials, including but not limited to, insulation, double-pane windows, and high efficiency central heating and cooling systems

will be incorporated into the design of the buildings.

**STAFF REMARKS**

Based on the reasons enumerated above, Staff believes that the Tentative Parcel Map No. 73063, together with the provisions for its design and improvement, is consistent with and, in furtherance, of the policies and goals set forth in the City General Plan and is, therefore, recommending approval of Tentative Parcel Map No. 73063, subject to the Conditions of Approval as contained within this staff report.

**AUTHORITY OF PLANNING COMMISSION**

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

**CONDITIONS OF APPROVAL**

**ENGINEERING / PUBLIC WORKS DEPARTMENT:**
**(Contact: Robert Garcia ext. 7545)**

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

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

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

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

4. That the owner/developer understands that a new parcel map to re-configure the lot for Building 3 shall be required should the project be built in accordance with the proposed alternative site plan (inclusive of the 2-acre currently owned by RDX Technologies).

5. That all overhead utilities (except existing on-site utilities) within the subdivision shall be placed underground.

6. That the owner/developer shall provide conduit for fiber optics or other smart technologies for each parcel for Internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the Project.

7. That the owner/developer shall work with the cable or Internet provider for the City, for the installation of underground cabling and related telecommunications facilities within the project site. Along at least the project's perimeters, along Bloomfield Avenue, Florence Avenue and Lakeland Road, the owner/developer shall work with the cable or Internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide importance of providing telecommunication facilities along these frontages, the owner/developer shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide opportunity for future telecommunications to the project and for the City's anticipated future needs and services, all to the satisfaction of the Public Works Director.

8. That by accepting the benefits conferred under the Tentative Parcel Map, the owner/developer acknowledges all the conditions imposed and accepts this Tentative Parcel Map, subject to these conditions. By said acceptance, the owner/developer waives any challenges as to the validity of these conditions.

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

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

11. That Tentative Parcel Map No. 73063 shall expire 24 months after Planning Commission approval, on April 27, 2017, except as provided under the provisions of California Government Code Section 66452.6. During this time period the final map shall be presented to the City of Santa Fe Springs for

approval. The subdivision proposed by Tentative Parcel Map No. 73063 shall not be effective until such time that a final map is recorded.

12. That the Mitigation Monitoring Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Environmental Impact Report (State Clearinghouse #2014101063), shall be made part of the conditions of approval for Tentative Parcel Map No. 73063. The Mitigation Monitoring Program is listed as an attachment to the staff report.

13. That as a condition for approval for Tentative Parcel Map No. 73063, the "Subdivider," Goodman Santa Fe Springs SPE 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 concerning the subdivision when action is brought within the time period provided for in Government Code, Section 66499.37. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify subdivider of such claim, action or proceeding and shall cooperate fully in the defense thereof.

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

Wayne M. Morrell

Wayne M. Morrell
Director of Planning

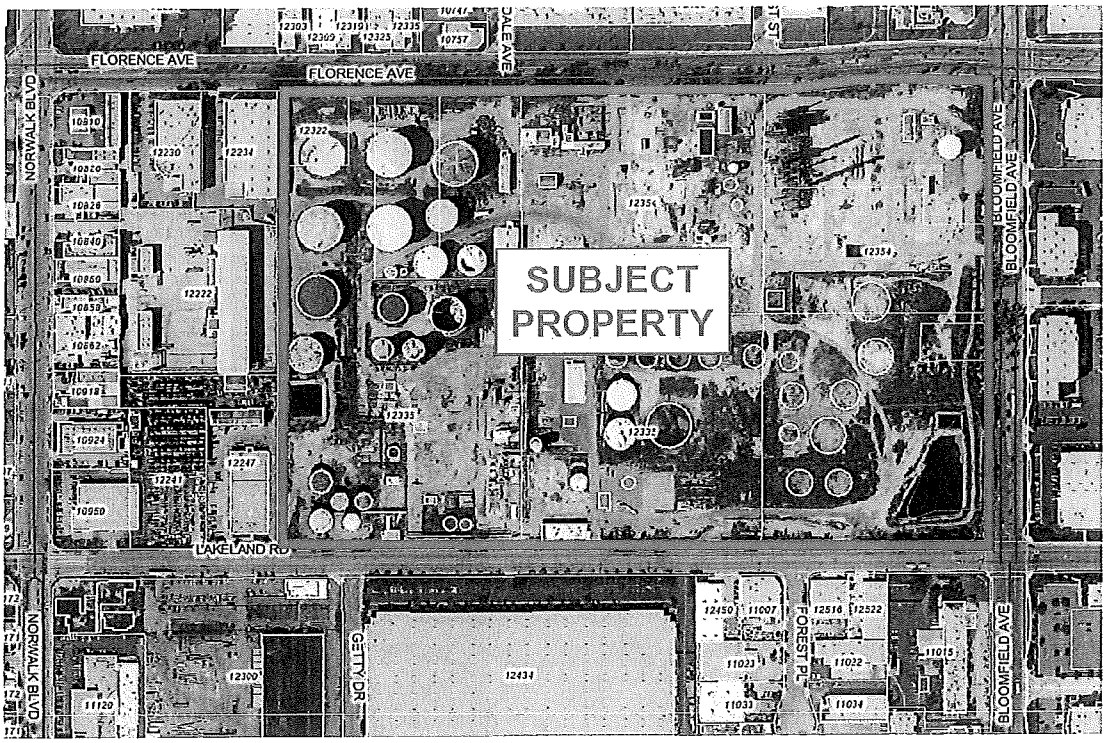
Attachments:
1. Aerial Photograph
2. Proposed Tentative Parcel Map (TPM 73063)
3. Tentative Tract Map Application
4. Final EIR (*See DPA 887-889 attachments*)
5. Final Traffic Report (*See DPA 887-889 attachments*)
6. Mitigation Monitoring and Reporting Program (*See DPA 887-889 attachments*)
7. Resolution 50-2015 (*See DPA 887-889 attachments*)

Report Submitted By: Cuong Nguyen
Planning and Development Dept.

Date of Report: April 23, 2015

## AERIAL PHOTOGRAPH

# CITY OF SANTA FE SPRINGS




## AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 887-889 &
TENTATIVE PARCEL MAP CASE NO. 73063

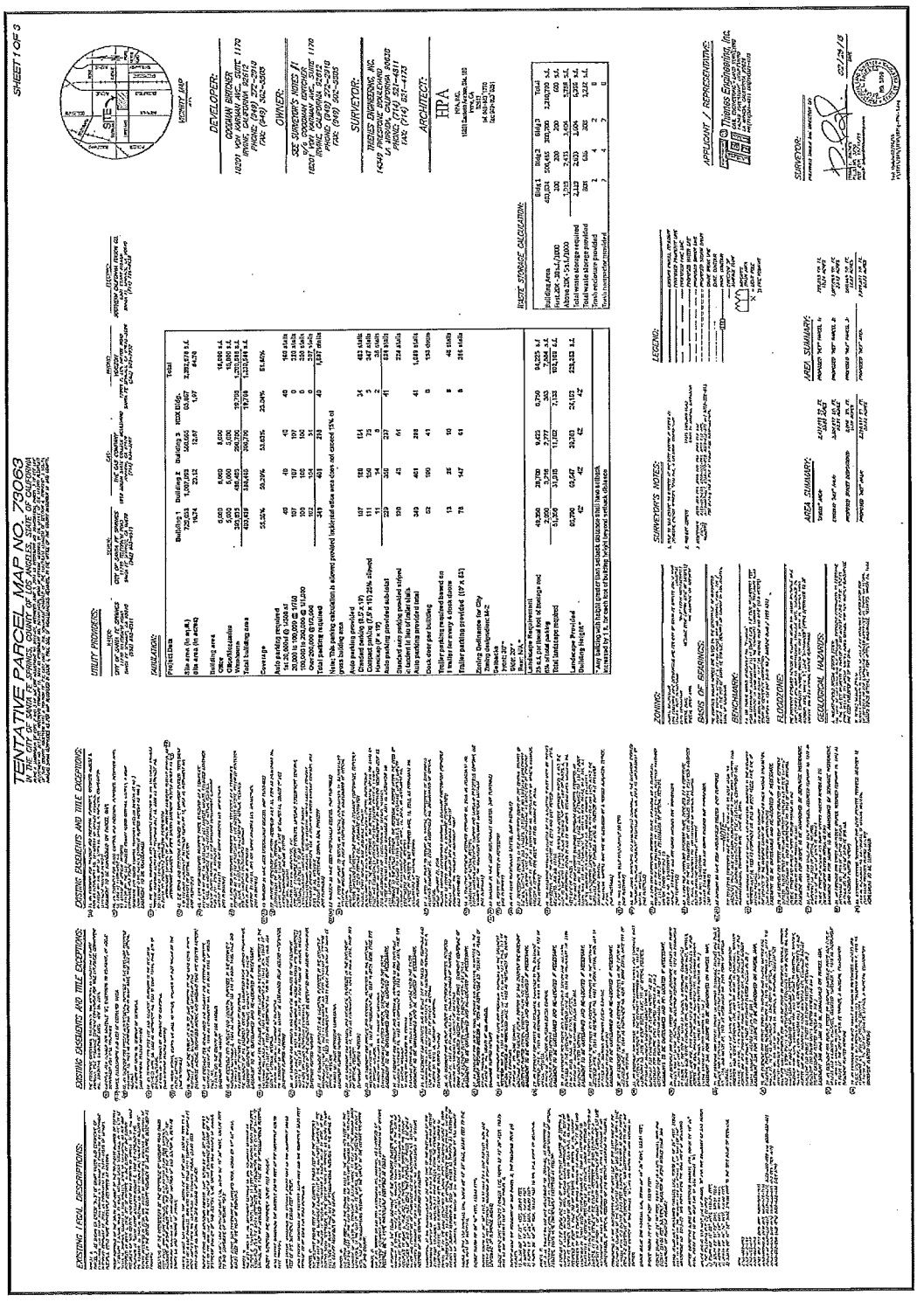
12345 Lakeland Road
(APNs: 8009-022-053, 054, 055, 056, 057, 058;
8009-022-029, 030, 031;
and a portion of 8009-022-056).

NORTH

Report Submitted By: Cuong Nguyen
Planning and Development Dept.

Date of Report: April 23, 2015

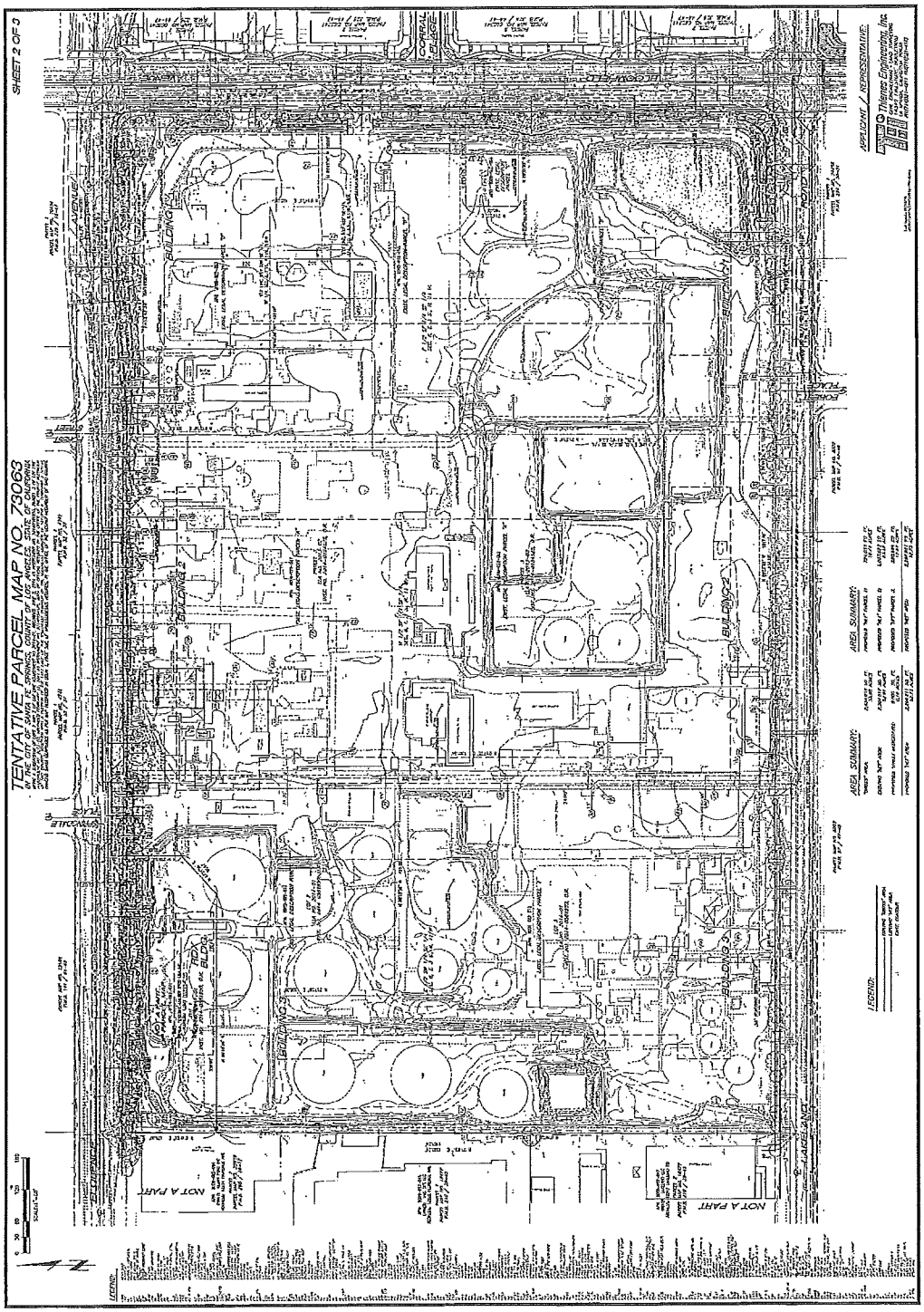
# PROPOSED TPM 73063




Report Submitted By: Cuong Nguyen
Planning and Development Dept.

Date of Report: April 23, 2015

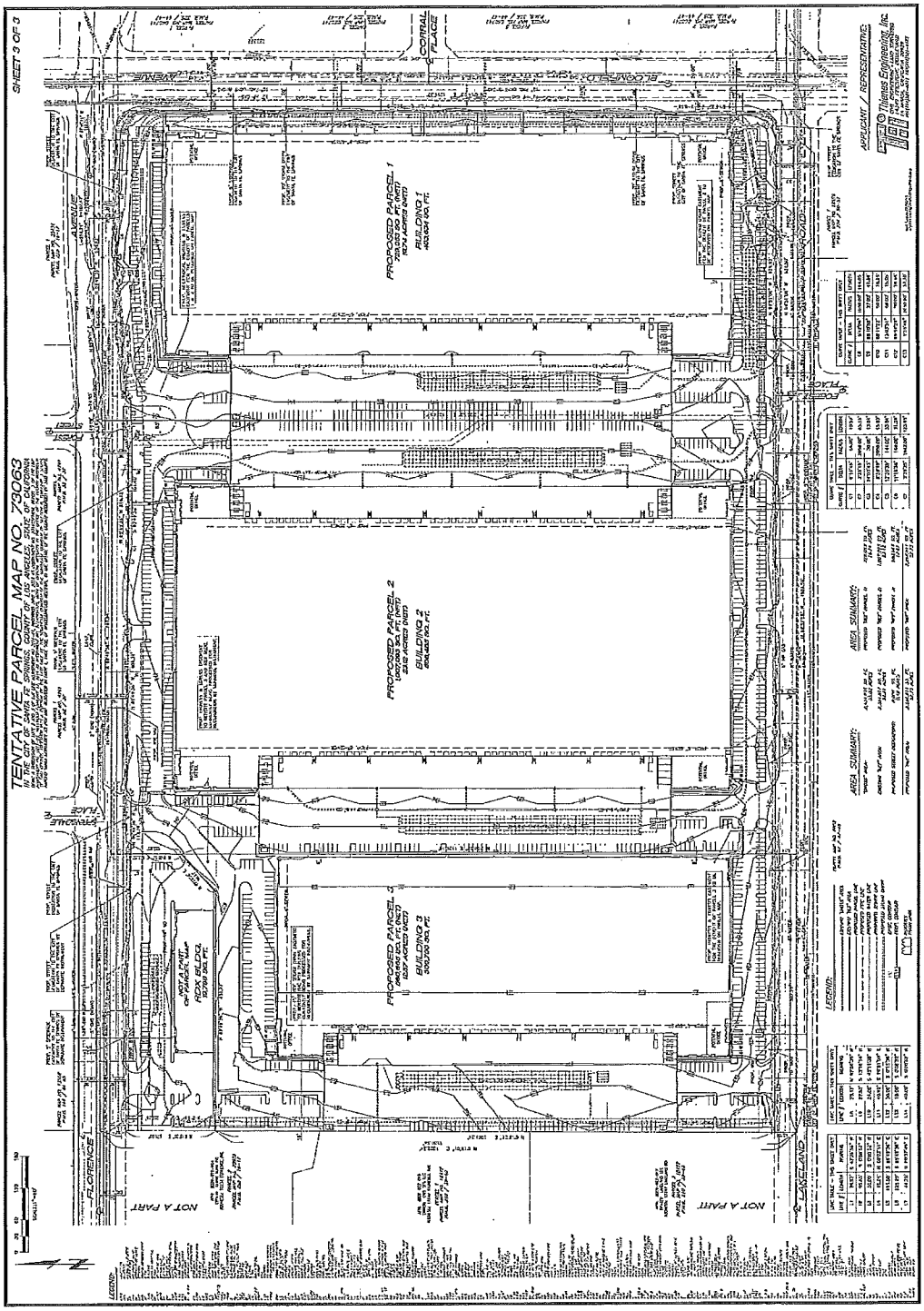
## PROPOSED TPM 73063 – Cont.



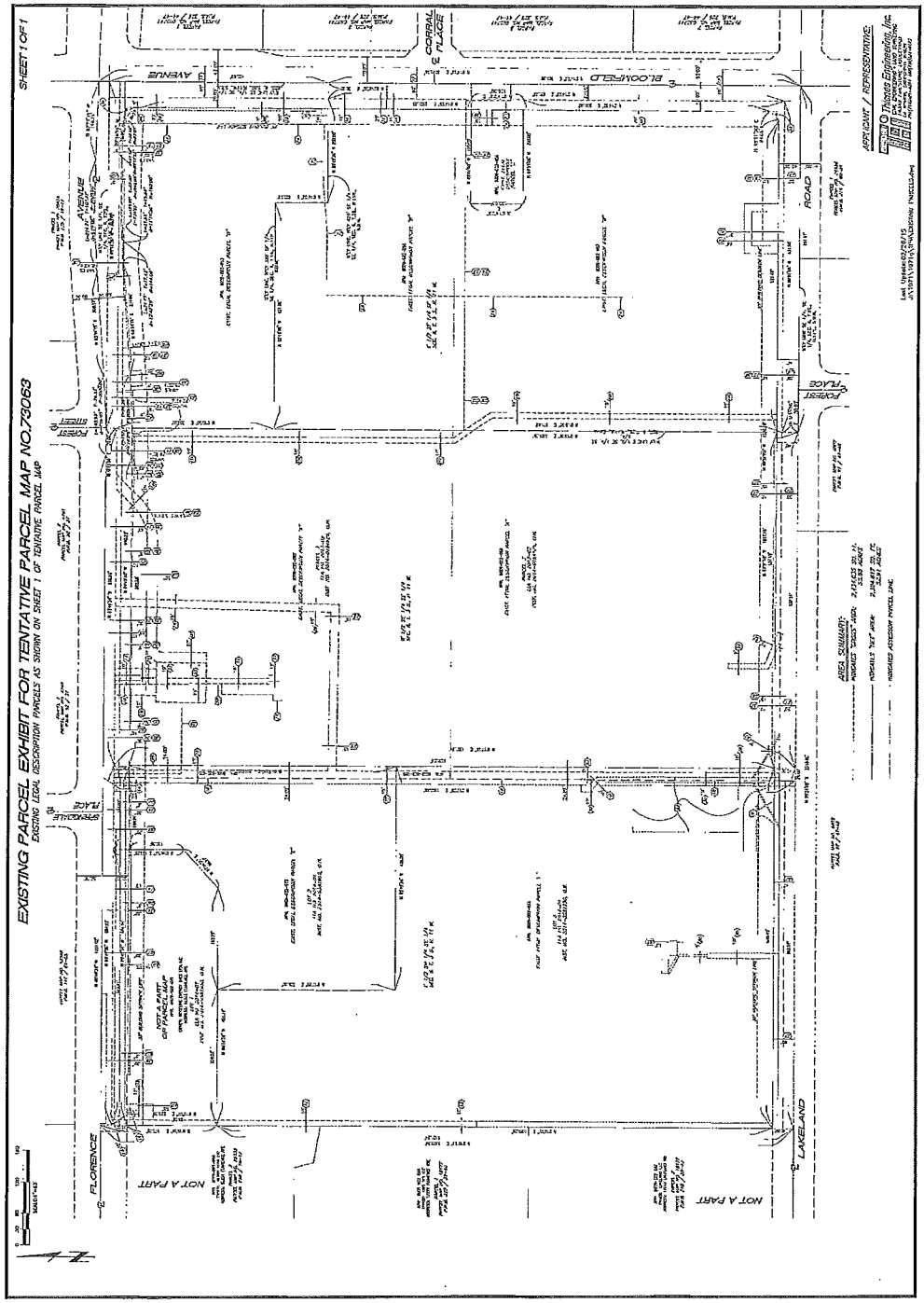

Report Submitted By: Cuong Nguyen
Planning and Development Dept.

Date of Report: April 23, 2015

## PROPOSED TPM 73063 – Cont.



## PROPOSED TPM 73063 – Cont.




Report Submitted By: Cuong Nguyen
Planning and Development Dept.

Date of Report: April 23, 2015

# TENTATIVE TRACT MAP APPLICATION

City of Santa Fe Springs

RECEIVED
AUG 0 8 2014
Planning Dept.

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

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

PROPERTY LOCATION:

Address: 12345 Lakeland Road

Assessor's Parcel Number: 8009-022-017, 8009-022-029, 8009-022-030, 8009-022-031, 8009-022-053, 8009-022-054, 8009-022-057, 8009-022-058, 8009-022-065, 8009-022-066, 8009-022-067, 8009-022-068, & 8009-022-069

PURPOSE OF PARCEL (SUBDIVISION) MAP & LEGAL DESCRIPTION:

Map proposed to subdivide Proposed development consisting of three industrial buildings on 3 parcels.

Proposing to subdivide 7 parcels into 3 parcels for proposed development of three industrial buildings.

*See attached for legal description

PROJECT AND LAND USE DATA:

Existing Land Use:
Former oil refinery in process of being dismantled.

Zoning Classification:
M2 - Heavy Manufacturing

Intended Land Uses of Lots within the Subdivision:
Proposed use - Industrial warehouse is allowed by current City General plan Designation and Zoning Designation.

General Plan Land Use Classification:
Industrial

Surrounding Land Uses:

North: Street R/W
South: Street R/W
East: Street R/W
West: Industrial

Existing No. of Lots:
7

Proposed No. of Lots:
3

## TENTATIVE TRACT MAP APPLICATION (Cont.)

Legal Description

**APN: Portion of 8009-022-017, 8009-022-029, 8009-022-030 and 8009-022-031**
**8009-022-055 (OLD APN) 8009-022-065 AND 066 (NEW APN)**
**8009-022-056 (OLD APN) 8009-022-068 (NEW APN)**

LOT 2 AS SHOWN ON LOT LINE ADJUSTMENT NO. 2014-01, AS EVIDENCED BY DOCUMENT RECORDED JUNE 05, 2014 AS INSTRUMENT NO. 20140581950 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:
A PORTION OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 11 WEST, RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 502 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALSO BEING THAT PORTION OF PARCEL 2 OF GRANT WAIVER AND CERTIFICATE OF COMPLIANCE LOT LINE ADJUSTMENT NO. 2013-02, RECORDED FEBRUARY 12, 2014 AS INSTRUMENT NO. 20140154525, OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 6 WITH A LINE PARALLEL WITH AND DISTANT 20.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF FLORENCE AVENUE, SAID INTERSECTION ALSO BEING THE NORTHWEST CORNER OF PARCEL "B" OF THE LAND DESCRIBED IN "GRANT DEED" RECORDED AUGUST 6, 1998 AS INSTRUMENT NO. 98-1376149, OF OFFICIAL RECORDS OF SAID COUNTY, SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 166, PAGES 90 THROUGH 93, INCLUSIVE OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;
THENCE ALONG SAID PARALLEL LINE, SOUTH 89° 49' 36" EAST, 523.91 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 00° 08' 52" WEST, 133.85 FEET;

THENCE SOUTH 47° 26' 56" WEST, 98.97 FEET TO A LINE PARALLEL WITH AND DISTANT 221.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM SAID CENTERLINE OF FLORENCE AVENUE;
THENCE ALONG LAST MENTIONED PARALLEL LINE, NORTH 89° 49' 36" WEST, 192.75 FEET TO THE WESTERLY LINE OF SAID PARCEL 2;
THENCE ALONG THE BOUNDARY OF SAID PARCEL 2, THE FOLLOWING FOUR (4) COURSES:
1) SOUTH 00° 17' 28" WEST, 338.00 FEET;
2) SOUTH 89° 49' 36" EAST, 426.00 FEET
3) NORTH 00° 17' 28" EAST, 539.00 FEET;
4) NORTH 89° 49' 36" WEST, 161.02 FEET TO THE TRUE POINT OF BEGINNING.
ALSO EXCEPT THEREFROM ALL OIL, GAS, ASPHALTUM AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, AS RESERVED IN BOOK 14704 PAGE 18, BOOK 16835 PAGE 218, BOOK 16971 PAGE 28, BOOK 17027 PAGE 44, BOOK 17380 PAGE 205, BOOK 17449 PAGE 89, BOOK 19679 PAGE 391, BOOK 21147 PAGE 182, BOOK 21499 PAGE 87 AND BOOK 22486 PAGE 147 OFFICIAL RECORDS.

LOT 3 AS SHOWN ON LOT LINE ADJUSTMENT NO. 2014-01, AS EVIDENCED BY DOCUMENT RECORDED JUNE 05, 2014 AS INSTRUMENT NO. 20140581950 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:
A PORTION OF THE SOUTH ONE.HALF OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 11 WEST; RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 502 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALSO BEING A PORTION OF PARCEL "B" OF THE LAND DESCRIBED IN "GRANT DEED" RECORDED AUGUST 6, 1998 AS INSTRUMENT NO. 98-1376149, OF OFFICIAL RECORDS OF SAID COUNTY, SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 166, PAGES 90 THROUGH 93,

## TENTATIVE TRACT MAP APPLICATION (Cont.)

INCLUSIVE OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND A PORTION OF PARCEL 1 OF GRANT WAIVER AND CERTIFICATE OF COMPLIANCE LOT LINE ADJUSTMENT NO. 2013-02, RECORDED FEBRUARY 12, 2014 AS INSTRUMENT NO. 20140154525, OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS;
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 6 WITH A LINE PARALLEL WITH AND DISTANT 20.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF FLORENCE AVENUE, SAID INTERSECTION ALSO BEING THE NORTHWEST CORNER OF SAID PARCEL "B", ALL AS SHOWN ON SAID RECORD OF SURVEY;
THENCE ALONG SAID PARALLEL LINE, SOUTH 89° 49' 36" EAST, 523.91 FEET;
THENCE SOUTH 00° 08' 52" WEST, 133.85 FEET;
THENCE SOUTH 47° 26' 56" WEST, 98.97 FEET TO A LINE PARALLEL WITH AND DISTANT 221.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM SAID CENTERLINE OF FLORENCE AVENUE.;
THENCE ALONG LAST MENTIONED PARALLEL LINE, NORTH 89° 49' 36" WEST, 192.75 FEET TO A POINT ON THE WESTERLY LINE OF PARCEL 2 OF SAID LOT LINE ADJUSTMENT NO. 2013-02, SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG LAST MENTIONED PARALLEL LINE, NORTH 89° 49' 36" WEST, 259.02 FEET TO THE WEST LINE OF SAID PARCEL "B";
THENCE ALONG SAID WEST LINE OF PARCEL "B" AND THE BOUNDARY OF SAID PARCEL 1, THE FOLLOWING FIVE (5) COURSES:
1) SOUTH 00° 19' 00" WEST, 1101.24 FEET;
2) SOUTH 89° 51' 08" EAST, 685.51 FEET;
3) NORTH 00° 17' 28" EAST, 762.94 FEET;
4) NORTH 89° 49' 36" WEST, 426.00 FEET;
5) NORTH 00° 17" 28" EAST, 338.00 FEET TO THE TRUE POINT OF BEGINNING.
ALSO EXCEPT THEREFROM ONE-HALF OF ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED UPON OR FROM SAID PROPERTY, AND THE OIL, RENTS AND ROYALTIES RECEIVED THEREFROM, AS RESERVED IN THE DEED FROM DAVID STEWART PATTERSON, ET UX., FILED SEPTEMBER 14, 1922 AS TORRENS DOCUMENT NO. 28717 AND RECORDED IN BOOK 1448 PAGE 162, OFFICIAL RECORDS.
EXCEPT THEREFROM A 7/108 INTEREST IN THE ABOVE DESCRIBED LAND AS GRANTOR INTEREST MAY APPEAR ALL OILS, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT RIGHT OF ENTRY TO THE SURFACE OF SAID LAND ABOVE A PLANE OF 500 FEET BELOW THE SURFACE THEREOF, AS RESERVED BY EVERT F. JOHNSON, IN THE DEED DATED AUGUST 11, 1965 AND RECORDED OCTOBER 01, 1965 AS INSTRUMENT NO. 724 IN BOOK D3067 PAGE 149, OFFICIAL RECORDS.
ALSO EXCEPT THEREFROM A 44/90 INTEREST IN THE ABOVE DESCRIBED LAND AS GRANTOR INTEREST MAY APPEAR, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT RIGHT OF ENTRY TO THE SURFACE OF SAID LAND ABOVE A PLANE OF 500 FEET BELOW THE SURFACE THEREOF, AS RESERVED BY MARGUERITE B. JOHNSON, IN THE DEED DATED AUGUST 11, 1965 AND RECORDED OCTOBER 01, 1965 AS INSTRUMENT NO. 721 IN BOOK D3067 PAGE 146, OFFICIAL RECORDS.
ALSO EXCEPT THEREFROM A 7/108 INTEREST IN THE ABOVE DESCRIBED LAND AS GRANTOR INTEREST MAY APPEAR, ALL OILS, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT RIGHT OF ENTRY TO THE SURFACE OF SAID LAND ABOVE A PLANE OF 500 FEET BELOW THE SURFACE THEREOF, AS RESERVED BY VERA M. COWAN, IN THE DEED DATED AUGUST 11, 1965 AND RECORDED OCTOBER 01, 1965 AS INSTRUMENT NO. 722 IN BOOK D3067 PAGE 147, OFFICIAL RECORDS.
ALSO EXCEPT THEREFROM A 7/108 INTEREST IN THE ABOVE DESCRIBED LAND AS GRANTOR INTEREST MAY APPEAR, ALL OILS, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES

## TENTATIVE TRACT MAP APPLICATION (Cont.)

LYING 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT RIGHT OF ENTRY TO THE SURFACE OF SAID LAND ABOVE A PLANE OF 500 FEET BELOW THE SURFACE THEREOF, AS RESERVED BY HAZEL B. YALE, IN THE DEED DATED AUGUST 11, 1965 AND RECORDED OCTOBER 01, 1965 AS INSTRUMENT NO. 723 IN BOOK D3067 PAGE 148, OFFICIAL RECORDS. ALSO EXCEPT THEREFROM A 7/108 INTEREST IN THE ABOVE DESCRIBED LAND AS GRANTOR INTEREST MAY APPEAR, ALL OILS, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT RIGHT OF ENTRY TO THE SURFACE OF SAID LAND ABOVE A PLANE OF 500 FEET BELOW THE SURFACE THEREOF, AS RESERVED BY ROBERT D. JOHNSON, IN THE DEED DATED AUGUST 11, 1965 AND RECORDED OCTOBER 01, 1965 AS INSTRUMENT NO. 720 IN BOOK D3067 PAGE 145, OFFICIAL RECORDS. ALSO EXCEPT THEREFROM A 7/108 INTEREST IN THE ABOVE DESCRIBED LAND AS GRANTOR INTEREST MAY APPEAR, ALL OILS, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING 500 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT RIGHT OF ENTRY TO THE SURFACE OF SAID LAND ABOVE A PLANE OF 500 FEET BELOW THE SURFACE THEREOF, AS RESERVED BY HARRY G. JOHNSON, IN THE DEED DATED AUGUST 11, 1965 AND RECORDEDOCTOBER 01, 1965 AS INSTRUMENT NO. 727 IN BOOK D3067 PAGE 154, OFFICIAL RECORDS.

**APN:**
**8009-022-053 (Affects Parcel D)**
**8009-022-054 (Affects Parcel C)**
**8009-022-057 (Affects portion of Parcel B)**
**8009-022-058 (Affects remainder of Parcel B)**
**8009-022-055 (Affects portion of Parcel A)(New APN: 8009-022-067)**
**8009-022-056 (Affects remainder of Parcel A)(New APN: 8009-022-069)**

PARCEL 3, AS SHOWN ON EXHIBIT "A-3" OF GRANT WAIVER AND CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT NO. 2013-02 AS EVIDENCED BY DOCUMENT RECORDED FEBRUARY 12, 2014, AS INSTRUMENT NO. 20140154525 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THOSE PORTIONS OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 11 WEST, RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 502 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALSO BEING THAT PORTION OF PARCEL "D" OF THE LAND DESCRIBED IN "GRANT DEED" RECORDED AUGUST 6, 1998 AS INSTRUMENT NO. 98-1376149, OF OFFICIAL RECORDS OF SAID COUNTY AND SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 166, PAGES 90 THROUGH 93, INCLUSIVE OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF LAKELAND ROAD (80.00 FEET WIDE) WITH A LINE PARALLEL WITH AND DISTANT 24.00 FEET EASTERLY, MEASURED AT RIGHT ANGLES FROM THE WEST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 6, BOTH AS SHOWN ON SAID RECORD OF SURVEY;
THENCE ALONG SAID PARALLEL LINE, NORTH 00° 17' 28" EAST, 1301.94 FEET TO A POINT ON A LINE PARALLEL WITH AND DISTANT 20.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF FLORENCE AVENUE (50.00 FEET HALF-WIDTH) AS SHOWN ON SAID RECORD OF SURVEY;
THENCE ALONG LAST MENTIONED PARALLEL LINE, SOUTH 89° 49' 36" EAST, 636.93 FEET TO

## TENTATIVE TRACT MAP APPLICATION (Cont.)

THE EAST LIEN OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 6, AS SHOWN ON SAID RECORD OF SURVEY;
THENCE ALONG LAST MENTIONED EAST LINE, SOUTH 00° 15' 56" WEST, 1301.66 FEET TO SAID CENTERLINE OF LAKELAND ROAD;
THENCE ALONG SAID CENTERLINE OF LAKELAND ROAD, NORTH 89° 51' 08" WEST, 637.51 FEET TO THE POINT OF BEGINNING.
ALSO EXCEPT THEREFROM ONE-HALF OF ALL OILS, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED UPON OR FROM SAID PROPERTY, AND THE OIL, RENTS AND ROYALTIES RECEIVED THEREFROM, AS RESERVED IN THE DEED FROM DAVID STEWART PATTERSON, ET UX., FILED SEPTEMBER 14, 1922 AS TORRENS DOCUMENT NO. 28717 AND RECORDED IN BOOK 1448 PAGE 162, OFFICIAL RECORDS.

THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 11 WEST OF THE RANCHO SANTA GERTRUDES, SUBDIVIDED FOR THE SANTA GERTRUDES LAND ASSOCIATION, IN THE CITY OF SANTA FE SPRINGS, AS PER MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS.
EXCEPT THEREFROM THE NORTHERLY 320.00 FEET THEREOF.
ALSO EXCEPT THEREFROM THE EASTERLY 230.00 FEET OF THE NORTHERLY 420.00 FEET THEREOF.
ALSO EXCEPT THEREFROM THE EASTERLY 230.00 FEET OF THE NORTHERLY 100.00 FEET OF THE SOUTHERLY 630.00 FEET THEREOF.
ALSO EXCEPT THEREFROM THE EASTERLY 30.00 FEET AND THE SOUTHERLY 30.00 FEET THEREOF TO BE USED FOR ROAD PURPOSES.
ALSO EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBONS SUBSTANCES AND OTHER MINERALS, LOCATED ON, IN OR UNDER, OR WHICH MAY BE PRODUCED FROM, SAID PROPERTY BELOW A VERTICAL DEPTH OF 250 FEET BELOW THE SURFACE THEREOF, TOGETHER WITH THE RIGHT TO DEVELOP, PRODUCE, DRILL FOR, EXTRACT AND REMOVE THE SAME, ONLY BELOW A VERTICAL DEPTH OF 250 FEET BELOW THE SURFACE THEREOF, BUT WITHOUT RIGHTS OF ENTRY, UPON OR THROUGH AND RIGHTS TO USE OR OCCUPY, FOR ANY PURPOSE WHATSOEVER, THE SURFACE OF OR THAT PORTION OF THE SUBSURFACE LYING 250 FEET VERTICALLY IN DEPTH BELOW THE SURFACE THEREOF, AS RESERVED IN THE DEED FROM E.J.B. LAND COMPANY, A CORPORATION, AND LEONA THELMA MYER, RECORDED AUGUST 13, 1963 AS INSTRUMENT NO. 928 IN BOOK D2142 PAGE 433, OFFICIAL RECORDS.

THE WESTERLY 200.00 FEET OF THE EASTERLY 230.00 FEET OF THE NORTHERLY 100.00 FEET OF THE SOUTHERLY 630.00 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 11 WEST, OF THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, AS SHOWN ON MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THE NORTH 320 FEET AND THE SOUTH 100 FEET OF THE NORTH 420 FEET OF THE EAST 230 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 3 SOUTH, RANGE 11 WEST OF THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, AS PER MAP RECORDED IN BOOK 1 PAGE 502 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, AS EXCEPTED AND RESERVED BY E. J. B. LAND COMPANY, A CORPORATION, AND LEONA THELMA MYER, IN DEEDS RECORDED NOVEMBER 12, 1973 AS INSTRUMENT NOS. 990 AND 991.

# TENTATIVE TRACT MAP APPLICATION (Cont.)

Lot Area-per Parcel (S.F./Acres):
Parcel 1: 729,337sf / 16.74ac Parcel 2: 1,007,077 sf / 23.12 ac Parcel 3: 560,665 sf / 12.87 ac

Building (footprint) Area-per Parcel:
Parcel 1: 403,634 sf Parcel 2: 506,465 sf Parcel 3: 300,700 sf

Are dedications or public improvements required?
Yes

PROJECT FINDING:

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

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

UTILITIES:

**Grading:** Is any grading of lots contemplated? Yes (If yes, show details on the tentative map.)

**Water:** What provisions are being made to provide an adequate water system? Being determined. Fire consultant to determine if mains in Florence, Bloomfield and Lakeland are adequate and can be used for proposed project.

**Sewers:** What provisions are being made to provide an adequate sewer system? Proposing one new 6" lateral connection to the sewer in Florence Avenue and four new 6" lateral connections to the sewer in Lakeland Rd.

**Gas and Electricity:** Are the appropriate utility companies being contacted to ensure service to the subject 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 Restrictions:** State nature of deed restrictions, existing and proposed: N/A

# TENTATIVE TRACT MAP APPLICATION (Cont.)

RESPONSIBLE PARTIES:

| | | | |
|---|---|---|---|
| **Gas Agency:** | Southern California Gas Company | **Water Agency:** | City of Santa Fe Springs |
| Address: | 12460 Mar Vista Dr. | Address: | 11710 Telegraph Rd |
| | Whittier, CA 90602 | | Santa Fe Springs, CA 90670 |
| E-Mail: | FeRivera@semprautilities.com | E-mail: | noenegrete@santafesprings.org |
| Contact Person: | Felix Rivera | Contact Person: | Noe Negrete |
| Phone Number: | 714-385-3323 | Phone Number: | 562-868-0511 |
| **Sewer Agency:** | City of Santa Fe Springs | **Electric Agency:** | Southern California Edison |
| Address: | 11710 Telegraph Rd | Address: | 9901 Geary Avenue |
| | Santa Fe Springs, CA 90670 | | Santa Fe Springs, CA 90670 |
| E-Mail: | noenegrete@santafesprings.org | E-Mail: | steve.smith@sce.com |
| Contact Person: | Noe Negrete | Contact Person: | Steve Smith |
| Phone Number: | 562-868-0511 | Phone Number: | 562-903-3185 |

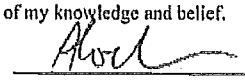
THE APPLICATION IS BEING FILED BY:

____ Record Owner of the Property

X Authorized Agent of the Owner (Written authorization must be attached to application.)

STATUS OF AUTHORIZED AGENT (Engineer, Attorney, Purchaser, Developer, Lessee, etc.): Secretary

I HEREBY CERTIFY 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.)

OWNER AGENT

| | |
|---|---|
| Name: | Goodman Santa Fe Springs SPE LLC |
| Contact: | Alan Cockburn with cc: Ryan Jones |
| Address: | 18201 Von Karmen Avenue Suite 1170 |
| City: | Irvine |
| State: | CA |
| Zip Code: | 92612 |
| Phone: | 949-407-0150 |
| E-Mail: | Alan.Cockburn@goodman.com with cc: Ryan Jones@goodman com |

ENGINEER LICENSE SURVEY

| | |
|---|---|
| Name: | Thienes Engineering |
| Contact: | Sarah Bova |
| Address: | 14349 Firestone Blvd. |
| City: | La Mirada |
| State: | CA |
| Zip Code: | 90638 |
| Phone: | 714-521-4811 |
| E-Mail: | sarah@thieneseng.com |

RECORD OWNER

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

| FOR DEPARTMENTAL USE ONLY | |
|---|---|
| TRACT/PARCEL MAP NO.: | |
| DATE FILED: | |
| FILING FEE: | |
| RECEIPT NO.: | |
| APPLICATION COMPLETE? | |

# FINAL
# ENVIRONMENTAL IMPACT REPORT
# SCH# 2014101063

## GLC SANTA FE SPRINGS
## 12345 LAKELAND ROAD & 12332 FLORENCE AVENUE
## SANTA FE SPRINGS, CALIFORNIA



**LEAD AGENCY:**

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

**APRIL 16, 2015**

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# SECTION 1. INTRODUCTION

## 1.1 PURPOSE AND SCOPE OF THE EIR

The City of Santa Fe Springs (referred to hereinafter as the *Lead Agency)* is reviewing a proposal to construct a new logistics center development totaling approximately 1,210,800 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) and was formerly occupied by the Powerine Oil Refinery which is undergoing demolition. The proposed project will require the approval of a Conditional Use Permit (CUP No. 620) to permit the wastewater treatment facility as an interim use.

The construction and operation of the proposed project, referred to as the Goodman Logistics Center (GLC) facility is a *project* pursuant to the California Environmental Quality Act (CEQA). CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project.[1] The City of Santa Fe Springs (as Lead Agency for this project) circulated a *Notice of Preparation* (NOP) and an Initial Study for a 30-day period to inform the public and other agencies that a *Draft EIR* would be prepared for the proposed project. In addition, the NOP and the Initial Study indicated the scope and extent of the environmental analysis that should be considered in the Draft EIR. A copy of the NOP, the Initial Study, and the comment letters received following the conclusion of the 30-day review period, are included in Appendix A.

The Draft EIR was circulated for public review for a minimum of 45 days. During this 45-day review period, agencies, the public, and other interested parties were requested to comment on the Draft EIR focusing on the environmental analysis and any identified mitigation. The City of Santa Fe Springs then oversaw the preparation of responses to the individual comments received. The comments and the City's responses have been incorporated into this *Final EIR*. This Final EIR will then be considered along with the project at public hearings before the Planning Commission and City Council. The changes that were made to the Draft EIR are identified herein in Section 6.2.

## 1.2 OVERVIEW OF THE PROPOSED PROJECT

The proposed project involves the construction of a new logistics center development totaling approximately 1,210,800 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet). The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,634 square feet; Building 2 will consist of approximately 506,465 square feet; and Building 3 will consist of approximately 300,700 square feet. A detailed project description is provided in Section 2 of this Final EIR.

[1] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

## 1.3 FORMAT OF THIS EIR

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the GLC facility. The analysis focused on the proposed project's impacts for a number of issue areas including aesthetics, air quality, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use, noise, public services, traffic, and utilities. This EIR consists of the following sections:

- *Section 1 Introduction and Summary* provides an overview of the environmental review process, describes the purpose of this EIR, indicates the focus of the environmental analysis, and includes a summary.

- *Section 2 Project Description* describes the proposed project and includes a discussion of the objectives the Applicant and the Lead Agency seek to accomplish with the implementation of the proposed project. This section also indicates the discretionary actions associated with the project's approval.

- *Section 3 Environmental Analysis* evaluates the impacts associated with the proposed project's construction and subsequent operation. The analysis considers the existing conditions with respect to the issue being discussed, the potential impacts related to the project's construction and subsequent operation, the level of the potential impact weighed against thresholds considered to represent a significant adverse impact, and measures that will be effective in reducing or eliminating a potential impact.

- *Section 4 Mandatory CEQA Considerations* discusses the manner in which the proposed project will contribute to long-term impacts, growth-inducing impacts (ways the project may encourage additional growth and development in the area), and cumulative impacts.

- *Section 5 Alternatives Analysis* discusses the alternatives that were considered as part of the planning process and compares the environmental impacts of each.

- *Section 6 Comments on the Draft EIR, Responses and Revisions* includes a verbatim listing of the comments received on the Draft EIR and the Lead Agency's responses. This section also indicates the revisions that were made to the EIR by reference.

- *Section 7 References* lists those individuals involved in this document's preparation and the primary references consulted in the analysis.

- The *Appendices* include a copy of the Initial Study, the Notice of Preparation (NOP), the responses to the NOP. The Traffic Report is also provided as a separate volume.

# 1.4 FOCUS OF ENVIRONMENTAL ANALYSIS

As part of the environmental review for the proposed project, the Lead Agency prepared and circulated an Initial Study that included a preliminary evaluation of potential impacts associated with the project's construction and subsequent operation. The Initial Study provided the basis for determining the nature and scope of the environmental analysis that should be undertaken as part of this EIR's preparation.

The environmental analysis in this EIR focuses on those issues where it was determined, as part of the Initial Study's preparation, that there was a potential for significant environmental impacts in the absence of mitigation. Under CEQA, a significant effect on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a proposed project. This EIR considers those issues that were identified in the Initial Study as being potentially significant. The issues the Initial Study determined would require analysis in the EIR are summarized in Table 1-1 provided below and on the following pages.

**Table 1-1**
**Issues Requiring Analysis in the Draft EIR**

| Initial Study Section (refer to Appendix A) | Description of Determination |
|---|---|
| Aesthetic Impact (Subsection C). | The proposed project's potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area. |
| Air Quality Impact (Subsection A). | The proposed project's potential for conflicting with or obstructing the implementation of the applicable air quality plan. |
| Air Quality Impact (Subsection B). | The proposed project's potential for violating any air quality standard or contributes substantially to an existing or projected air quality violation. |
| Air Quality Impact (Subsection C). | The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). |
| Air Quality Impact (Subsection D). | The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations. |
| Air Quality Impact (Subsection E). | The proposed project's potential for creating objectionable odors affecting a substantial number of people. |
| Cultural Resources Impacts (Subsection A). | The proposed project's potential for causing a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines. |
| Cultural Resources Impacts (Subsection B). | The proposed project's potential for causing a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines. |
| Geology Impacts (Subsection A). | The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides. |

**Table 1-1**
**Issues Requiring Analysis in the Draft EIR (continued)**

| Initial Study Section (refer to Appendix A) | Description of Determination |
|---|---|
| Greenhouse Gas Emissions Impact (Subsection A). | The proposed project's potential for generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. |
| Greenhouse Gas Emissions Impact (Subsection B) | The proposed project's potential to increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. |
| Hazardous Materials Impacts (Subsection A) | The proposed project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. |
| Hazardous Materials Impacts (Subsection B) | The proposed project's potential to create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. |
| Hazardous Materials Impacts (Subsection C) | The proposed project's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. |
| Hazardous Materials Impacts (Subsection D) | The proposed project's potential for being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment. |
| Hydrology and Water Quality Impact (Subsection A). | The proposed project's potential for violating any water quality standards or waste discharge requirements. |
| Hydrology and Water Quality Impact (Subsection B). | The proposed project's potential for substantially depleting groundwater supplies or interfering substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). |
| Hydrology and Water Quality Impact (Subsection E). | The proposed project's potential to create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. |
| Hydrology and Water Quality Impact (Subsection F). | The proposed project's potential for substantially degrading water quality. |
| Land Use and Planning Impact (Subsection B). | The proposed project's potential for conflicting 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. |
| Noise Impact (Subsection A). | The proposed project's potential for exposing persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. |
| Noise Impact (Subsection B). | The proposed project's potential for exposing people to or generation of excessive ground-borne noise levels. |

**Table 1-1**
**Issues Requiring Analysis in the Draft EIR (continued)**

| Initial Study Section (refer to Appendix A) | Description of Determination |
|---|---|
| Noise Impact (Subsection C). | The proposed project's potential for resulting in a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project. |
| Noise Impact (Subsection D). | The proposed project's potential for resulting in a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the project. |
| Public Services Impact (Subsection A). | The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services. |
| Public Services Impact (Subsection B). | The proposed project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in police protection services. |
| Transportation Impact (Subsection A). | The proposed project's potential for resulting in 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. |
| Transportation Impact (Subsection B). | The proposed project's potential for exceeding, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways. |
| Transportation Impact (Subsection D). | The proposed project's potential for substantially increasing hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). |
| Transportation Impact (Subsection E). | The proposed project's potential to result in inadequate emergency access. |
| Transportation Impact (Subsection F). | The proposed project's potential for conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. |
| Utilities Impact (Subsection A). | The proposed project's potential for exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board. |
| Utilities Impact (Subsection B). | The proposed project's potential for requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts. |
| Utilities Impact (Subsection C). | The proposed project's potential for requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. |

**Table 1-1**
**Issues Requiring Analysis in the Draft EIR (continued)**

| Initial Study Section (refer to Appendix A) | Description of Determination |
|---|---|
| Utilities Impact (Subsection D). | The proposed project's potential for having insufficient water supplies available to serve the project from existing entitlements and resources, or is new or expanded entitlements needed. |
| Utilities Impact (Subsection E). | The proposed project's potential for having inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. |
| Utilities Impact (Subsection F). | The proposed project's potential for being served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. |
| Utilities Impact (Subsection G). | The proposed project's potential for not complying with Federal, State, and local statutes and regulations related to solid waste. |

Source: Notice of Preparation and Initial Study. Goodman Logistics Center (GLC), 12345 Lakeland Road & 12332 Florence Avenue, Santa Fe Springs, CA. October 28, 2014.

## 1.5 EFFECTS FOUND TO BE NOT SIGNIFICANT

The Initial Study also determined that the proposed project would not result in significant adverse impacts for a number of issue areas, which are identified in Table 1-2. The two right-hand columns of Table 1-2 indicate the determination of the Initial Study. The Initial Study is included in Appendix A.

**Table 1-2**
**Issues Not Requiring Further Analysis in the Draft EIR**

| Initial Study Section Description | No Impact | Less than Significant Impact |
|---|---|---|
| **Aesthetics Impact (Subsection A).** Would the project have a substantial adverse affect on a scenic vista? | X | |
| **Aesthetics Impact (Subsection B).** Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | X | |
| **Agriculture and Forestry Resources Impact (Subsection A).** Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | X | |
| **Agriculture and Forestry Resources Impact (Subsection B).** Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract? | X | |
| **Agriculture and Forestry Resources Impact (Subsection C).** Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])? | X | |

## Table 1-2
## Issues Not Requiring Further Analysis in the Draft EIR ( continued)

| Initial Study Section Description | No Impact | Less than Significant Impact |
|---|---|---|
| **Agriculture and Forestry Resources Impact (Subsection D).** Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? | X | |
| **Agriculture and Forestry Resources Impact (Subsection E).** Would the project involve other changes in the existing environment that, due to their location or nature, may result in the conversion of farmland to non-agricultural use or the conversion of forestland to non-forest land use? | X | |
| **Biological Resources Impact (Subsection A).** Would the project have a substantial adverse effect directly or through habitat modifications, an impact 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 | |
| **Biological Resources Impact (Subsection 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? | X | |
| **Biological Resources Impact (Subsection 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? | X | |
| **Biological Resources Impact (Subsection D).** Would the project have a substantial adverse effect in interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? | X | |
| **Biological Resources Impact (Subsection E).** Would the project have a substantial adverse effect in conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance? | X | |
| **Biological Resources Impact (Subsection F).** Would the project have a substantial adverse effect by conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? | X | |
| **Cultural Resources Impact (Subsection C).** Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature? | X | |
| **Cultural Resources Impact (Subsection D).** Would the project disturb any human remains, including those interred outside of formal cemeteries? | X | |
| **Geology Impact (Subsection B).** Would the project result in or expose people to potential impacts involving substantial soil erosion or the loss of topsoil? | X | |

## Table 1-2
## Issues Not Requiring Further Analysis in the Draft EIR ( continued)

| Initial Study Section Description | No Impact | Less than Significant Impact |
|---|---|---|
| **Geology Impact (Subsection C).** Would the project result in or expose people to potential impacts involving the location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | X |
| **Geology Impact (Subsection D).** Would the project result in or expose people to potential impacts involving the location on expansive soil, as defined in California Building Code (2010), creating substantial risks to life or property? | X | |
| **Geology Impact (Subsection E).** Would the project result in or expose people to potential impacts involving 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 | |
| **Hazardous Materials Impact (Subsection E).** Would the project be 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 | |
| **Hazardous Materials Impact (Subsection F).** Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? | X | |
| **Hazardous Materials Impact (Subsection G).** Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | X | |
| **Hazardous Materials Impact (Subsection H).** Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? | X | |
| **Hydrology and Water Quality Impact (Subsection C).** Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | X | |
| **Hydrology and Water Quality Impact (Subsection D).** Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site? | X | |
| **Hydrology and Water Quality Impact (Subsection 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? | X | |
| **Hydrology and Water Quality Impact (Subsection H).** Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | X | |

## Table 1-2
## Issues Not Requiring Further Analysis in the Draft EIR ( continued)

| Initial Study Section Description | No Impact | Less than Significant Impact |
|---|---|---|
| **Hydrology and Water Quality Impact (Subsection I).** Would the project expose people or structures to a significant risk of flooding because of dam or levee failure? | X | |
| **Hydrology and Water Quality Impact (Subsection J).** Would the project result in inundation by seiche, tsunami, or mudflow? | X | |
| **Land Use Impact (Subsection A).** Would the project physically divide an established community, or otherwise result in an incompatible land use? | X | |
| **Land Use Impact (Subsection C).** Would the project conflict with any applicable habitat conservation or natural community conservation plan? | X | |
| **Mineral Resources Impact (Subsection A).** Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | X | |
| **Mineral Resources Impact (Subsection B).** Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | X | |
| **Noise Impact (Subsection 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? | X | |
| **Noise Impact (Subsection 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 | |
| **Population and Housing Impact (Subsection A).** Would the project induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | | X |
| **Population and Housing Impact (Subsection B).** Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | X | |
| **Population and Housing Impact (Subsection C).** Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | X | |
| **Public Services Impact (Subsection C).** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in school services? | | X |
| **Public Services Impact (Subsection D).** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other governmental services? | X | |

**Table 1-2**
**Issues Not Requiring Further Analysis in the Draft EIR (continued)**

| Initial Study Section Description | No Impact | Less than Significant Impact |
|---|---|---|
| **Recreation Impact (Subsection A).** Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | X |
| **Recreation Impact (Subsection B).** Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | X | |
| **Transportation Impact (Subsection C).** Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? | X | |

Source: Notice of Preparation and Initial Study. Goodman Logistics Center (GLC), 12345 Lakeland Road & 12332 Florence Avenue, Santa Fe Springs, CA. October 28, 2014.

## 1.6 ISSUES OF POTENTIAL CONTROVERSY

The following areas of controversy may continue to be debated as part of the review and consideration of the proposed GLC facility development:

- The proposed project will result in increased truck traffic both during the weekday and weekend periods.
- The additional traffic may affect the current levels of service at a number of local intersections though these impacts were found to be less than significant with adherence to the mitigation.
- The proposed project's operation will have the potential to generate noise that may affect nearby homes in the absence of mitigation; and,
- The ongoing demolition activities have resulted in impacts related to the generation of odors.

## 1.7 EXECUTIVE SUMMARY

This section summarizes the findings of this Draft EIR for each of the issue areas analyzed.

### 1.7.1 FINDINGS OF ENVIRONMENTAL IMPACT ANALYSIS

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the proposed GLC facility. Table 1-3 summarizes the EIR's findings.

**Table 1-3**
**Summary of Impacts**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Aesthetic Impacts** | | |
| The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. A number of above-ground tanks and other structures are located within the project site. These above-ground improvements, and all remaining substructures, are currently being removed<br><br>Lighting in the project area includes street lighting along Florence Avenue, Lakeland Road, and Bloomfield Road. Other sources of light in the area include light from vehicle headlights, signage, security lighting, and indoor lighting.<br><br>Potential light sensitive receptors located in the vicinity of the project site include the single-family residences located to southwest of the site (approximately 600 feet) and the Lakeland Villa Mobile Home Park (located approximately 800 feet to the west). The direct line of sight between these light sensitive receptors and the project site are obstructed by the existing buildings located between the residences and the project site.<br><br>Air quality within the SCAB has shown a steady improvement since monitoring was initiated and the ozone concentrations are no exception. The maximum 1-hour ozone concentration in the SCAB measured in 2002 was the lowest concentration since monitoring began. Ozone concentrations still exceed both the State and Federal clean air standards in some areas of the SCAB though the urbanized area of Los Angeles County has not experienced an exceedance of either Federal or State ozone standards. The exceedances were recorded in the San Bernardino Mountains and the Santa Clarita area.<br><br>The project site was formally occupied by the Powerine Oil Refinery, which has ceased operations. The existing above ground improvements are currently being demolished. As part of the original sales agreement, the seller is responsible for the demolition and removal of the above ground improvements while the Applicant will be responsible for the removal of the below ground sub-structures. When the refinery was in operation and during the operation of the interim wastewater treatment facility, there were numerous violations of the Clean Air Act at the refinery. | Because the proposed GLC facility will operate 24-hours a day, the project will include additional light sources on-site, including interior lighting, parking area lighting, lighting in the receiving areas and truck maneuvering areas, and security lighting.<br><br>The GLC site is bounded by industrial land uses on the west and major roadways on the north, east, and south. In the immediate areas, the project is not expected to disturb any light sensitive land uses. As indicated previously, light sensitive land uses (homes) are located to the west and south of the site. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Lakeland Road and Norwalk Boulevard.<br><br>Light trespass from the proposed site will not impact these light sensitive receptors due to their distance from the project site and the existing buildings that obstruct views of the project site.<br><br>Mitigation is warranted to ensure that light trespass on nearby properties is prevented. The proposed project is not expected to result in any significant adverse impacts on sensitive receptors since the mitigation identified in the section that follows would be effective in reducing light trespass.<br><br>Daily construction emissions will exceed the SCAQMD significance thresholds for ROG (reactive organic gases) and $NO_x$ (nitrogen dioxide). Therefore, the mass daily construction-related impacts associated with the proposed project would be significant. Mitigation measures have been identified that will further reduce operational air emissions.<br><br>Long-term (operational) emissions refer to those air quality impacts that would occur once the proposed project is operational. These impacts would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes mobile emissions associated with vehicular traffic and stationary emissions. | To reduce the potential for spill-over lighting, the following mitigation will be required:<br><br>• Exterior lighting on the buildings and in the yard area must be designed and shielded to prevent light trespass. This mitigation can be effectively implemented using shorter lighting standards and shielding. A photometric lighting plan must also be reviewed and approved by the Planning and Development Department and Police Services Department.<br><br>The aforementioned mitigation will reduce the potential aesthetic impacts to levels that are less than significant.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable light and glare impacts.*<br><br>The following mitigation measures will be effective in reducing potential construction-related air quality impacts:<br><br>• Unpaved construction areas shall be watered during excavation, grading, and construction, and temporary dust covers shall be used to reduce dust emissions and in order to meet SCAQMD Rule 403. Watering would reduce fugitive dust by as much as 55 percent.<br><br>• The Applicant or General Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.<br><br>• Materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.<br><br>• All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.<br><br>• The Applicant shall ensure that trucks carrying debris are hosed off before leaving the construction site. |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Air Quality Impacts (continued)** | | |
| These violations were directly related to accidental releases or malfunctioning equipment when both activities were operational. In the past year, odors have been released from the remaining above ground storage tanks that have resulted in numerous complaints from nearby businesses and residences.<br><br>Sensitive receptors located near the project site include the following:<br><br>• The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary.<br><br>• A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site.<br><br>• The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest.<br><br>• The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility is located approximately 730 feet west of the project site. | The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would 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 LST analysis indicated that no significant adverse impacts would result from the proposed project's implementation.<br><br>The proposed project will not result in any significant adverse impacts related to an air quality impact on a sensitive receptor. The potential LST impact related to $NO_x$ emissions will be controlled with the implementation of the required mitigation. The long term $PM_{10}$ LST impacts will be mitigated by maintaining trucks and prohibiting idling. The proposed project will not result in the creation of any CO hot spot.<br><br>Odors continue to be a problem within the site. The redevelopment of the property will involve the removal of both the above and below ground improvements associated with the former refinery and the subsequent interim use (the waste water treatment plant).<br><br>The proposed project will not result in any significant adverse impacts related to the generation of odors. | • The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures.<br><br>The following mitigation measures will be effective in reducing potential operational air quality impacts:<br><br>• The facility will prohibit the idling of trucks while waiting to be loaded or unloaded. Signage must be posted within the entryways to the truck maneuvering and the receiving areas.<br><br>*The proposed project would exceed thresholds of significance for ROG and NO2.* |
| **Cultural Resources Impacts** | | |
| Prior to European contact, the local Gabrielino Indians lived in more than 50 villages located throughout the Los Angeles Basin. 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. No village sites are known or suspected to be present within or adjacent to the project site.<br><br>One archaeological site, Site CA-LAN-2809, was recorded to the north of the project site in the Village at Heritage Springs development. The artifacts encountered at the site consisted of shell and lithic artifacts. This site was heavily disturbed by past oil drilling activities. | As indicated previously, the project site has been occupied by a refinery that operated under several business names. The Powerine Refinery closed in the mid 1990s though there were plans for an adapted reuse of this facility. None of these proposals, however, were realized. During the past several years, there have been ongoing demolition and site remediation activities that will culminate with removal of all the above ground improvements. The seller of the property is responsible for the removal of the above ground improvements, while the Applicant is responsible for the removal of the substructures. | The following mitigation measure will be required to address potentially significant impacts.<br><br>• If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Cultural Resources Impacts (continued)** | | |
| Subsurface testing was conducted to determine if this site was an intact archaeological deposit or if it had been re-deposited from anther location. The archeologist investigating the site concluded that Site CA-LAN-2809 consisted of re-deposited sediment that was imported from an unknown source.<br><br>Two locations in the City are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate-(also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.<br><br>The existing remaining improvements within the project site do not meet any of the aforementioned criteria for listing on the National Register. | The majority of the above ground improvements have been removed from the eastern and central portion of the site, while the above ground demolition of those structures in the western portion are ongoing. As a result, no impacts on historic resources are anticipated from the proposed project. The project site has been completely disturbed and no structures that could be potentially historic remain within the project site.<br><br>The project site was developed as a refinery in the 1930s. The initial development and the subsequent improvements that have occurred over the years along with the ongoing demolition and soils remediation has resulted in extensive disturbance of the on-site soils. As a result, there is a limited likelihood that archaeological resources will be encountered during the site's redevelopment. As part of future grading and excavation activities, the potential for discovering archaeological resources cannot be completely discounted. For this reason, mitigation has been identified to address any resources that may be encountered.<br><br>No archaeological resources have been identified by the archival search or field survey. However, it is possible that construction activities could potentially uncover subsurface cultural deposits. In addition, the project site has been completely disturbed and no structures that could be potentially historic are present on the project site. | All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |
| **Geology Impacts** | | |
| The project site is located in the La Habra Piedmont Slope of the Los Angeles Basin, just north of the Santa Fe Springs Plain, at an elevation of between 70 feet and 80 feet above mean sea level (AMSL). The general area is located within a topographic depression located between the La Habra Piedmont and Santa Fe Springs Plain, with a slight regional slope in this area to the southeast. The La Habra Piedmont Slope is a coalescing alluvial fan derived from sediments eroding off of the Puente Hills to the north; surface sediments have been mapped as Quaternary alluvium. | The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, no significant adverse impacts are anticipated. | The analysis determined that no mitigation measures are required.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Geology Impacts (continued)** | | |
| The nearest major fault zones include the Whittier Fault Zone approximately four miles to the northeast, and the Newport-Inglewood Fault Zone approximately 11 miles southwest. No active faults subject to the Alquist-Priolo Special Studies Zone (APSSZ) requirements are located in the City (these APSSZ faults may result in fault rupture impacts). As a result, no surface rupture impacts will likely impact the proposed project site.<br><br>The Santa Fe Springs Blind Thrust Fault, which is a segment of the Puente Hills Blind Thrust Fault does extend through the City. The Puente Hills Blind Thrust Fault was responsible for the 1987 Whittier Narrows Earthquake. The California Geological Survey (CGS) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). According to the Seismic Zones Hazard Map prepared for the Santa Fe Springs 7 ½ Minute Quadrangle, the project site is located within an area where there is an elevated risk for liquefaction. The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake. | The project site is located within an area that may be subject to potential liquefaction risk. The Hanford Soils Association which underlies the project site is suitable for development as is evident of the existing development found within and around the project site. As a result, no impacts due to potential unstable soils are anticipated.<br><br>The proposed project's implementation will involve the removal of all of the existing onsite substructures and the construction of three new concert tilt-up buildings that have a total floor area of 1,210,800 square feet. These new buildings will be constructed according to the most current California Building Code (CBC) requirements and will meet all size seismic safety regulations. As a result, post project conditions will be environmentally superior to that which presently exists. | |
| **Greenhouse Gas Impacts** | | |
| The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.<br><br>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. | The $CO_2E$ total for the project is 37,377 pounds per day or 16.95 $MTCO_2E$ tons per day or 6,187 metric tons per year which is below the threshold of 7,000 for industrial uses. For industrial projects, GHG-related impacts may be found to be insignificant if they meet interim performance standards for construction and transportation-related emissions, and emit no more than 7,000 MTCO2e per year from non-transportation operational sources.<br><br>Projects that do not qualify under both criteria are presumed to have significant impacts and must prepare an EIR and implement all feasible mitigation measures. The proposed project, however, will translate into significant benefits related to greenhouse gas reductions since it will replace an older and obsolete petroleum refinery operation. The proposed GLC project is an infill development that will promote sustainable development and land use practices. | The proposed project will result in GHG emissions that will not exceed the SCAQMD's recommended thresholds of 7,000 metric tons $CO_2E$ per year. In addition, the mitigation measures measure included in the air quality section (Section 3.2 Air Quality Impacts) and adherence to the pertinent "Recommended Actions for Climate Change." Adherence to these protocols will reduce the potential impacts to levels that are less than significant. No additional mitigation is required.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Greenhouse Gas Impacts (continued)** | | |
| 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 include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack. | The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. The project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.<br><br>The proposed project would not impede the implementation of any of the CARB's recommended actions. AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 36%, the potential GHG impacts are considered to be less than significant. | |
| **Hazardous Materials Impacts** | | |
| The previous refining operations included processing crude oil into several grades of fuel including kerosene, leaded gasoline and aviation fuel, unleaded gasoline, jet fuel, high and low-sulfur diesel, fuel oil, and petroleum coke. Soil and groundwater quality beneath and in proximity to the project site has been impacted by spills and other contamination associated with the previous refinery uses. Soil and groundwater investigations, as well as proposed remedial activities have been conducted previously pursuant to a Cleanup and Abatement Order (CAO) No. 97 118 issued by the Regional Water Quality Control Board – Los Angeles Region (Water Board) to the Powerine Oil Company.<br><br>The contamination that is present within the project site is a result of the historic petroleum storage and refining operations. As such, chemicals associated with these releases include *total petroleum hydrocarbons* (TPH) as various ranges of hydrocarbon weights (i.e., TPH gasoline range organics [TPHg], TPH diesel range organics [TPHd], and TPH motor oil range organics [TPHmo]), volatile organic compounds (VOCs), such as *benzene, toluene, ethylbenzene, and xylenes* (BTEX compounds), *polycyclic aromatic hydrocarbons* (PAHs), such as dibenzo(a,h)anthracene, and petroleum product additives and processing chemicals (including metals and other VOCs). | The installation of deep soil and groundwater remediation infrastructure will occur during this task. Site restoration and mass grading will then occur. As indicated previously, the RWQCB-LA is overseeing the implementation of two remedial action plans (RAPs) to clean up soil and groundwater contamination. The future development will assist in a timelier implementation of this clean-up effort. The response actions/remedial actions for the project site will be implemented in an integrated fashion to facilitate redevelopment construction, proceeding first in the eastern portion of the site and progressing westward across the former refinery property.<br><br>In this way, all areas of contamination on the former refinery property, including those crossing the property line between the eastern and western portions of the site will be addressed. To ensure that potential impacts related to the removal of substructures do not result in any significant adverse impacts, mitigation has been included herein. Adherence to the aforementioned mitigation measures will reduce the potential impacts to levels that are less than significant. | To ensure that future demolition activities do not result in the release of any hazardous or chemical wastes, the following mitigation measures are identified herein as a means to address this potential impact.<br><br>• Should any hazardous materials be encountered during future removal of substructures, the contractors employed by RDX shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.<br><br>• The building contractors employed by RDX must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during removal activities.<br><br>• The proposed project site's history of oil production, the historical presence of oil production wells on the site, and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Hazardous Materials Impacts (continued)** | | |
| The proposed project site's history of oil production, the historical presence of oil production wells on the site, and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion, and was an important consideration in the evaluation of human health risk for future receptors.<br><br>There are a number of closed landfills located in the vicinity of the project site that could result in potential methane releases in the absence of mitigation methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. | The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operators will also be required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.<br><br>The project site is located within a *methane zone.* Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces.<br><br>The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. | • The GLC once operational, will be required to prepare and maintain an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.<br><br>The methane risk will be addressed with the implementation of the following mitigation.<br><br>• The Applicant must provide the City with an updated soils assessment to ascertain the location and extent of potential methane contamination within the soils that underlie the project site. Following the soils assessment, the Applicant will be required to install an active methane detection system should it be determined following field investigations that such devices are needed.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |
| **Hydrology and Water Quality Impacts** | | |
| Information for the site area in Santa Fe Springs indicates that the depth to first-encountered groundwater within the Exposition Aquifer ranges from 75 feet to 100 feet-bgs. The Gage Aquifer consists predominantly of sands and fine gravels with an estimated thickness between 30 feet and 60 feet. In the site and the nearby area, the Santa Fe Springs Plain consists of the late Pleistocene alluvium of the Lakewood Formation.<br><br>The Lakewood Formation unconformably overlies the lower Pleistocene San Pedro Formation and the Pliocene Pico Formation. The Lakewood Formation consists of interbedded clays, silts, silty sands, and sands representative of stream-type alluvial and floodplain deposits. Previous subsurface investigations conducted at the site confirm that the lithology is a vertically and laterally heterogeneous layering of such alluvial deposits. The underlying materials consist of interbedded alluvial sediments ranging in texture from poorly graded sands through fat clays. | The site's development will also result in the majority of the site being covered over in impervious surfaces (buildings, parking areas, internal roadways, etc.). The site plan, however, does provide for just under five acres of landscaping that will facilitate percolation of stormwater runoff. The post project impacts will be superior to the existing and former site conditions.<br><br>No materials will be stored outside of the buildings. In addition, the site will be maintained to ensure that any materials that may have inadvertently fallen off of trucks will be collected. The proposed project improvements will include the installation of a water clarifier to treat surface runoff prior to being conveyed to the storm drains. | The following mitigation measures will be effective in reducing potential water quality impacts:<br><br>• The plans and specifications shall require the operator to implement the Best Management Practices (BMPs). The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.<br><br>• During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.<br><br>• Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable. |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Hydrology and Water Quality Impacts (continued)** | | |
| The western portion of the City was previously located within the Los Angeles River 100-year floodplain. The Los Angles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River and the Rio Hondo River located to the north of Santa Fe Springs. These improvements, completed in 2001, now provide protection for Santa Fe Springs residents in the eastern and southern portion of the City.<br><br>There are no natural lakes or streams within or adjacent to the project site. No natural drainage or riparian areas remain within the project area due to the past development. | The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained.<br><br>No potable water wells are located within the project site. The excavation required for utility connections and building footings will not be deep enough to interfere with any local aquifer.<br><br>Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. The previous petroleum refinery use consumed large quantities of water associated with the petroleum refining process. Additional water has been consumed as part of the above ground demolition and for the control of fugitive dust.<br><br>Given the nature of the project, no significant net change in *area-wide* water consumption will occur. As a result, the potential impacts are considered to be less than significant.<br><br>The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. | • Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.<br><br>The City has a Water Conservation Ordinance that requires the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. These measures will be effective in mitigating potential impacts on groundwater resources.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |
| **Land Use Impacts** | | |
| Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman. A number of above-ground tanks and other structures are located within the project site. These above-ground improvements are currently being removed. | The General Plan designation that is applicable to the project site is *Industrial* and the site is zoned as *M-2* (Heavy Industrial). This designation permits a wide range of industrial activities. | The analysis determined that no mitigation measures are required.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Land Use Impacts (continued)** | | |
| Land uses and development in the vicinity of the 54.69-acre project site are described below:<br><br>• Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).<br><br>• Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.<br><br>• Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Road ROW.<br><br>• Various industrial uses abut the project site on the west side. As mentioned previously, an approximately 2-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.<br><br>The General Plan and Zoning land use designations that are applicable to the project site is *M-2, Heavy Manufacturing*. | According to the City of Santa Fe Springs General Plan, the existing use is conditionally permitted within this land use designation. As a result, no Zone Change or General Plan Amendment is required as part of the proposed project's implementation. In addition, the proposed project conforms to all applicable development standards. As a result, no zone variances will be required for the proposed project.<br><br>A tentative parcel map (TPM) will be required to create the three new parcels (one for each of the new buildings). As indicated previously, the proposed GLC development is consistent with the existing General Plan and Zoning Designations.<br><br>No Zone Change or General Plan Amendment is required as part of the proposed project's implementation. The project will not involve the permanent closure of any existing roadways that serve an established residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community. The project site is located in the midst of an existing urbanized industrial area. As a result, no impacts are anticipated. | |
| **Noise Impacts** | | |
| The noise environment within the project site is dominated by vehicle traffic noise along major arterial roadways such as Lakeland Road, Bloomfield Avenue, Norwalk Boulevard and Florence Avenue. To characterize ambient noise levels, a field study was conducted within the project site. During the measurement period, the dominant source of noise included traffic noise on the adjacent roadways. Secondary sources of noise were related to activities being conducted at nearby industrial establishments. Ambient noise levels during the majority of the measurement period ranged from 59.2 dBA to 62.9 dBA. | For the yard activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The majority of the loading and unloading activities would occur during the daytime periods. After hour activities during the night-time and early morning periods would largely be limited to general maintenance and cleaning. | The following mitigation measures will ensure that operational noise levels do not significantly impact noise sensitive land uses in the area:<br><br>• The Applicant shall be required to screen the building's equipment (air conditioning, refrigeration, etc.) and machinery related to the future user, as necessary to attenuate noise. |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Noise Impacts (continued)** | | |
| A computerized noise model was used to estimate the existing traffic noise levels along the three roadways that are located adjacent to the project site: Florence Avenue, Bloomfield Avenue, and Lakeland Road. Sensitive receptors located near the project site include the following:<br>• The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary.<br>• A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site.<br>• The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road.<br>• The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest.<br>The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent roadways. According to the city's noise control requirements, the maximum permitted noise level within the M-2 zone is 90 dBA. | The proposed project will be required to adhere to the City's regulations pertaining to noise control. There are no noise sensitive receptors located within the vicinity of the porject site. In addition, the on-site construction activities will be required to conform to the city's noise control requirements. As a result, no significant adverse impacts are anticipated.<br>The proposed project will be required to adhere to the City's regulations pertaining to noise control. As a result, no significant impacts with respect to a potential violation of noise control standards are envisioned. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise since it typically requires a doubling in traffic volumes to result in a perceptible change in traffic noise. As a result, the proposed project will not result in any significant adverse ground-borne noise impacts.<br>Noise levels associated with any future construction activities would be slightly higher than the existing ambient noise levels in the project site. However, the construction noise would subside once construction of a particular project is completed. The noisiest phases of construction for commercial development are presented as 89 dBA while residential development are presented as 88 dBA Leq, both as measured at a distance of 50 feet from the construction effort. 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 effort.<br>Residential uses are located west, southwest, and north of the site. Based on spreading losses, noise levels could be on the order of 70 to 71 dBA at the homes located nearest to the project site. The noise affecting these homes will be significantly reduced due to the effect of spreading loss. | *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Setting | Environmental Setting |
|---|---|---|
| **Noise Impacts (continued)** | | |
| | In addition, the ambient noise levels that presently exist in the area will help to mask potential construction noise. The permissible times for development activity are from 7:00 AM to 7:00 PM. As such, no construction activities shall be permitted outside of these times. Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant. | |
| **Public Services Impacts** | | |
| 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).<br><br>The City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the city. The DPS is staffed by both City personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The police services contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees. | 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. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation.<br><br>The previous refinery operation involved numerous calls for service from the Fire Department. The Fire Department is also actively involved in the current demolition and remediation efforts. The site's redevelopment will eliminate the existing demands related to the previous and current use. Furthermore, appropriate fire access will be located throughout the site. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation.<br><br>The yard area where the receiving and loading areas are located will be secured from public access. In addition, the facility will be manned by security personnel. Finally, the existing use is an attractant for vandalism. As a result, the impacts will be less than significant. The proposed project will not involve any activities or facilities that would place any additional demands on law enforcement services. As a result, no impacts on law enforcement services will result from the proposed project's implementation. | The analysis determined that no mitigation measures are required.<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Transportation and Circulation Impacts** | | |
| The following discussion provides an overview of the regional and local transportation and circulation system in the vicinity of the project site.<br><br>• *Interstate 5 (I-5)* is located approximately 1.5 miles to the west of the project site, and provides regional access to the area by connecting the City of Santa Fe Springs to adjacent cities, northerly to the greater Los Angeles area and southerly to Orange County. Within the project study area, I-5 is oriented in a northwest-southeast direction and provides access to the project site via interchanges at Telegraph Road and Bloomfield Avenue. Other nearby interchanges include Orr And Day Road/Florence Avenue, Norwalk Boulevard, Pioneer Boulevard and the I-5/I-605 confluence. The freeway currently provides three northbound and four southbound mixed-use lanes in the vicinity of the project.<br><br>• *Interstate 605 (I-605)* provides regional access to the area from Long Beach to its northerly terminus in the San Gabriel Valley. I-605 is oriented northeast-southwest through the City of Santa Fe Springs, and provides access to the site via interchanges at Telegraph Road and Florence Avenue. The freeway currently provides three (3) mixed-use lanes and one (1) HOV lane in each direction in the vicinity of the I-5/I-605 confluence near the project site.<br><br>• *Florence Avenue* is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Florence Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving east-west between the City of Downey (to the west) and unincorporated L.A. County (to the east). Florence Avenue has freeway interchanges at both I-5 and I-605, and will provide direct ingress and egress to the project on the north side of the site in the eastbound direction only. | The project trip generation was determined using standardized trip rates from the Institute of Transportation Engineer (ITE), Trip Generation, 9th Edition. ITE Codes 150 (Warehousing) and 110 (Light Industrial) were applied in the analysis to estimate the inbound and outbound traffic generated by the project.<br><br>The proposed project is forecast to generate a total of 379 AM peak hour trips, and 404 PM peak hour trips. The ITE's data was used to calculate the anticipated truck mix for the proposed warehouse/light industrial use. The percent of trucks anticipated during the AM and PM peak hours was then adjusted upwardly by a Passenger Car Equivalence (PCE) ratio of 2.0 passenger cars per truck, to account for the operational impacts of trucks on the intersection ICU ratings. Project peak hour trips were therefore converted to passenger car equivalents for the intersection LOS analysis, resulting in an increase in project trips to 453 AM peak hour PCE trips and 483 PM peak hour PCE trips.<br><br>Project trips were distributed to the study area roadway network using existing traffic distribution characteristics, the projected project site accessibility for trucks and passenger cars, and an analysis of the logical routes from surrounding origin and destination zones for trucks passenger car trips for each proposed project land use. Based on this method, it was determined that 40 percent of trucks (50% of PCs) will access the site on the north side via Florence Avenue, and 60 percent of trucks (50% of PCs) will access the site on the south via Lakeland Road. The project's AM and PM generated trips were then assigned to the surrounding transportation system using these distribution patterns for each of the study area intersections. The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation. | The following mitigation measures will be required to reduce the potential traffic impacts.<br><br>• The project will be required to implement those mitigation measures in design improvements identified in Table 3-20. The specific physical improvements will be applicable to the following intersections: Lakeland Road and Bloomfield Avenue, Telegraph Road and Bloomfield Avenue, and Florence Avenue at Orr and Day Road. Mitigation Measure 21 will be applicable to the remaining four intersections shown in Table 3-20.<br><br>• The project Applicant will pay an in-lieu traffic fee to be used for improvements to the City's CENTRACS traffic control system such as installation of the fiber optic cable, video detection cameras, CCTV monitoring cameras, etc. The City will supervise the design and installation of the proposed project<br><br>*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts with the implementation of the recommended mitigation.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Transportation and Circulation Impacts (continued)** | | |
| • *Telegraph Road* is a six-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Telegraph Road is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, and serves northwest/ southeast traffic from unincorporated L.A. County to the east, and runs adjacent to the I-5 between the Cities of Pico Rivera and Downey to the west. Telegraph Road provides sub-regional access from the San Gabriel Valley area to the project site via the freeway interchange at I-605.<br><br>• *Bloomfield Avenue* is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Bloomfield Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving north/south traffic between the Cities of Norwalk (to the south) and Whittier (to the north), where Bloomfield Avenue becomes Santa Fe Springs Road. Between the central and southerly meandered city boundary lines, Bloomfield Avenue provides regional access from Orange County via the I-5 Freeway near Firestone Boulevard. The proposed project abuts Bloomfield Avenue along the easterly boundary of the project; however, no direct access to the site will be provided from Bloomfield Avenue.<br><br>• *Lakeland Road* is a two-lane undivided roadway with some on-street parking along its length, and a curb-to-curb width of 64 feet. Lakeland Road is classified as a Secondary Arterial in the City of Santa Fe Springs' General Plan, serving primarily local traffic between Pioneer Boulevard to the west, and Carmenita Road to the east. Lakeland Road will provide direct access to the project on the south side of the site.<br><br>Based on the anticipated land use, project trip distributions and size of the project, along with the prior consultation with the City of Santa Fe Springs, the following locations have been included in the project study area. All nine intersections are currently signalized.<br><br>1.) Bloomfield Avenue at Lakeland Road<br><br>2.) Bloomfield Avenue at Florence Avenue | The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation.<br><br>A comparison of "Pre-Project" and "With Project" traffic conditions was performed in order to determine the significance of potential traffic impacts due to project on the surrounding study area intersections. Using the City's adopted significance thresholds, intersection volume-to-capacity ratios, delays, and LOS results which reflect the Year 2015 traffic conditions without the proposed GLC Santa Fe Springs project were compared with Year 2015 conditions with project traffic.<br><br>Table 10 included in the traffic study summarizes this comparison to illustrate the changes in ICU, delays, and LOS at each study area intersection, and to indicate potential significant traffic impacts caused by the project's peak hour traffic during the opening year, 2015. The results summarized in Table 10 reveal that the following seven (7) study intersections would be significantly impacted during one or both of the weekday AM/PM peak hours due to the addition of the project traffic:<br><br>• Bloomfield Avenue at Lakeland Road (PM peak hour);<br><br>• Bloomfield Avenue at Florence Avenue (PM peak hour);<br><br>• Bloomfield Avenue at Telegraph Road (AM peak hour);<br><br>• Norwalk Boulevard at Florence Avenue (AM and PM peak hours);<br><br>• Pioneer Boulevard at Florence Avenue (AM and PM peak hours);<br><br>• Pioneer Boulevard at Telegraph Road (PM peak hour); and,<br><br>• Orr And Day Road at Florence Avenue (PM peak hour). | |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Transportation and Circulation Impacts (continued)** | | |
| 3.) Bloomfield Avenue at Telegraph Road<br>4.) Norwalk Boulevard at Lakeland Road<br>5.) Norwalk Boulevard at Florence Avenue<br>6.) Norwalk Boulevard at Telegraph Road<br>7.) Pioneer Boulevard at Florence Avenue<br>8.) Pioneer Boulevard at Telegraph Road<br>9.) Orr And Day Road at Florence Avenue | Based upon the findings of the impact analysis, the proposed project would not significantly impact traffic operations at the intersections of Norwalk Boulevard at Lakeland Road (Intersection #4) and Norwalk Boulevard at Telegraph Road (Intersection #6) in the Year 2015. Proposed project mitigation measures for the remaining intersection are summarized under "mitigation."<br><br>The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening.<br><br>The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. The nearest CMP-monitored roadways near the project are Imperial Highway and Artesia Boulevard, both located to the south of the project area. Both CMP arterials are located outside of the study area; therefore, a CMP analysis is not required for this traffic impact study.<br><br>A total of nine signalized intersections were analyzed within the vicinity of the project site.<br><br>Two of the nine intersections were determined to be operating at satisfactory Levels of Service (LOS) under existing (Year 2014) conditions, while the remaining seven intersections are currently operating under deficient LOS "E" or "F" conditions during one or both of the AM and PM peak hours of the day. | |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Transportation and Circulation Impacts (continued)** | | |
| | Based on the estimate trip generation, project distribution patterns, and trip assignment on the surrounding street system, weekday peak hour traffic generated by the proposed GLC Santa Fe Springs project would result in significant traffic impacts at seven (7) of the nine analyzed intersections during one or both of the AM and PM peak hours. | |
| **Utilities Impacts** | | |
| 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.<br><br>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.<br><br>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.<br><br>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. | The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The future development is projected to generate 130,188 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.<br><br>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.<br><br>The proposed project's sewer laterals will tie into the existing sewer main located in Florence Avenue and Lakeland Road. The existing sewer mains have adequate capacity to accommodate the projected on-site sewer flows. | The analysis determined that no mitigation measures are required.<br><br>*The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts.* |

**Table 1-3**
**Summary of Impacts (continued)**

| Environmental Setting | Environmental Impacts | Mitigation Measures & Significant Impacts |
|---|---|---|
| **Utilities Impacts (continued)** | | |
| 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.<br><br>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.<br><br>Lastly, the SFSWUA also receive 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.<br><br>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.<br><br>The Puente Hills Landfill was closed on October, 2013, and closure activities at the site will take 12 to 18 months to complete. At the other closed landfills which includes the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR & R Waste & Recycling, and Serv-Wel Disposal Company. | The proposed project is projected to consume approximately 169,512 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.<br><br>The future development is projected to generate 130,188 gallons of effluent on a daily basis. The installation of modern and up-to-date plumbing fixtures in the new building will further reduce effluent generation and water consumption. As a result, no effluent treatment capacity and/or water supply commitments are required to accommodate the proposed project.<br><br>The proposed project's design will accommodate the storm water runoff that is anticipated for the project site. The new improvements that will be installed as part of the proposed project's construction will be an improvement over the existing conditions.<br><br>Runoff from the easterly half portion of Building 1 including the southerly portion of buildings 1 and 2 drains to catch basins at the southerly parking areas and conveyed into a proposed storm drain system and ultimately discharged to an existing 54-inch R.C.P. located north of Lakeland Road. Storage volume required for Area 2B truck yard is approximately 0.87 acre-feet with a maximum ponding depth of 1.06 foot.<br><br>The majority of the disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. The future daily solid waste generation is projected to be 7,265 pounds per day. The proposed project, like all other development in Santa Fe Springs, will be required to adhere to City and county ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated. | |

## 1.7.2 GROWTH-INDUCING IMPACTS

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The analysis determined that the proposed project would not influence any new development. The proposed project is the third phase of a larger development (Bloomfield Phase I and II have already been constructed). The proposed project would not lead to any indirect growth inducing impacts due to an extension of roadways and other transportation facilities, the extension of infrastructure and other improvements, or off-site public projects (treatment plants, etc). As a result, the proposed project will not result in any growth-inducing impacts. The roadway improvements (such as the three right-turn lanes are designed to accommodate the proposed project's traffic.

## 1.7.3 CUMULATIVE IMPACTS

The proposed project will not result in any new residential development, and as a result, no direct increase in the population or housing inventory will result from the proposed project's implementation. The proposed project will result in an increase in the local employment levels. The proposed project will employ approximately 1,000 persons (assuming one employee for every 1,000 square feet of floor area which was derived from Environmental Protection Agency [EPA] survey data.) The baseline employment levels for the year 2010 is 50,751 jobs while the 2035 projection is 51,783 jobs. The additional projected employment will account for nearly all of the new jobs projected over the next 20 years according to the aforementioned SCAG projections. However, given the City's current unemployment rate (6.5%), the additional new jobs will be a beneficial impact. The cumulative impacts related to the other issues evaluated in this EIR are summarized below:

- *Cumulative Aesthetic Impacts.* The proposed project will involve an improvement in the area's overall aesthetic quality due to the removal and replacement of the existing improvements that occupy the project site. In addition, the landscaping along the Florence Avenue, Bloomfield Avenue, and Lakeland Road frontages will be improved. The proposed project represents the last phase of development of the Bloomfield Phase I and Bloomfield Phase II developments that were completed previously by Sares Regis. As a result, no aesthetic cumulative impacts will occur.

- *Cumulative Air Quality Impacts.* The proposed project would result in air emissions and these impacts will exceed the thresholds of significance. However, the proposed project's implementation will improve the local air quality with respect to particulate and odor-related emissions that was associated with the previous refinery use.

- *Cumulative Greenhouse Gas Emissions Impacts.* The GHG emissions from the proposed project would be less than significant. Since all GHG impacts are essentially cumulative impacts, this project's cumulative impact would be reduced to a less than significant impact.

- *Cumulative Hazards and Hazardous Materials Impacts.* During construction activities, the use, storage, disposal, and transport of hazardous materials could result in unforeseen impacts in the absence of mitigation. All construction and operational activities will be required to adhere to all Federal, State, and local regulations related to the proper handling and disposal of hazardous materials. The elimination of the existing contamination will be a beneficial impact. For these reasons, potential impacts to hazards and hazardous materials are not cumulatively considerable.

- *Cumulative Hydrology and Water Quality Impacts.* Following development, the project site will be largely covered over in impervious surfaces. In addition, mitigation was required to ensure that no adverse water quality impacts will occur. Finally, the areas surrounding the project site are developed and covered over in impervious surfaces. All surface water runoff will be confined to the project site. As a result, the proposed project will not result in any cumulative impacts on hydrology and water quality.

- *Cumulative Land Use Impacts.* The proposed project is consistent with the City of Santa Fe Springs General Plan and Zoning Ordinance. The proposed project will occupy an existing industrial property that was formerly occupied by the Powerine Oil Refinery. As a result, the proposed project will not result in any cumulative land use impacts.

- *Cumulative Public Services Impacts.* The proposed project will potentially involve potential calls for emergency services from law enforcement and the fire department. The existing inactive oil refinery had a greater potential for risk of upset compared to the proposed project. In addition, the existing above-ground demolition activities have placed demands on the City of Santa Fe Springs Fire Department. Once completed, the new buildings will be secured and will be required to adhere to all pertinent safety protocols. As a result, the proposed project will not result in any cumulative impacts on fire protection and law enforcement services.

- *Cumulative Traffic Impacts.* The cumulative traffic impact was determined using an ambient growth rate that was applied to the existing traffic volumes. The analysis determined that the cumulative traffic impacts would potentially be significant. However, given the proposed project site's large size (54.69-acres), any future development within the site would lead to potentially significant impacts.

- *Cumulative Utility Impact.* The implementation of the cumulative projects may increase the need for additional utility systems in the area. Existing water lines and sewer infrastructure can accommodate the proposed project with adherence to proposed mitigation. The proposed project in combination with the cumulative projects would result in less than significant cumulative impacts to public services.

## 1.7.4 ALTERNATIVES ANALYSIS

CEQA requires that EIRs consider a range of project alternatives that would address a potentially significant impact. For the purposes of the proposed project's alternatives analysis, the following alternatives were considered:

- *No Project Alternative.* This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative is not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

- *Revised Land Use Alternative.* This alternative reflects the potential land use scenario if the RDX site, consisting of 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet.

- *Parcel Delivery Alternative.* Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand.

The environmentally superior alternative was the logistics center and Parcel Delivery Alternative. Overall, the impacts of this alternative are similar to those of the proposed project.

# SECTION 2. PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION

The proposed project site is located within the corporate boundaries of the City of Santa Fe Springs. The City is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana. Santa Fe Springs is bounded on the north by Whittier and the unincorporated West Whittier area, on the east by Whittier, La Mirada, and an unincorporated East Whittier area, on the south by Cerritos and Norwalk, and on the west by Pico Rivera and Downey.

Major physiographic features located in the vicinity of the City include the San Gabriel River (located approximately 4.2 miles to the west of the site) and the Puente Hills (located approximately 6.8 miles to the north of the site). Regional access to Santa Fe Springs is provided by two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.[2] Other freeways that serve the larger area include the Riverside Freeway (SR-91) and the Century Freeway (I-105). 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 proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue, in the central portion of the City of Santa Fe Springs. The project site's existing addresses include 12345 Lakeland Road and 12332 Florence Avenue.[3] The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site include 8009-022-029; 030; 031; 053; 054; 055; 056; 057; and 058.[4] A vicinity map is provided in Exhibit 2-3.

## 2.2 ENVIRONMENTAL SETTING

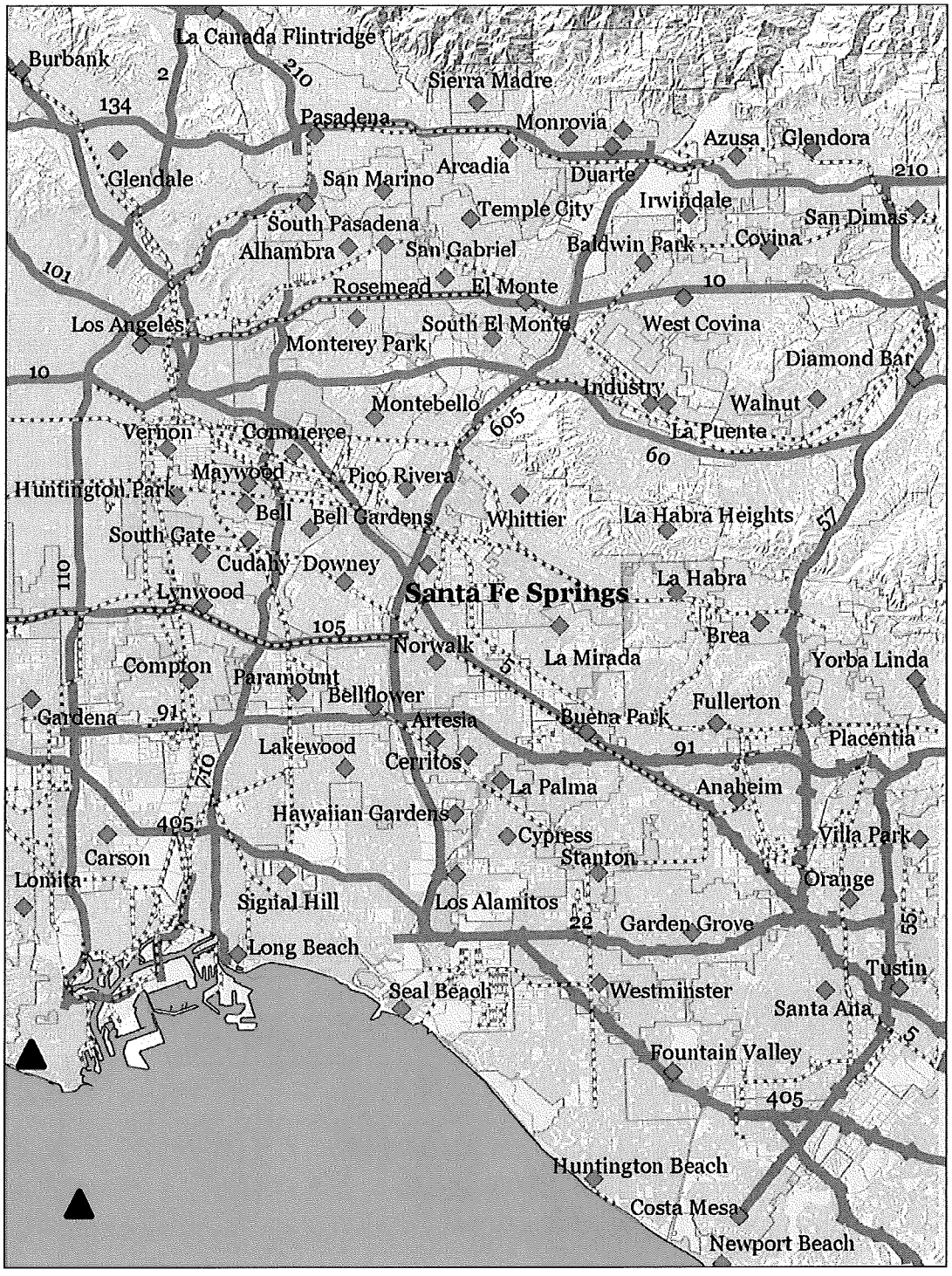
The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe Springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman. The Powerine Oil Refinery opened in the 1930s and operated until 1995 when the refinery was closed. Ridgeline Energy Services will eventually operate a waste water treatment facility on an approximately 2-acre parcel located to the northwest of the project site. A number of above-ground tanks and other structures are located within the western portion of the project site. These above-ground improvements, and all remaining substructures, are currently being removed.

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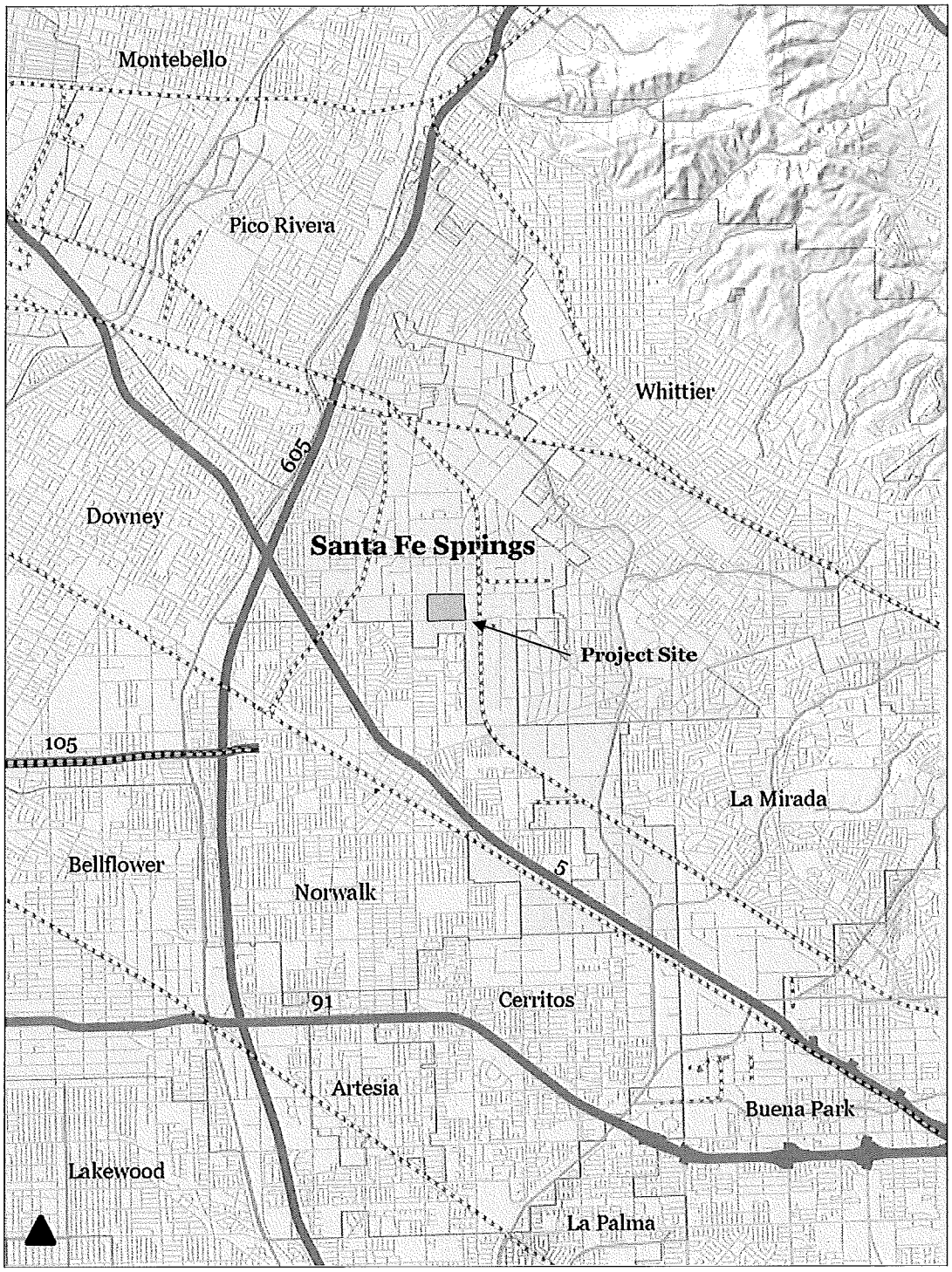
[2] United States Geological Survey. *The National Map [Terra Server USA]. Santa Fe Springs, California.* July 1, 1998.

[3] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

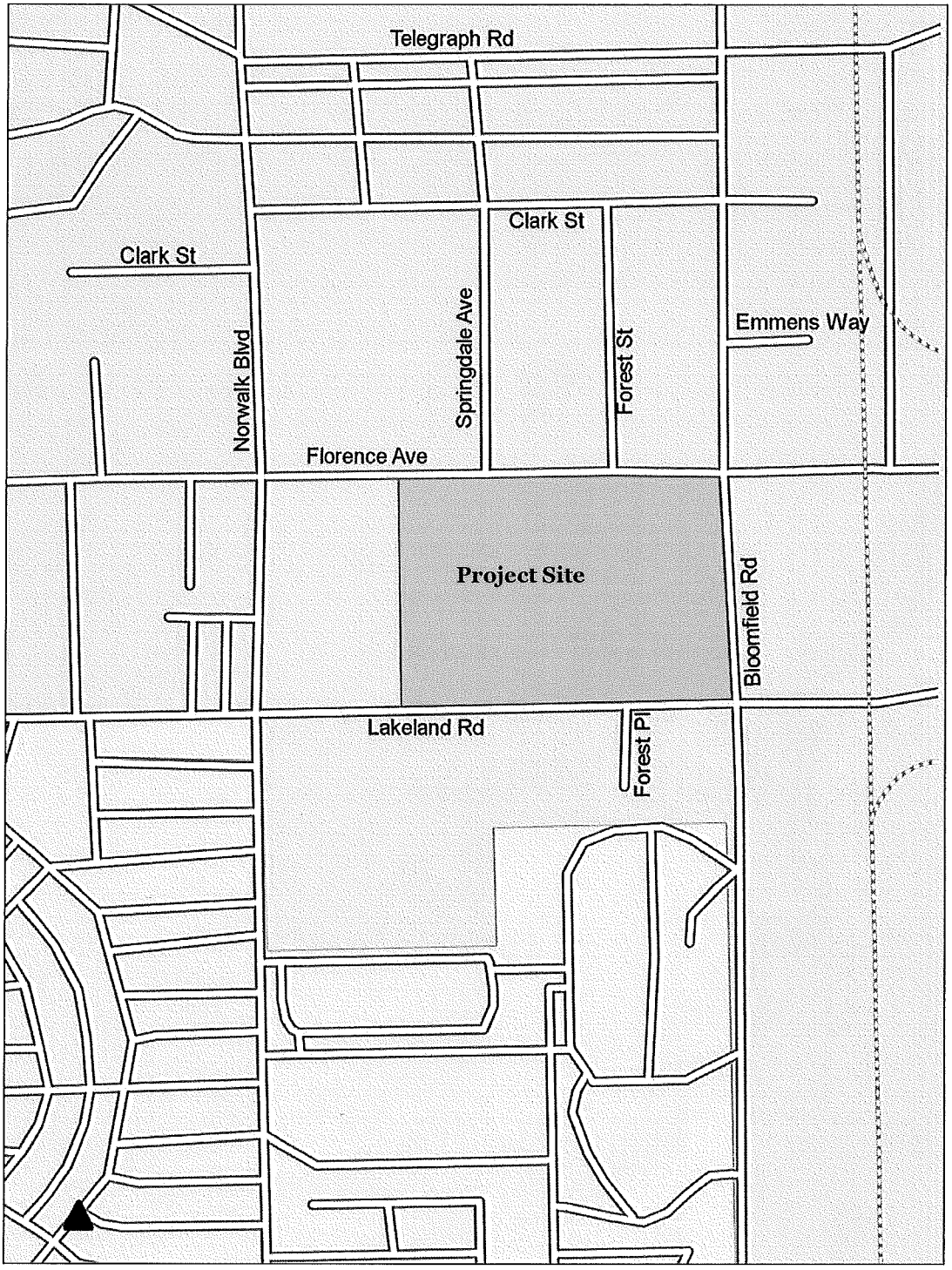
[4] City of Santa Fe Springs, *Application for Development Plan Approval (DPA) [prepared for 12345 Lakeland Road and 12332 Florence Avenue.]* No Date




# EXHIBIT 2-1
# REGIONAL LOCATION MAP
SOURCE: QUANTUM GIS




# EXHIBIT 2-2
# PROJECT LOCATION IN THE CITY
**SOURCE: QUANTUM GIS**




# EXHIBIT 2-3
## VICINITY MAP
**SOURCE: QUANTUM GIS**

Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).

- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.

- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Road ROW. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road.

- Various industrial uses abut the project site on the west side. As mentioned previously, a 2-acre parcel located to the northwest of the project site (on the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water treatment facility.[5]

The Zone designation that is applicable to the project site is *M-2, Heavy Manufacturing*.[6] The applicable General Plan designation is *Industrial*.[7] An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4. Views of the project site are shown in the photos provided in Exhibits 2-5 through 2-14. A map key of the photographs is provided.

# 2.3 PROJECT DESCRIPTION

## 2.3.1 OVERVIEW OF PROJECT'S PHYSICAL CHARACTERISTICS

The proposed project will involve the removal of the existing underground on-site improvements and any contaminated soils. The demolition and removal of the above ground structures have been underway for more than a year. The majority of the above ground structures in the eastern and west central portions of the site have been demolished and removed. In addition, Ridgeline Energy Services will continue to operate equipment in the northwestern portion of the property that will clean-up the existing contaminated groundwater. The key elements of the proposed project include the following:

- The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,634 square feet; Building 2 will consist of approximately 506,465 square feet; and Building 3 will consist of approximately 300,700 square feet.[8]

[5] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

[6] City of Santa Fe Springs. Zoning Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696

[7] City of Santa Fe Springs. General Plan Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2695

[8] Ibid.

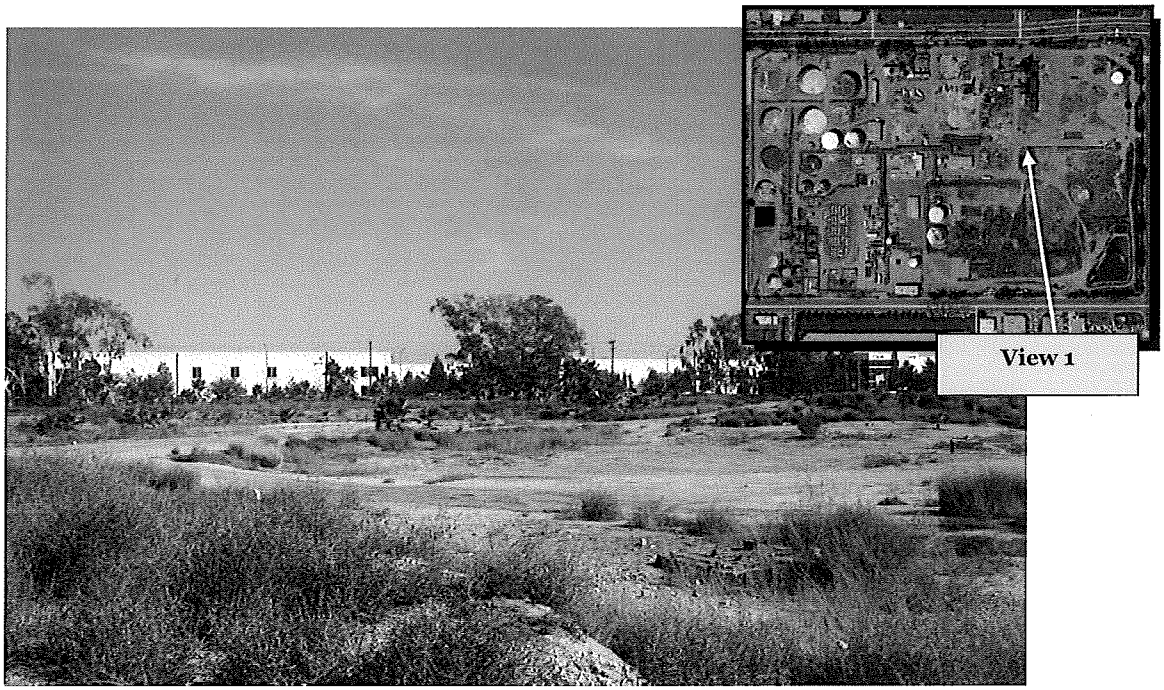



# EXHIBIT 2-4
# AERIAL PHOTOGRAPH
**SOURCE: GOOGLE EARTH**




**Note: The points on this map correspond to the 18 site photographs shown in Exhibits 2-6 through 2-14.**

# EXHIBIT 2-5
# PHOTOGRAPH INDEX MAP
SOURCE: GOOGLE EARTH

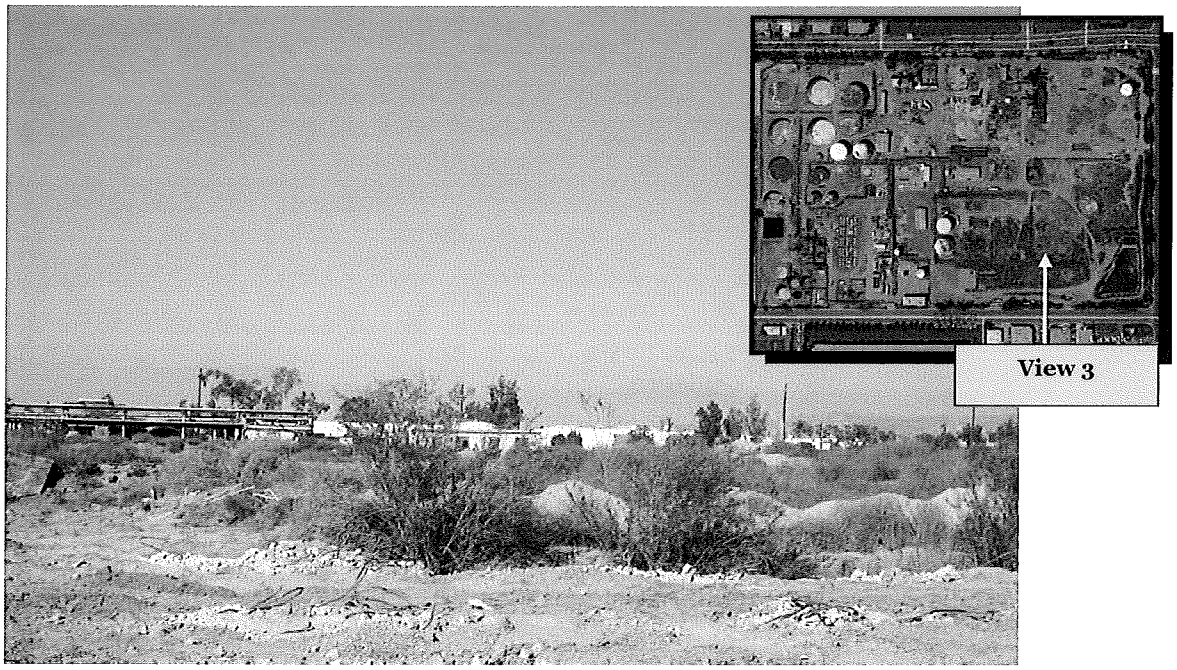



**View 1: View of the eastern portion of the project site looking east.**

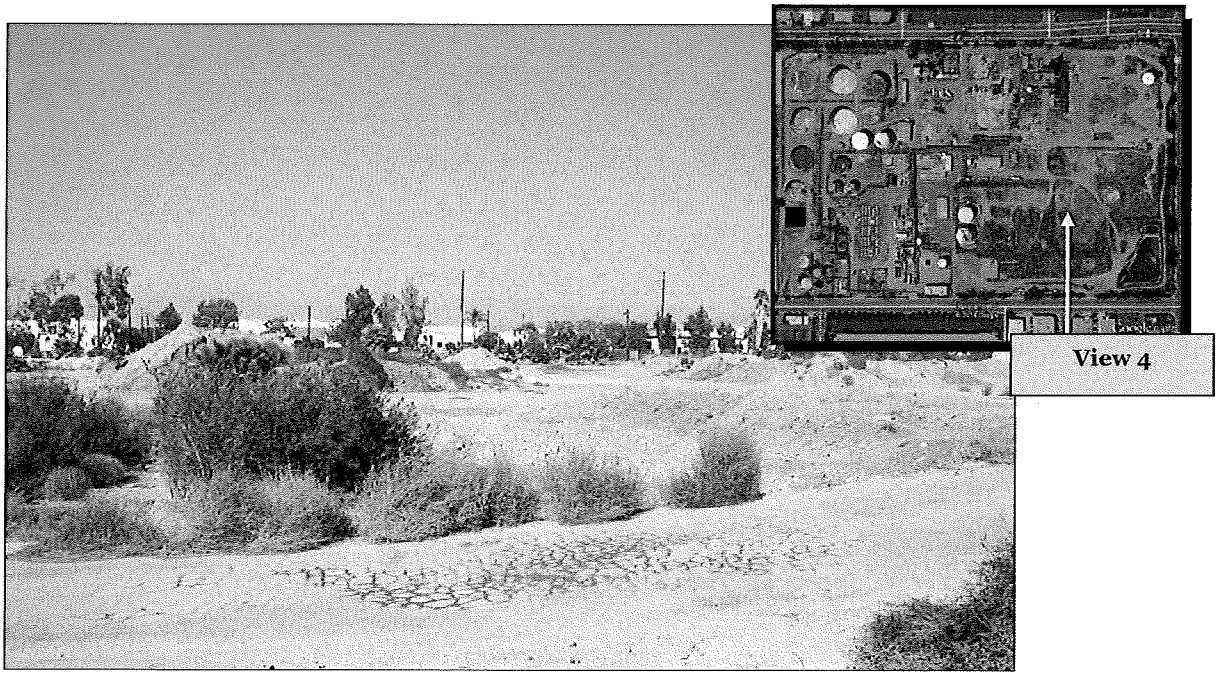



**View 2: View of the south eastern portion of the project site looking southeast.**

# EXHIBIT 2-6
# SITE PHOTOGRAPHS – CENTRAL PORTION OF THE SITE
SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING



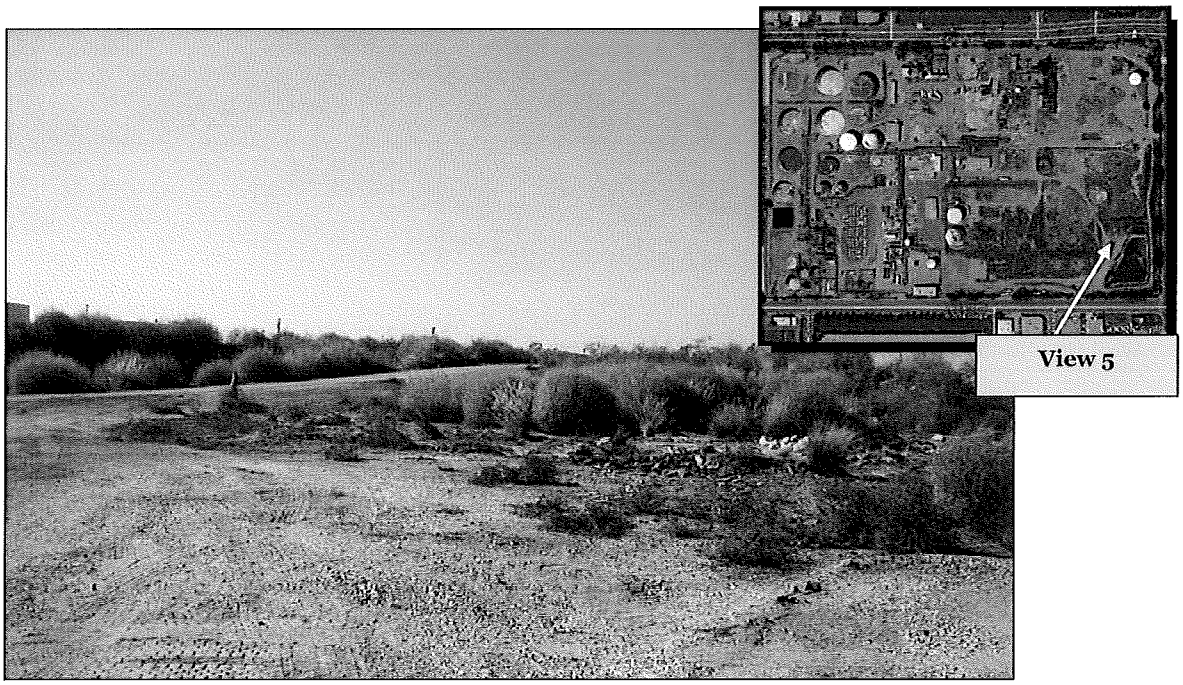

**View 3: View of the eastern portion of the project site looking north.**



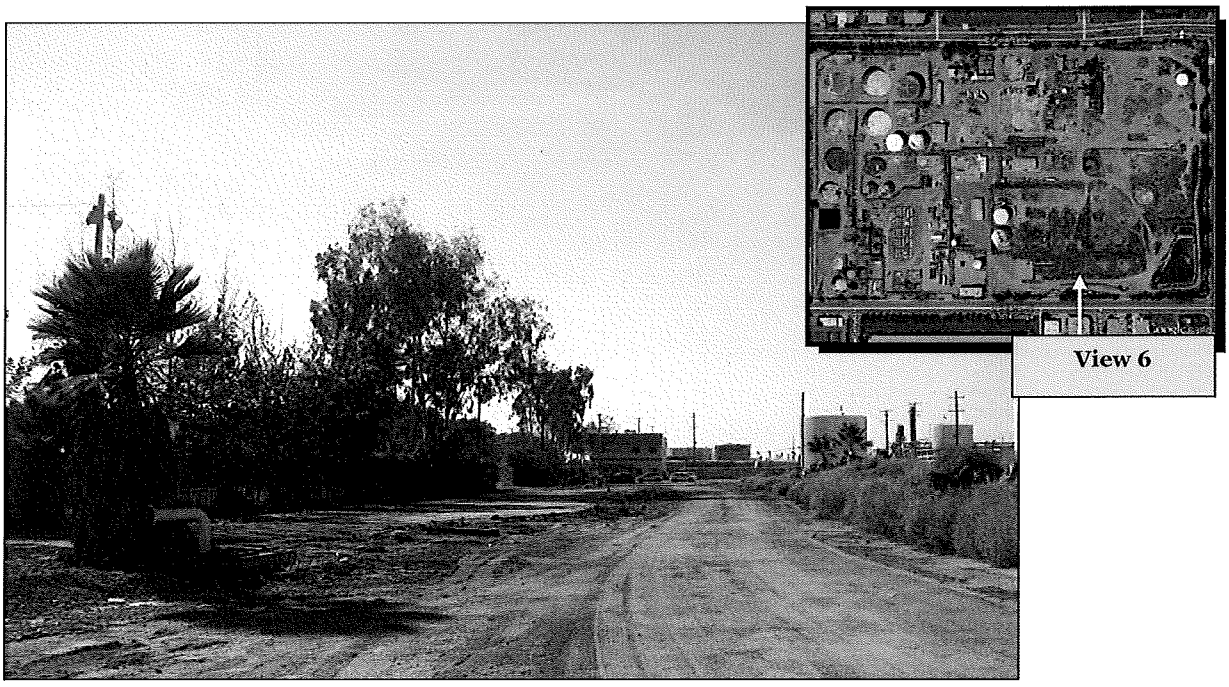

**View 4: View of the eastern portion of the project site looking northeast.**

# EXHIBIT 2-7
# SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING



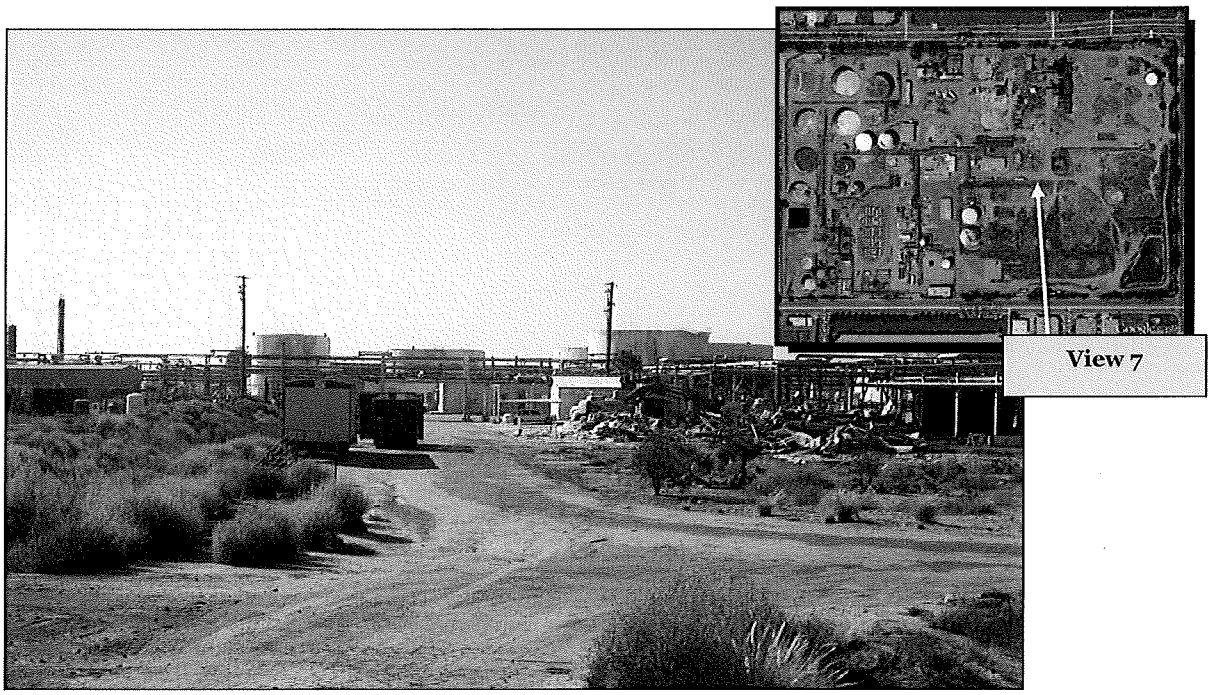

**View 5: View of the eastern portion of the project site looking northeast.**



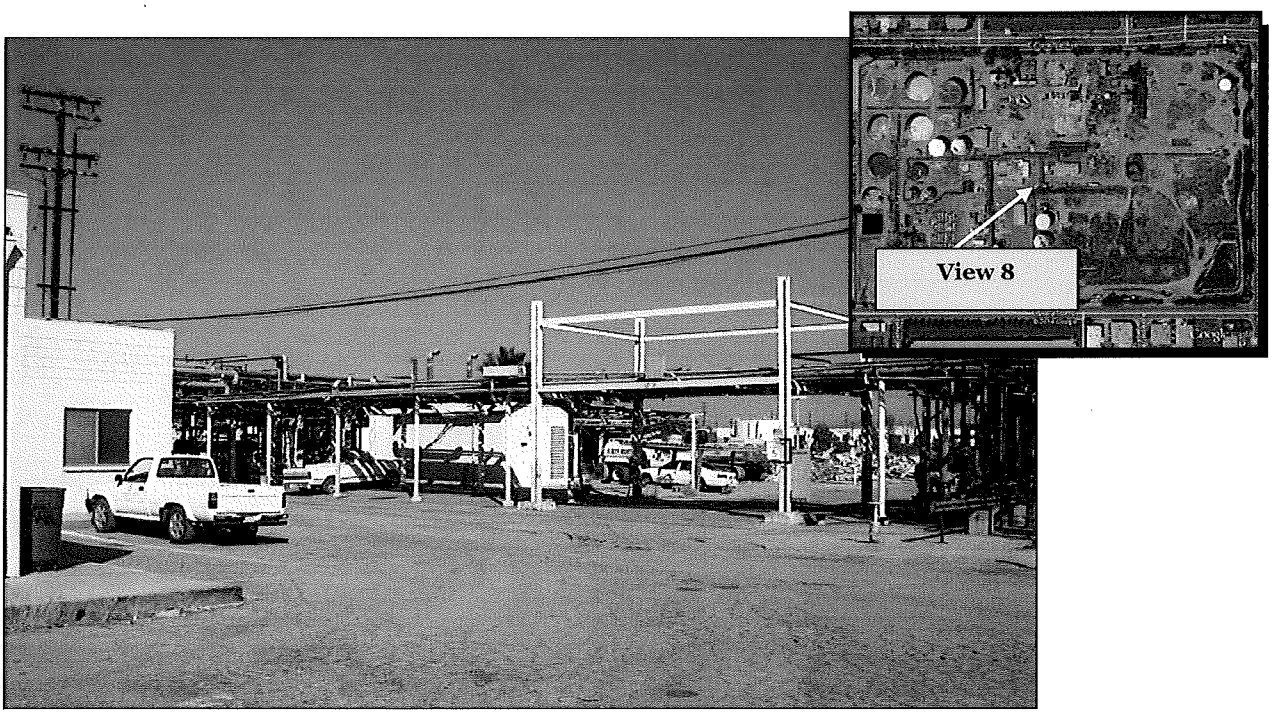

**View 6: View of the southeastern portion of the project site looking west.**

# EXHIBIT 2-8
# SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING



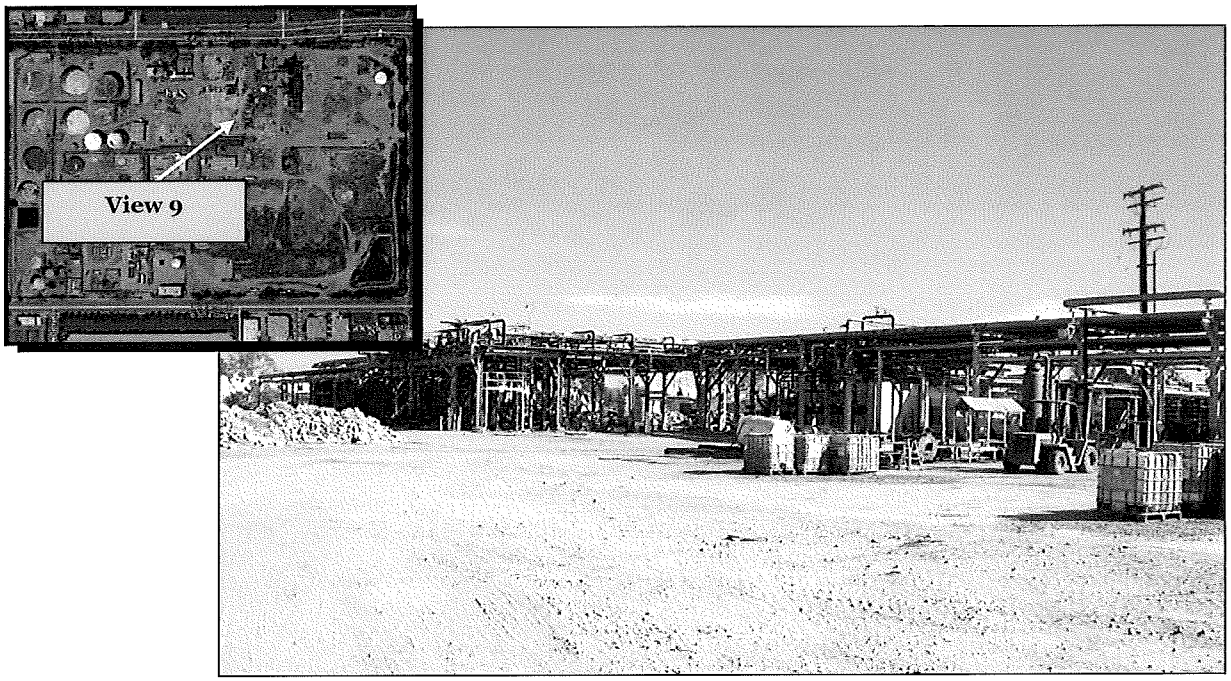

**View 7: View of the central portion of the project site looking west.**



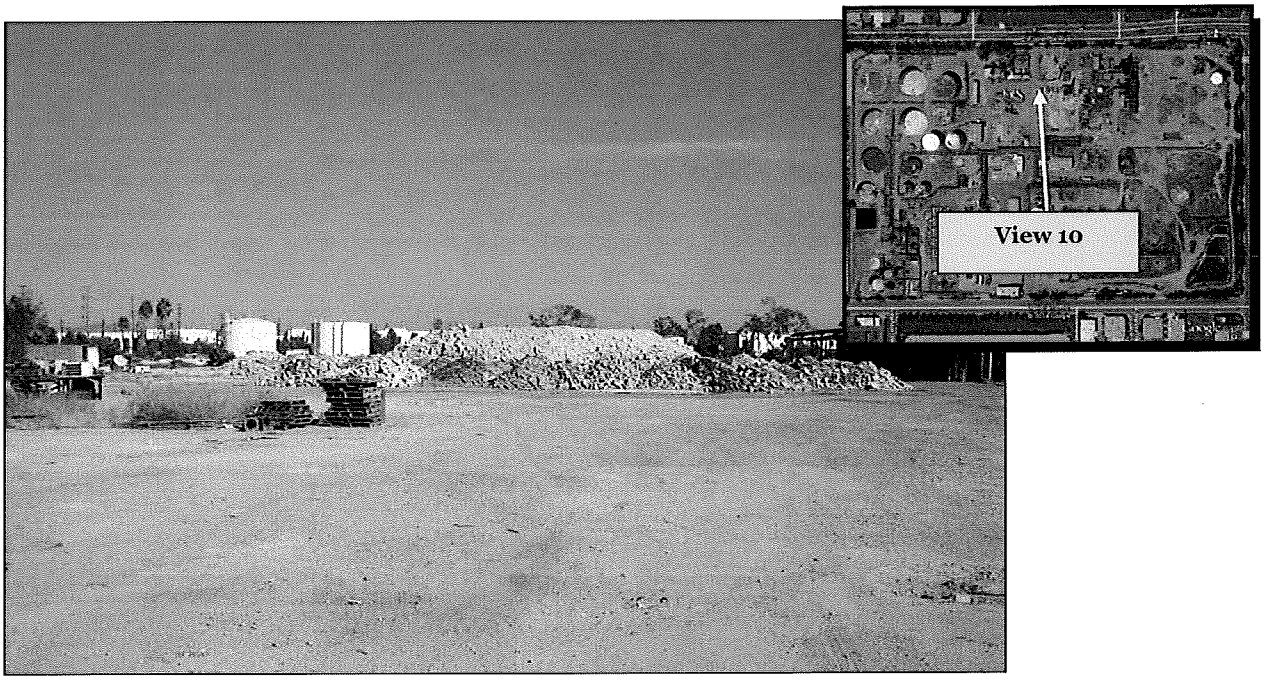

**View 8: View of the central portion of the project site looking northeast.**

# EXHIBIT 2-9
# SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING



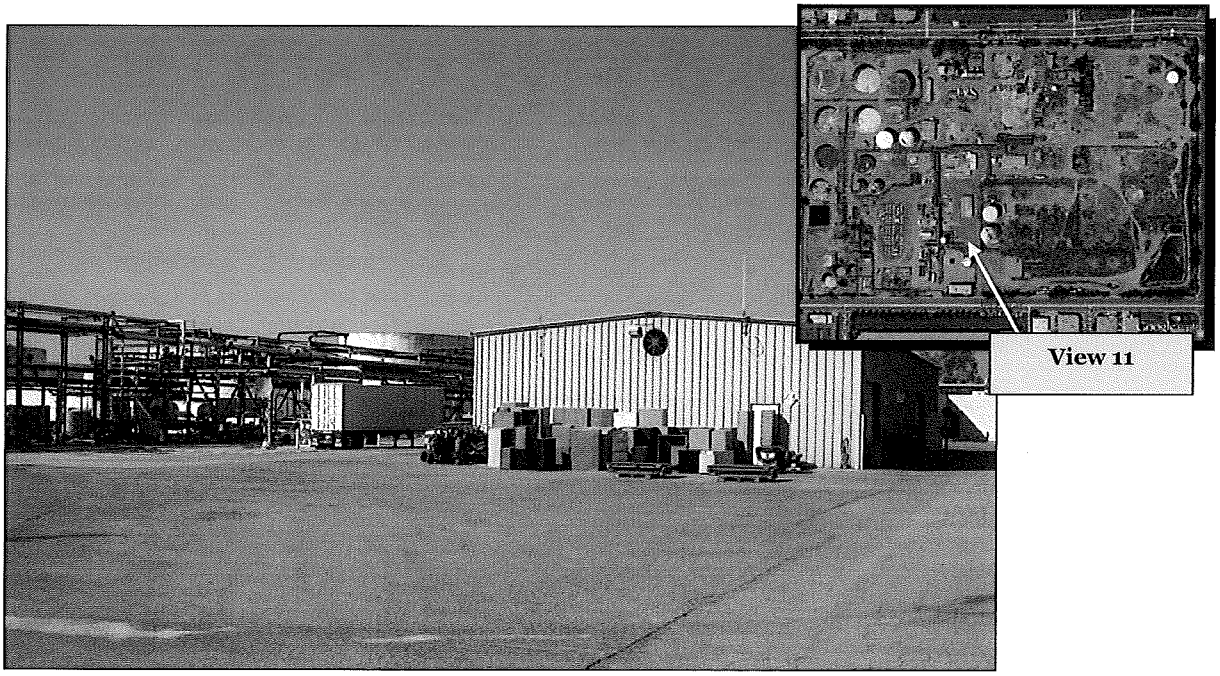

**View 9: View of the central portion of the project site looking southeast.**



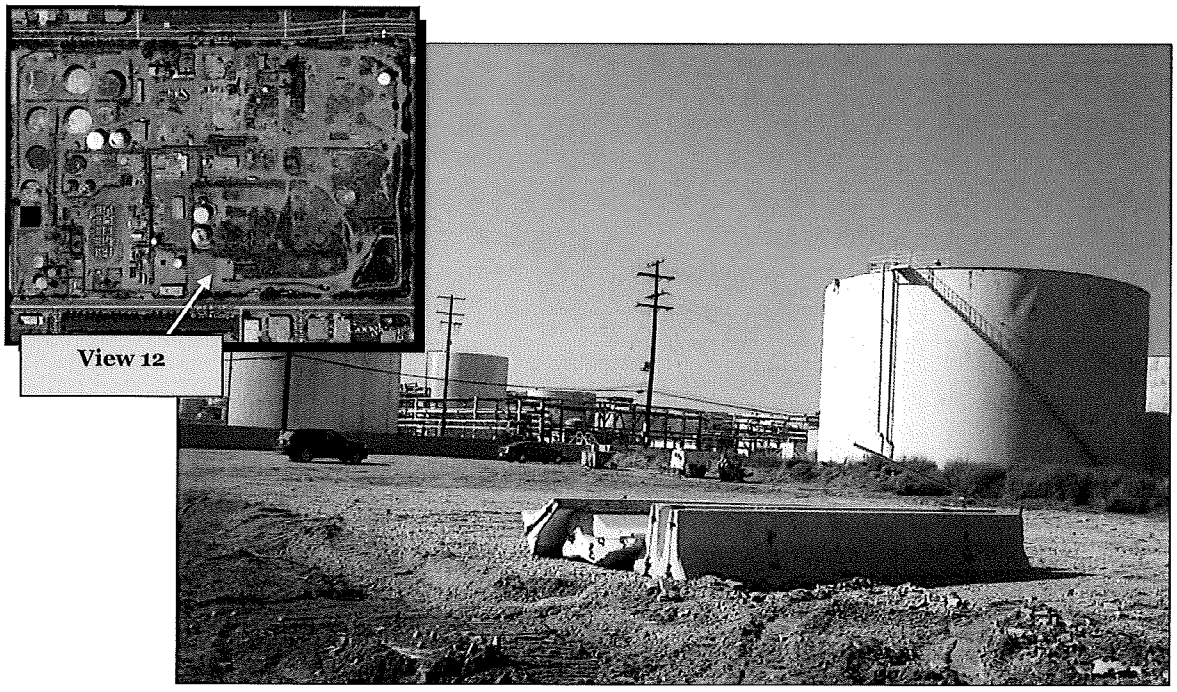

**View 10: View of the central portion of the project site looking east.**

# EXHIBIT 2-10
# SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING




**View 11: View of the central portion of the project site looking northwest.**



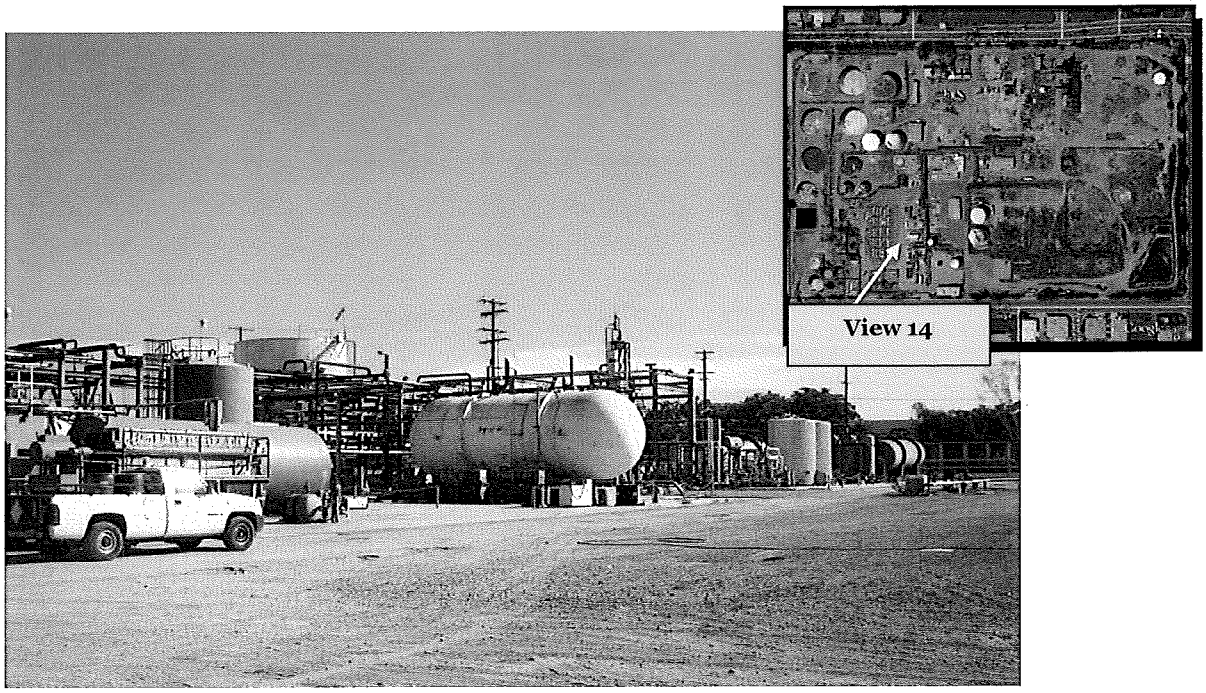

**View 12: View of the south-central portion of the project site looking west.**

# EXHIBIT 2-11
# SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

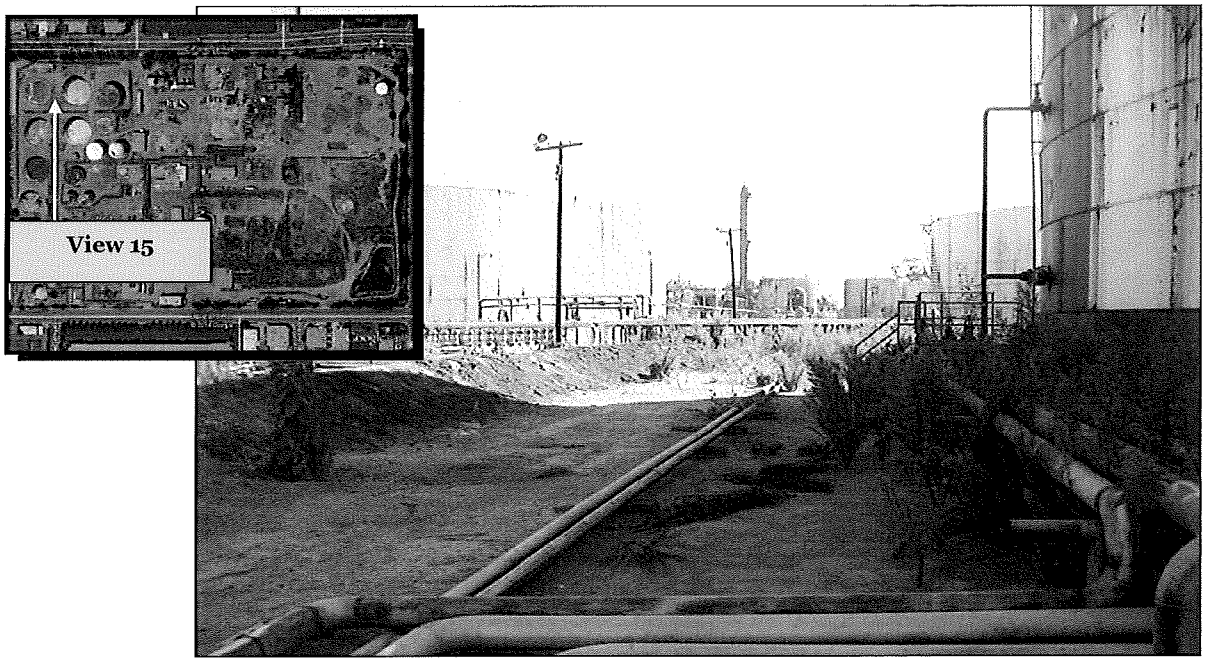



**View 13: View of the western portion of the project site looking west.**

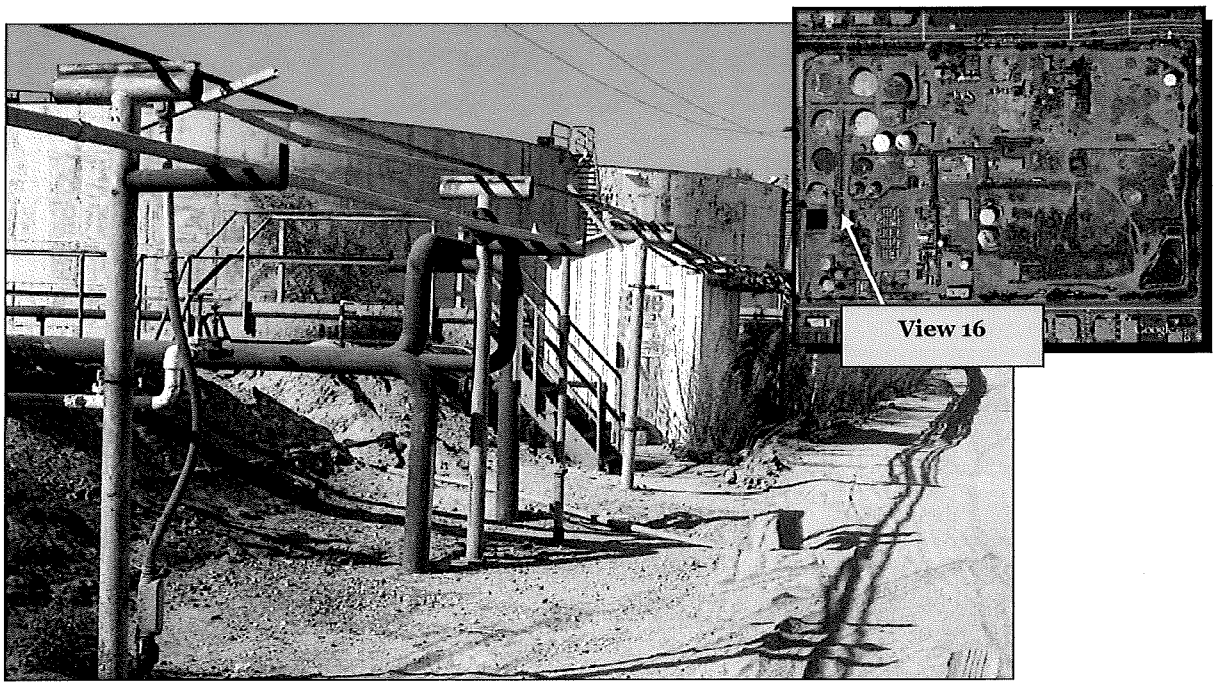



**View 14: View of the western portion of the project site looking southeast.**

## EXHIBIT 2-12
## SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE
SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING



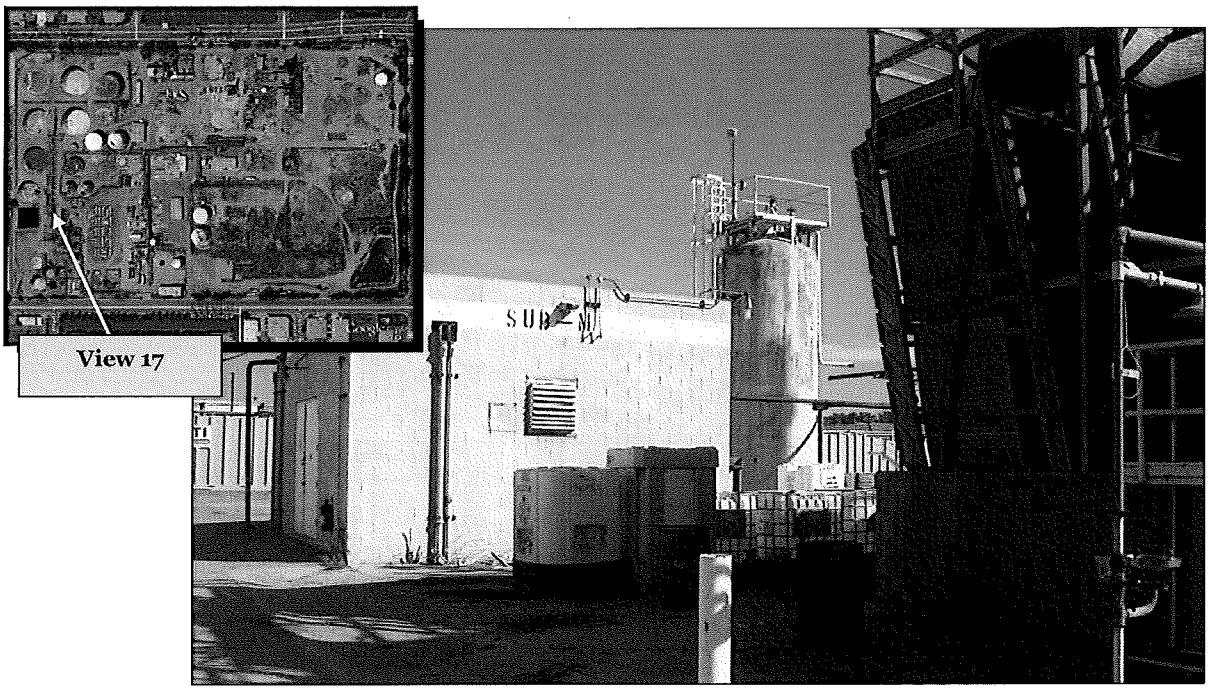

**View 15: View of the western portion of the project site looking south.**



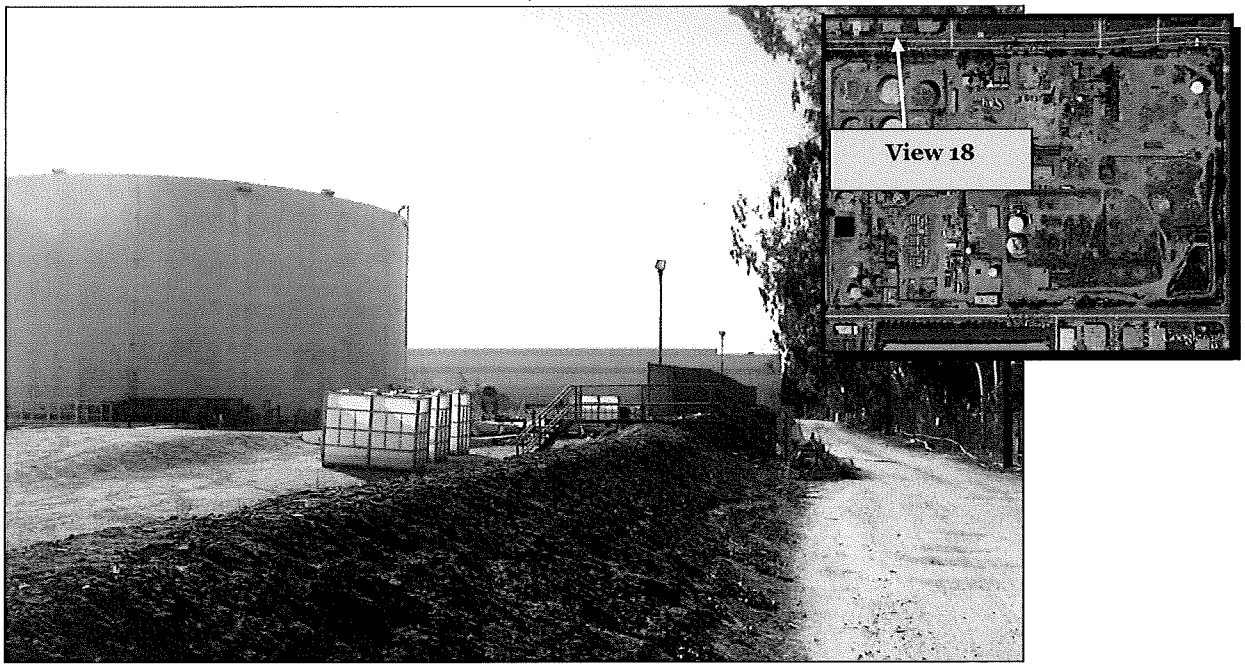

**View 16: View of the western portion of the project site looking north.**

# EXHIBIT 2-13
# SITE PHOTOGRAPHS – CENTRAL PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING




**View 17: View of existing structural improvements in the western portion of the project site.**




**View 18: View of the northwestern portion of the project site looking west.**

# EXHIBIT 2-14
# SITE PHOTOGRAPHS – WESTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

- *Building 1* will be located in the eastern portion of the project site and will occupy a 16.74-acre parcel. This building will have a total floor area of 403,635 square feet. Of this total, 393,635 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 52 truck-high loading docks will be located along the building's west-facing elevation.[9]

- *Building 2* will be located in the center of the project site and will occupy a 23.12-acre parcel. This building will have a total floor area of 506,465 square feet. Of this total floor area, 496,465 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). Building 2 will contain a total of 100 truck-high loading docks with 52 loading docks provided along the east-facing elevation and 48 loading docks provide along the west-facing elevation.[10]

- *Building 3* will be located in the western portion of the project site and will occupy a 12.66-acre parcel. This building will have a total floor area of 300,700 square feet. Of this total, 290,700 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 41 truck-high loading docks will be located along the building's west-facing elevation.

- Access to the project site will be provided by a series of driveway connections with Florence Avenue and Lakeland Road. Four new driveway connections with Lakeland Road will be provided and each driveway will be designed to accommodate both trucks and private vehicles. Four driveway connections with Florence Avenue will also be provided. Two of the driveways will accommodate trucks and private vehicles while the remaining two driveways will be designed to accommodate private vehicles (no trucks) only.[11]

- Employee, vendor, and visitor parking will be provided for each of the three buildings. The surface parking areas will be located along the northern and southern portions of the new buildings. As shown in the Site Plan (refer to Exhibit 2-15), a total of approximately 1,725 parking spaces will be provided including 552 spaces for Building 1, 689 spaces for Building 2, and 415 spaces for Building 3.[12]

- Truck parking will be provided opposite the loading docks of each of the three buildings as shown in the Site Plan (refer to Exhibit 2-15). A total of approximately 286 truck parking spaces will be provided including 78 spaces for Building 1; 147 spaces for Building 2; and 61 spaces for Building 3.[13] The truck parking and loading docks will be secured from public access by gates.

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[9] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[10] Ibid.

[11] Ibid.

[12] Ibid.

[13] Ibid.

- For maximum aesthetic value, landscaping will be provided along the project site's Lakeland Road, Florence Avenue, and Bloomfield Avenue frontages. In addition, landscaping will be provided in the parking areas and next to offices.[14] Landscaping will total approximately 4.71 acres.

The location and extent of the facility's buildings are illustrated in Exhibit 2-15, which is also the conceptual site plan. Building elevations for the three buildings are provided in Exhibits 2-16 through 2-18. The project elements are summarized below in Table 2-1.

**Table 2-1**
**Summary of the Proposed Project**

| Project Element | Building 1 | Building 2 | Building 3 | Total |
|---|---|---|---|---|
| Site Area (Acres) | 16.74 acres | 23.12 acres | 12.86 acres | 52.72 acres |
| **Buildings Area** | | | | |
| Office | 5,000 sq. ft. | 5,000 sq. ft. | 5,000 sq. ft. | 15,000 sq. ft. |
| Office/Mezzanine | 5,000 sq. ft. | 5,000 sq. ft. | 5,000 sq. ft. | 15,000 sq. ft. |
| Warehouse | 393,635 sq. ft. | 496,465 sq. ft. | 290,700 sq. ft. | 1,180,799 sq. ft. |
| Total Floor Area | 403,635 sq. ft. | 506,465 sq. ft. | 300,700 sq. ft. | 1,210,800 sq. ft. |
| Building Coverage | 55.% | 50% | 54% | 53% |
| **Auto Parking** | | | | |
| Standard | 109 spaces | 192 spaces | 158 spaces | 459 spaces |
| Compact | 111 spaces | 156 spaces | 75 spaces | 342 spaces |
| ADA | 11 spaces | 14 spaces | 8 spaces | 33 spaces |
| Total | 231 spaces | 362 spaces | 241 spaces | 834 spaces |
| Truck Trailer | 80 spaces | 154 spaces | 63 spaces | 297 spaces |
| **Landscaping** | | | | |
| Total Provided | 95,790 sq. ft. | 69,547 sq. ft. | 39,763 sq. ft. | 205,100 sq. ft. |

Source: HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[14] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

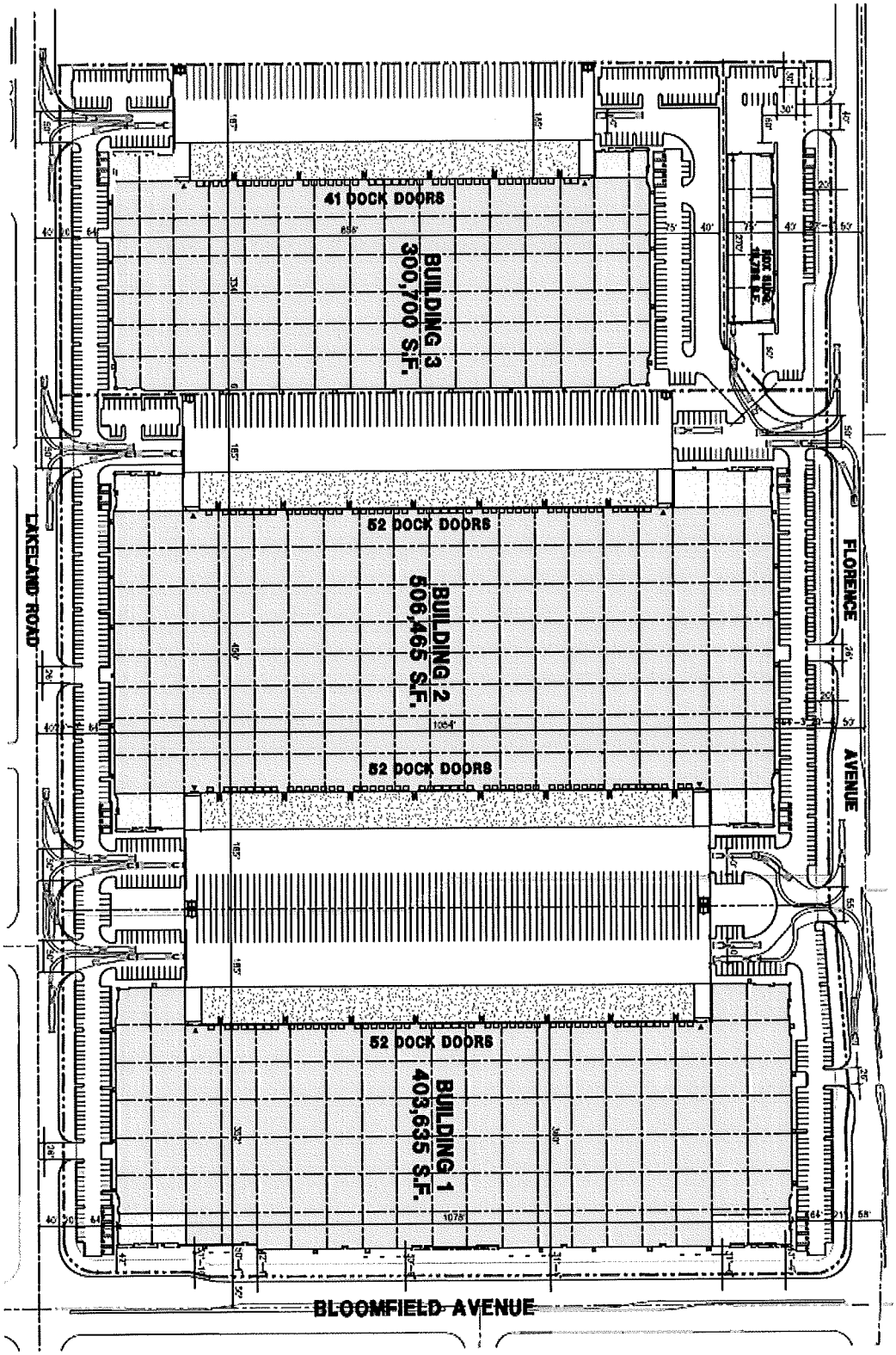



**EXHIBIT 2-15**
**PROPOSED SITE PLAN**
SOURCE: HPA ARCHITECTURE

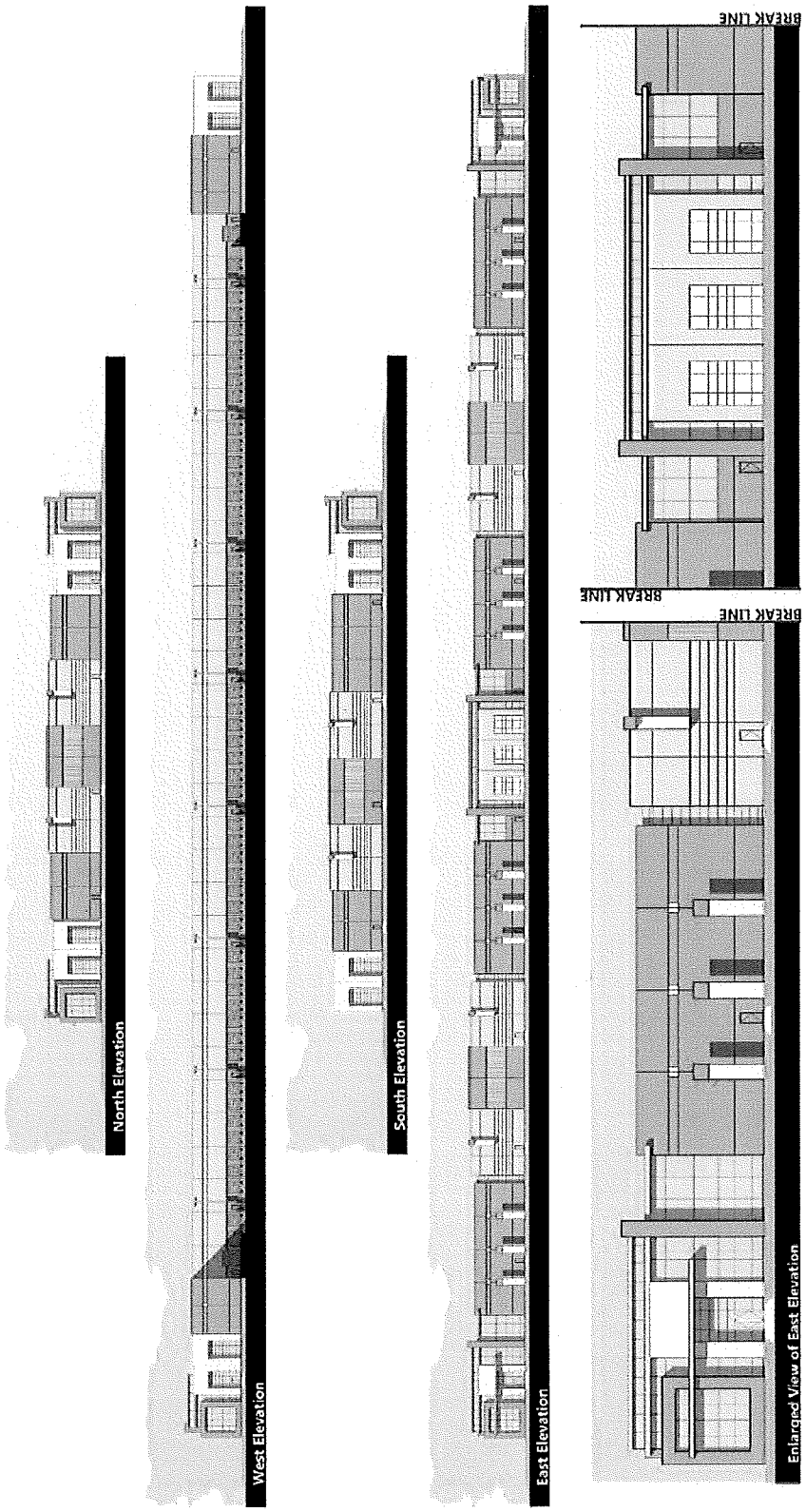



**EXHIBIT 2-16**
**PROPOSED BUILDING ELEVATIONS – BUILDING NO. 1**
SOURCE: HPA ARCHITECTURE

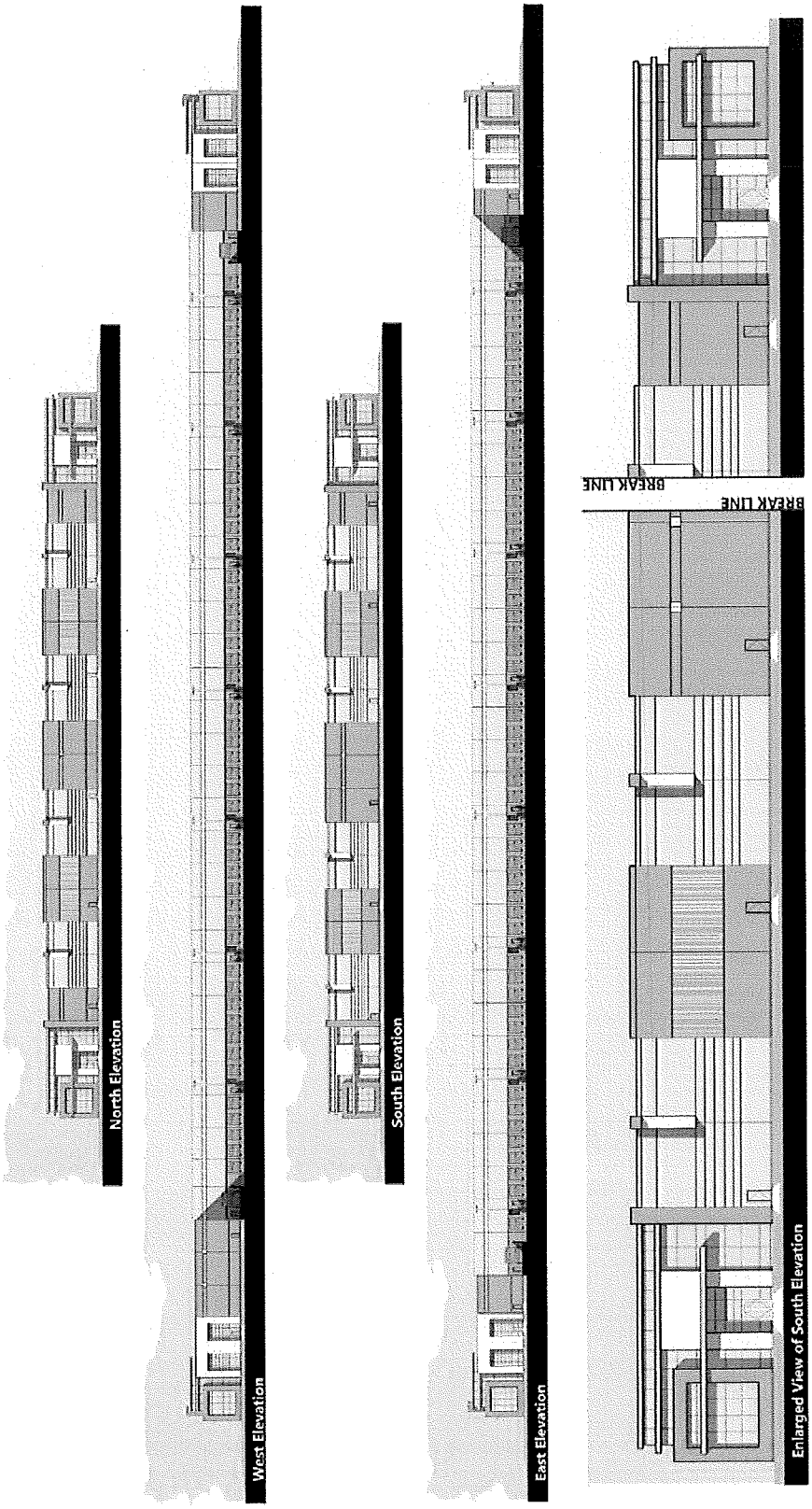



**EXHIBIT 2-17**
**PROPOSED BUILDING ELEVATIONS – BUILDING NO. 2**
SOURCE: HPA ARCHITECTURE

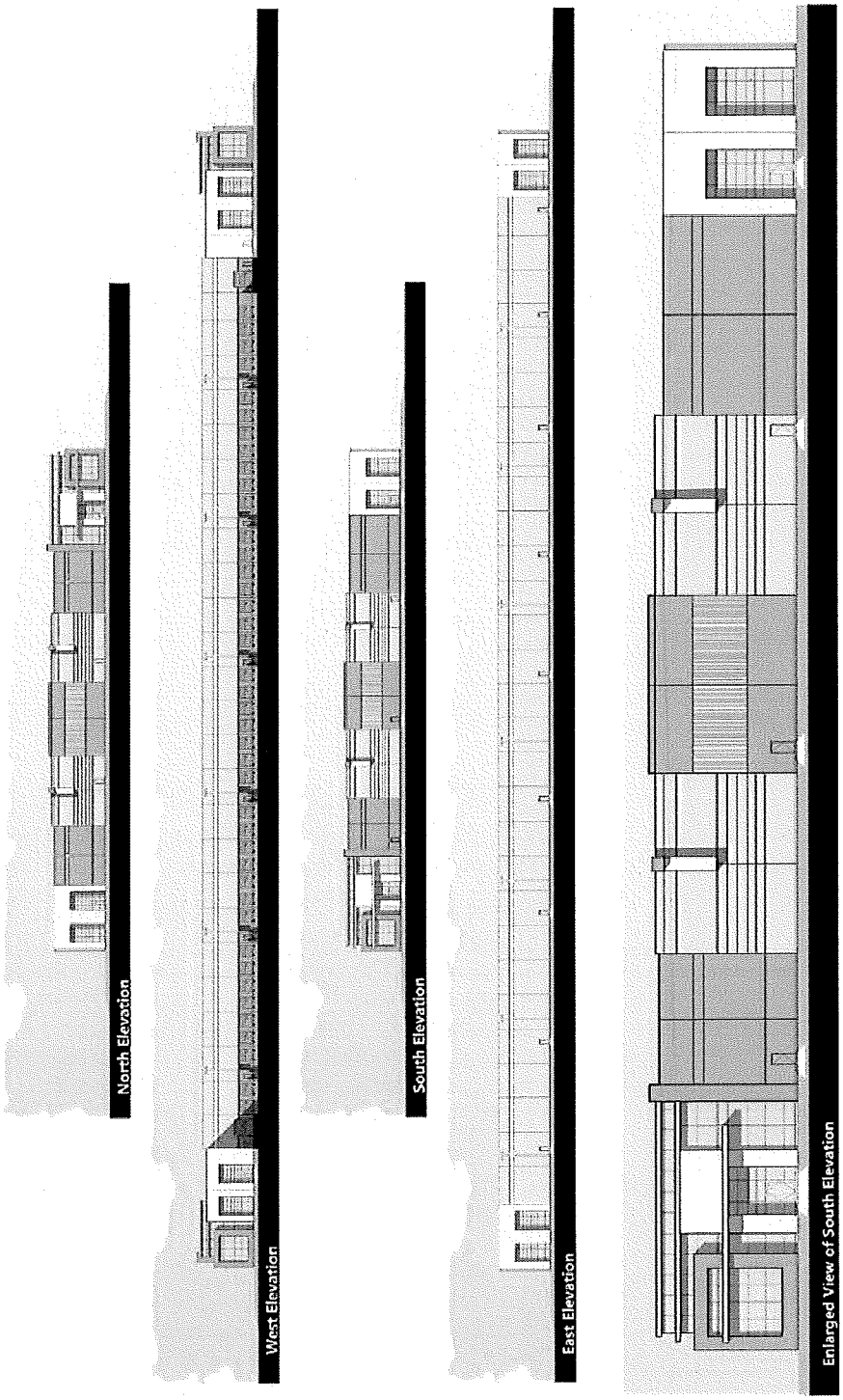



**EXHIBIT 2-18**
**PROPOSED BUILDING ELEVATIONS – BUILDING NO. 3**
SOURCE: HPA ARCHITECTURE

### 2.3.2 OVERVIEW OF OPERATIONAL CHARACTERISTICS

The proposed GLC project will be a light manufacturing and/or distribution use. Any future use will be required to conform to those uses that are permitted under the applicable M-2 zone. It is anticipated that each of the three buildings will be occupied by a single tenant. However, multiple tenants may occupy a particular building. The operating hours of the potential businesses that may ultimately occupy the project site are unknown at this time. The projected employment is estimated to be at least 1,000 jobs assuming one job for every 1,000 square feet of floor area as indicated by EPA employment generation data.

## 2.4 PROJECT CONSTRUCTION

The proposed project will take approximately 17 months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* This initial phase will involve the removal of the underground substructures. The seller of the property previously initiated the demolition and removal of the existing aboveground improvements. At the time of this EIR's preparation, the aboveground improvements for the eastern and central portions of the property have been completed. The seller of the project site is responsible for completing the demolition of the above-ground improvements.

- *Grading and Site Preparation.* During this phase, the entire site will undergo continued remediation and cleanup. The existing substructures will be removed during this phase. Goodman has begun removal of some of the below ground piping. This phase will take approximately two months to complete. Other activities during this phase will include final grading for the building footings and pads. The site preparation and building construction will begin with Building 1 continuing in an east-to-west sequence (Building 2 and then Building 3).

- *Building Erection.* The three new tilt-up concrete buildings will be erected during this phase. Building 1 will be ready for occupancy by the end of the 2nd quarter of 2016, Building 2 will be completed by the 4th quarter of 2016, and Building 3 will be completed by the 2nd quarter of 2017 if the Applicant stays within their anticipated timeline.

## 2.5 DISCRETIONARY APPROVALS

The proposed project will require the following discretionary approvals from the City of Santa Fe Springs Planning Commission:

- The project will require a Development Plan Approval (DPA) for each of the three buildings (DPA Case No. 887, DPA Case No. 888, and DPA Case No. 889);

- The project will require the approval of a Tentative Parcel Map (TPM Case No. 73063) to subdivide the property to create three individual parcels, one parcel for each of the three buildings;

- The certification of the Final EIR prepared for the proposed project; and,

- The adoption of the Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed project.

Other permits will be required as part of the proposed project's approval. These other permits will include, but may not be limited to the following:

- Encroachment permits for the proposed curb cuts for driveways;
- A Construction Stormwater Permit (State of California Water Resources Control Board);
- A General Industrial Stormwater Permit (State of California Water Resources Control Board);
- A Building Permit (City of Santa Fe Springs); and,
- An Occupancy Permit (City of Santa Fe Springs).

## 2.6 PROJECT OBJECTIVES

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

- To more efficiently utilize the site;
- To operate a state-of-the-art distribution facility that will serve the local market; and,
- To realize a fair return on their investment.

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 create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Santa Fe Springs General Plan.

# SECTION 3. ENVIRONMENTAL ANALYSIS

This section of the EIR indicates the potential environmental impacts that may result from the construction and subsequent operation of the proposed Goodman Logistics Center (GLC) facility. The scope of the analysis is detailed herein in Section 1.4. The issue areas evaluated in this EIR include:

- Aesthetics (Section 3.1);
- Air Quality (Section 3.2);
- Cultural Resources (Section 3.3);
- Geology (Section 3.4);
- Global Warming (Section 3.5);
- Hazard Materials (Section 3.6);
- Hydrology & Water Quality (Section 3.7);
- Land Use (Section 3.8);
- Noise (Section 3.9);
- Public Services (Section 3.10);
- Traffic (Section 3.11); and,
- Utility (Section 3.12).

The analysis of environmental effects considered in this section of the EIR will assist the City of Santa Fe Springs in making a determination as to whether there is a potential for significant or adverse impacts on the environment associated with the project's implementation. The analysis of each issue area considers the following:

- The discussion of each issue begins with a section entitled *Scope of Analysis* that provides an overview of the analysis called for in the Initial Study prepared for the proposed project.

- The *Environmental Setting* describes the existing conditions with respect to the issue being analyzed and serves as the baseline against which the environmental impacts are weighed.

- The *Thresholds of Significance* indicates those criteria and standards used by the City, responsible agencies, and trustee agencies in the identification of potentially significant effects.

- The *Environmental Impacts* discussion indicates the potential short-term (construction-related) and long-term (operational) impacts for each issue analyzed.

- The *Mitigation Measures* indicates those measures and programs that will be effective in reducing or eliminating an impact.

- The analysis of each issue area concludes with *Significant Unavoidable Impacts After Mitigation* indicating whether there are any remaining unmitigable significant environmental impacts following mitigation.

# 3.1 AESTHETIC IMPACTS

## 3.1.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following aesthetic issue:

- The proposed project's potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

## 3.1.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

The primary controls with respect to light and glare include specific sections of the City of Santa Fe Springs Municipal Code that govern property maintenance and light trespass.[15] These regulations are identified below:

- *City of Santa Fe Springs Municipal Code, Section 115.432.* This section of the Municipal Code includes specific provisions regarding glare and light trespass. This section states the following, "No activity shall be permitted which causes light or glare to be transmitted or reflected in such concentrated quantities as to be detrimental or harmful to the use of surrounding properties or streets."

### EXISTING CONDITIONS

#### Characteristics of Light Trespass and Glare

Light trespass is a form of light pollution that visually impacts light sensitive uses or activities (driving, sleeping, etc.). The most familiar example of light trespass is a floodlight which illuminates a neighbor's yard. Many people find this type of light pollution extremely intrusive and it can be a source of conflict. For this reason, care needs to be taken when installing new outdoor lighting. Essentially, light trespass is unwanted spillover lighting. In addition to being irritating, it is also wasteful, and it contributes to the problem of light pollution. Light trespass is most commonly caused by individual light fixtures though it can also be caused by poorly directed outdoor lighting, ambient building lighting, and other sources.

[15] City of Santa Fe Springs. *Municipal Code.* http://www.Santa Fe Springscity.com/code.cfm?task=detail2&ID=20 August 2014.

### Existing Sources of Lighting

Lighting in the project area includes street lighting along Florence Avenue, Lakeland Road, and Bloomfield Road. Other sources of light in the area include light from vehicle headlights, signage, security lighting, and indoor lighting.[16]

### Light Sensitive Receptors

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue within an industrial area of the City. The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman. A number of above-ground tanks and other structures are located within the project site. These above-ground improvements, and all remaining substructures, are currently being removed. Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).

- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.

- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Avenue ROW. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Lakeland Road and Norwalk Boulevard.

- Various industrial uses abut the project site on the west side. As mentioned previously, a 2-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.[17]

- Potential light sensitive receptors located in the vicinity of the project site include the single-family residences located to southwest of the site (approximately 600 feet) and the Lakeland Villa Mobile Home Park (located approximately 800 feet to the west). The direct line of sight between these light sensitive receptors and the project site are obstructed by the existing buildings located between the residences and the project site.

[16] City of Santa Fe Springs. *Municipal Code.* http://www.Santa Fe Springscity.com/code.cfm?task=detail2&ID=20 August 2014.

[17] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

## 3.1.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse aesthetic environmental impact on aesthetics if it results in the following:

- The proposed project's potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

## 3.1.4 ENVIRONMENTAL IMPACTS

### 3.1.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CREATING A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Because the proposed GLC facility will operate 24-hours a day, the project will include additional light sources on-site, including interior lighting, parking area lighting, lighting in the receiving areas and truck maneuvering areas, and security lighting. The GLC site is bounded by industrial land uses on the west and major roadways on the north, east, and south. In the immediate areas, the project is not expected to disturb any light sensitive land uses. As indicated previously, light sensitive land uses (homes) are located to the west and south of the site. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, located on the southwest corner of Lakeland Road and Norwalk Boulevard. Light trespass from the proposed site will not impact these light sensitive receptors due to their distance from the project site and the existing buildings that obstruct views of the project site.[18] Mitigation is warranted to prevent light trespass on nearby properties.

#### CONCLUSIONS

Light sensitive land uses (homes) are located to the west and south of the site. Lighting is not expected to impact these light sensitive receptors due to their distance from the project site and the existing buildings that obstruct views of the project site.[19] Mitigation is warranted to ensure that light trespass on nearby properties is prevented. The proposed project is not expected to result in any significant adverse impacts on sensitive receptors since the mitigation identified in the section that follows would be effective in reducing light trespass.

[18] Blodgett/Baylosis Environmental Planning. *Site Survey.* April, 2012. A second survey and site visit was completed in July 2014.

[19] Ibid.

## MITIGATION

To further reduce the potential for spill-over lighting, the following mitigation will be required:

*Mitigation Measure 1 (Light and Glare Impacts).* Exterior lighting on the buildings and in the yard area must be designed and shielded to prevent light trespass. This mitigation can be effectively implemented using shorter lighting standards and shielding. A photometric lighting plan must also be reviewed and approved by the Planning and Development Department and Police Services Department.

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

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable light and glare impacts. As a result, the following finding may be made regarding the potential for aesthetic impacts of the proposed project:

- The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

# 3.2 AIR QUALITY IMPACTS

## 3.2.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for conflicting with or obstructing the implementation of the applicable air quality plan;
- The proposed project's potential for violating any air quality standard or contributing substantially to an existing or projected air quality violation;
- The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors);
- The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations; and,
- The proposed project's potential for creating objectionable odors affecting a substantial number of people.

## 3.2.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

Specific National ambient air quality standards (AAQS) have been promulgated by the Federal government and the California Air Resources Board (CARB) has also established ambient air quality standards for some of the pollutants regulated by the Federal government. Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of $PM_{10}$;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of $PM_{10}$;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.[20]

The primary agencies include the United States Environmental Protection Agency (EPA), the CARB, and the SCAQMD.

- *Environmental Protection Agency (EPA).* The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the *Federal Standards).* The EPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.[21]

- *California Air Resources Board (CARB).* The CARB is part of the California Environmental Protection Agency (CALEPA) and is responsible for overseeing the implementation of the California Clean Air Act, meeting State requirements of the Federal Clean Air Act, and the establishment of State ambient air quality standards. The CARB is responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment.

- *South Coast Air Quality Management District (SCAQMD).* The SCAQMD has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives will be met.

- *City of Santa Fe Springs Zoning Ordinance.* The City's Zoning Ordinance, in Section 155.420, also includes the following requirements that govern emissions and odors:

  "Any process which involves the creation or emission of any odors, gases, or other odorous matter shall at all times comply with the standards set by the Air Pollution Control District of

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

[21] Automobiles sold in California must meet the stricter emission standards established by the California Air Resources Board.

Los Angeles County. In no event shall odors, gases, or other odorous matter be emitted in such quantities as to be readily detectable when diluted in a ratio of one volume of odorous air to four volumes of clean air. The point of measurement shall be at the lot line or at the point of greatest concentration if further than the lot line."

## REGULATED AIR CONTAMINANTS AND STANDARDS

Criteria air pollutants refer to those pollutants that are subject to both Federal and State ambient air quality standards as a means to protect public health. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific. Finally, global warming and ozone-depleting gases are not monitored, though sources of green house gas emissions are subject to Federal and regional policies that call for their eventual elimination.

The EPA established National Ambient Air Quality Standards (NAAQS) ambient air quality standards for the following air pollutants: ozone ($O_3$), nitrogen dioxide ($NO_2$), carbon monoxide (CO), sulfur dioxide ($SO_2$), lead (Pb), particulate matter ($PM_{10}$), and fine particulate matter ($PM_{2.5}$). The Federal standards are shown in Table 3-1. The CARB has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA. Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: sulfates, vinyl chloride, and visibility. Table 3-1 lists both the current California ambient air quality standards (AAQS) and the Federal AAQS for each criteria pollutant.

**Table 3-1**
**National and California Ambient Air Quality Standards**

| Pollutants | National Standards | State Standards |
|---|---|---|
| Lead (Pb) | 1.5 µg/m3(calendar quarter) | 1.5 µg/m3 (30-day average) |
| Sulfur Dioxide ($So_2$) | 0.14 ppm (24-hour) | 0.25 ppm (1-hour)<br>0.04 ppm (24-hour) |
| Carbon Monoxide (CO) | 9.0 ppm(8-hour)<br>35 ppm(1-hour) | 9.0 ppm (8-hour)<br>20 ppm (1-hour) |
| Nitrogen Dioxide ($NO_2$) | 0.053 ppm (annual average) | 0.25 ppm<br>(1-hour) |
| Ozone ($O_3$) | 0.12 ppm (1-hour) | 0.09 ppm<br>(1-hour) |
| Fine Particulate Matter ($PM_{10}$) | 150 µg/m3 (24-hour) | 50 µg/m3<br>(24-hour) |
| Sulfate | None | 25 µg/m3 (24-hour) |
| Visual Range | None | 10 miles (8-hour) w/humidity < 70% |

## EFFECTS OF AIR POLLUTION

The focus of the air quality analysis provided herein is related to the potential emissions of criteria pollutants associated with future development arising as part of the proposed project's construction and subsequent operation. The criteria pollutants of special concern include the following:

- *Ozone ($O_3$)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. $O_3$ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

- *Carbon Monoxide (CO),* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of hydrocarbon fuels.

- *Nitrogen dioxide ($NO_2$)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. $NO_2$ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. $NO_x$ emissions are also a concern because of their contribution to the formation of $O_3$ and particulate matter.

- *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.

- *$PM_{10}$* refers to particulate matter less than ten microns in diameter. $PM_{10}$ causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation.

The sources and potential health effects of the criteria pollutants are summarized in Table 3-2.

**Table 3-2**
**Primary Sources and Effects of Criteria Pollutants**

| Pollutants | Emissions Source | Health Effects |
|---|---|---|
| Sulfur Dioxide ($SO_2$) | •Combustion of sulfur fossil fuels<br>•Smelting of sulfur-bearing metal ores<br>•Industrial processes | •Irritation of eyes<br>•Aggravation of respiratory diseases (asthma, emphysema) |
| Carbon Monoxide (CO) | •Incomplete combustion of fuels and other carbon-containing substances | •Irritation of eyes<br>•Aggravation of respiratory diseases (asthma, emphysema) |
| Nitrogen Dioxide ($NO_2$) | •Motor vehicle exhaust<br>•High-temperature stationary combustion | •Aggravation of respiratory illness |
| Ozone ($O_3$) | •Atmospheric reaction of organic gases with nitrogen oxides in sunlight | •Irritation of eyes<br>•Aggravation of respiratory & cardiovascular diseases |
| Fine Particulate Matter ($PM_{10}$) | •Stationary combustion of solid fuels<br>•Construction activities<br>•Industrial processes | •Increased cough and chest discomfort<br>•Aggravation of respiratory and cardio-respiratory diseases |

Source: South Coast Air Quality Management District.

## EXISTING AIR QUALITY

### Regional Air Quality

Santa Fe Springs is located in the South Coast Air Basin (SCAB) of California, a 6,600 square-mile area that encompasses Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Winters within the SCAB are mild and frost is rare, as temperatures seldom fall below 28° F. Meteorological data for downtown Los Angeles between 1918 and 2005 may best characterize the local climate. During this period, the average annual maximum temperature was 74.1° F and the average annual minimum temperature was 55.9° F. The average annual daytime temperatures in the City ranged from 55.4° F to 83.2° F, with temperatures often exceeding 100° F during the summer months. Annual rainfall in the area averaged 14.95 inches during the measurement period between 1918 and 2005 though the region has experienced a prolonged drought over the past four years. The SCAB, in general, has not attained national or State standards for ozone or $PM_{10}$.[22]

### Local Air Quality

The City is located approximately 13 miles from the Pacific Ocean and enjoys the moderating influences of the ocean.[23] Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the local mountains) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions created by a semi-permanent subtropical high-pressure cell over the Pacific Ocean also hinder dispersion by trapping cool air from the ocean near the ground with warm air from the inland areas.[24] Ambient air quality in the City may be characterized by readings taken from the monitoring station located in Receptor Area 12 (Station No. 84) in the City of Lynwood. Overall air quality has improved since 2000.

Air quality within the SCAB has shown a steady improvement since monitoring was initiated and the ozone concentrations are no exception. The maximum 1-hour ozone concentration in the SCAB measured in 2002 was the lowest concentration since monitoring began. Ozone concentrations still exceed both the State and Federal clean air standards in some areas of the SCAB though the urbanized area of Los Angeles County has not experienced an exceedance of either Federal or State ozone standards. The exceedances were recorded in the San Bernardino Mountains and the Santa Clarita area.

The project site was formally occupied by the Powerine Oil Refinery, which has ceased operations. The existing above-ground improvements are currently being demolished. As part of the original sales agreement, the seller is responsible for the demolition and removal of the above ground improvements while the Applicant will be responsible for the removal of the below ground sub-structures. When the refinery was in operation and during the operation of the interim wastewater treatment facility, there were numerous violations of the Clean Air Act at the refinery. These violations were directly related to

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

[23] South Coast Air Quality Management District. *Climatological Profile of Southern California.* 2000.

[24] Ibid.

accidental releases or malfunctioning equipment when both activities were operational. In the past year, odors have been released from the remaining above ground storage tanks that have resulted in numerous complaints from nearby businesses and residences.

### SENSITIVE RECEPTORS

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality.[25] Sensitive receptors located near the project site include the following:

- The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary.

- A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site.

- The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest.[26]

- The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road. This use is located approximately730 feet west of the project site.

The location and extent of the sensitive receptors are indicated in Exhibit 3-1.

## 3.2.3 THRESHOLDS OF SIGNIFICANCE

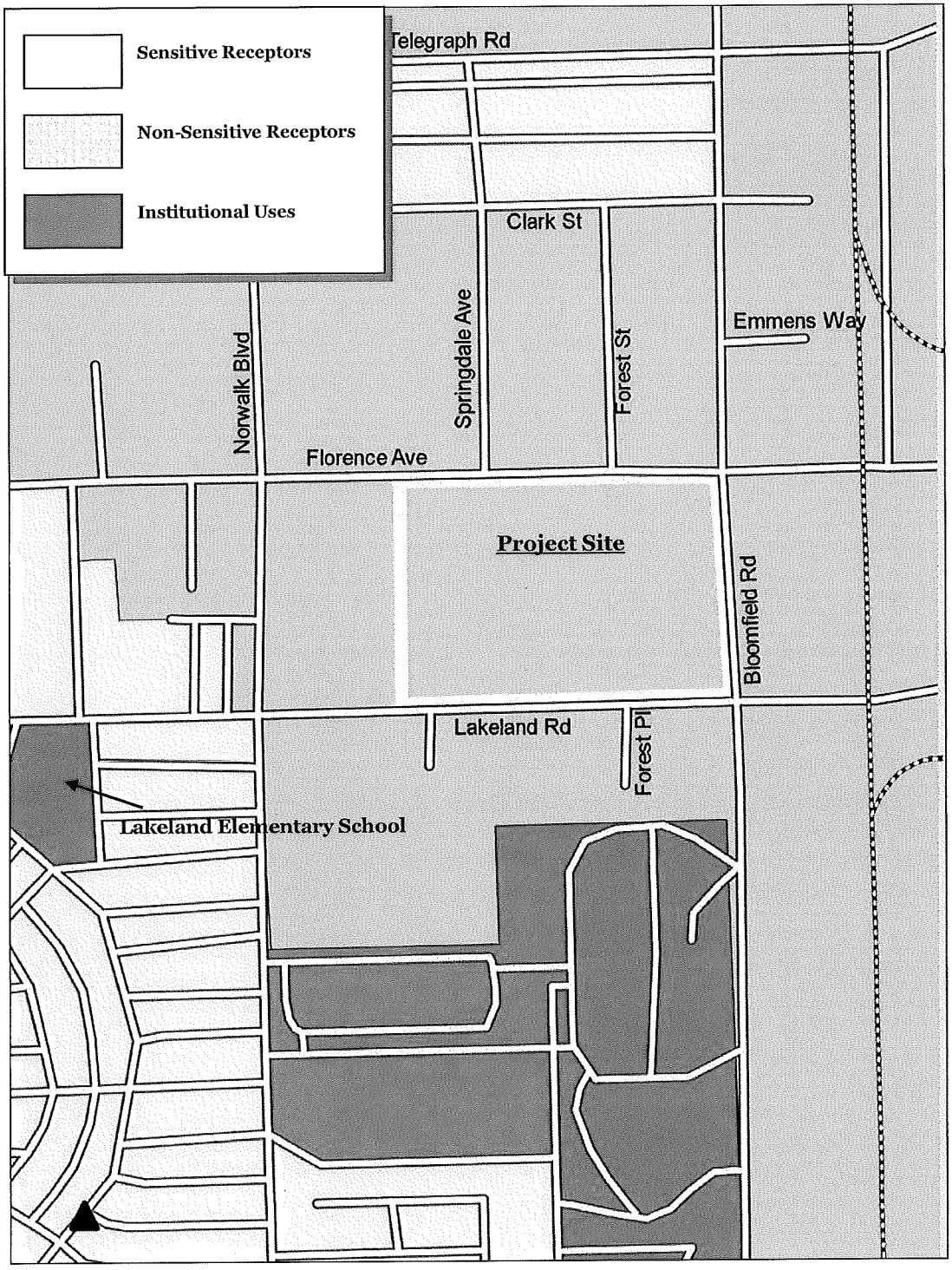
According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- The proposed project's potential for conflicting with or obstructing the implementation of the applicable air quality plan;

- The proposed project's potential for violating any air quality standard or contributing substantially to an existing or projected air quality violation;

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

[26] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).




# EXHIBIT 3-1
# SENSITIVE RECEPTORS TO POOR AIR QUALITY
**Source: Blodgett/Baylosis Environmental Planning**

- The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors);

- The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations; and,

- The proposed project's potential for creating objectionable odors affecting a substantial number of people.

## 3.2.4 ENVIRONMENTAL IMPACTS

### 3.2.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH OR OBSTRUCTING THE IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Air quality in the SCAB is monitored by the SCAQMD at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[27] The AQMP will help AQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[28]

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

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[29]

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. The proposed project will result in an increase in the local employment levels. The proposed project will employ approximately 1,000 persons (assuming

[27] South Coast Air Quality Management District. *Final 2012 Air Quality Plan.* Adopted 2012.

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

[29] Ibid.

one employee for every 1,000 square feet of floor area. The baseline Citywide employment levels for the year 2010 is 50,751 jobs while the 2035 projection is 51,783 jobs. The additional employment provided by the project will account for nearly all of the new jobs projected over the next 20 years according to the aforementioned SCAG projections. Given the City's current unemployment rate (6.5%) and the unemployment levels in the surrounding region, the additional new jobs will be a beneficial impact.[30]

### CONCLUSIONS

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as 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 Table 3-4). 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 by the SCAG. The proposed project is consistent with the City of Santa Fe Springs Zoning and General Plan (the proposed use is a permitted use under the City's General Plan and Zoning regulations) and will not lead to any area-wide growth-inducing impacts. As a result, no significant adverse impacts related to the implementation of the AQMP are anticipated.

### MITIGATION

The analysis determined that no mitigation was required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project would not have the potential for conflicting with or obstructing the implementation of the applicable air quality plan.

## 3.2.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR VIOLATING ANY AIR QUALITY STANDARD OR CONTRIBUTES SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION.

The potential criteria pollutant air emissions may be placed into the following two categories: short-term (construction-related) emissions and long-term (operational) emissions. The estimated daily construction emissions (shown in Table 3-3) 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, the watering of active grading areas within the site and unpaved surfaces at least 3 times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint.

[30] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035.* April 2012.

## Table 3-3
## Estimated Daily Construction Emissions (pounds/day)

| Construction Phase | ROG | $NO_2$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Demolition (on-site) 2015 | 4.50 | 48.36 | 36.07 | 0.03 | 2.45 | 2.28 |
| Demolition (off-site) 2015 | 0.07 | 0.09 | 1.14 | -- | 0.16 | 0.04 |
| **Total Demolition (2015)** | **4.57** | **48.45** | **37.21** | **0.03** | **2.61** | **2.32** |
| Site Preparation (on-site) 2015 | 5.26 | 56.89 | 42.63 | 0.04 | 21.15 | 12.77 |
| Site Preparation (off-site) 2015 | 0.09 | 0.11 | 1.38 | -- | 0.20 | 0.06 |
| **Total Preparation** | **5.35** | **57.0** | **44.01** | **0.04** | **21.35** | **12.83** |
| Grading (on-site) 2015 | 6.78 | 79.05 | 50.84 | 0.06 | 11.12 | 6.95 |
| Grading (off-site) 2015 | 0.01 | 0.12 | 1.53 | -- | 0.23 | 0.06 |
| **Total Grading** | **6.79** | **79.17** | **52.37** | **0.06** | **11.35** | **7.01** |
| Building Construction (on-site) 2015 | 3.66 | 30.03 | 18.74 | 0.03 | 2.12 | 1.99 |
| Building Construction (off-site) 2015 | 4.41 | 22.73 | 60.90 | 0.12 | 7.31 | 2.21 |
| **Total Building Construction 2015** | **8.07** | **52.76** | **179.64** | **0.15** | **4.39** | **4.20** |
| Building Construction (on-site) 2016 | 3.41 | 28.51 | 18.51 | 0.03 | 1.97 | 1.85 |
| Building Construction (off-site) 2016 | 3.94 | 20.18 | 55.44 | 0.12 | 7.25 | 2.16 |
| **Total Building Construction 2016** | **7.35** | **48.69** | **73.95** | **0.15** | **9.22** | **4.01** |
| Building Construction Bldg 2 (on-site) 2016 | 3.41 | 28.51 | 18.51 | 0.03 | 1.97 | 1.85 |
| Building Construction Bldg 2 (off-site) 2016 | 3.94 | 20.18 | 55.44 | 0.12 | 7.25 | 2.16 |
| **Total Building Construction Bldg 2 2016** | **7.35** | **48.69** | **73.95** | **0.15** | **9.22** | **4.01** |
| Building Construction Bldg 3 (on-site) 2016 | 3.41 | 28.51 | 18.51 | 0.03 | 1.97 | 1.85 |
| Building Construction Bldg 3 (off-site) 2016 | 3.94 | 20.18 | 55.44 | 0.12 | 7.25 | 2.16 |
| **Total Building Construction Bldg 3 2016** | **7.35** | **48.69** | **73.95** | **0.15** | **9.22** | **4.01** |
| Building Construction Bldg 3 (on-site) 2017 | 3.10 | 26.41 | 18.13 | 0.03 | 1.78 | 1.67 |
| Building Construction Bldg 3 (off-site) 2017 | 3.56 | 18.38 | 50.89 | 0.12 | 7.22 | 2.13 |
| **Total Building Construction Bldg 3 2017** | **6.66** | **44.79** | **69.02** | **0.15** | **9.00** | **3.80** |
| Paving (on-site) 2017 | 1.91 | 20.30 | 14.73 | 0.02 | 1.14 | 1.05 |
| Paving (off-site) 2017 | 0.06 | 0.08 | 0.94 | -- | 0.17 | 0.05 |
| **Total Paving 2017** | **1.97** | **20.38** | **15.67** | **0.02** | **1.31** | **1.10** |
| Architectural Coatings (on-site) 2017 | 170.39 | 2.19 | 1.87 | -- | 0.17 | 0.17 |
| Architectural Coatings (off-site) 2017 | 0.41 | 0.52 | 6.41 | 0.01 | 1.15 | 0.31 |
| **Total Architectural Coatings 2017** | **170.80** | **2.71** | **8.28** | **0.01** | **1.32** | **0.48** |
| **Maximum Daily Emissions** | **193.55** | **79.17** | **312.23** | **0.60** | **50.10** | **25.74** |
| **Daily Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |

Source: California Air Resources Board CalEEMod [computer program].

Airborne emissions will occur during the various development phases from the following sources:

- Activities related to ongoing land clearance, grading, and excavation will result in both equipment emissions and fugitive dust emissions. The majority of these $NO_x$ emissions will be associated with the use of diesel-powered construction equipment and fugitive dust ($PM_{10}$) associated with construction.

- Equipment emissions associated with the use of construction equipment during site preparation and construction activities.

- Delivery vehicles and workers commuting to and from the construction site will generate mobile emissions. The primary pollutant is CO with secondary emissions of ROG and $NO_x$. As indicated previously, the use of diesel trucks and other equipment will generate large amounts of $NO_x$.

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD (the worksheets are included in the Appendix). The entire project construction period is expected to last for approximately three years with the last building occupied by the 2nd quarter of 2017 (refer to Section 2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4. As shown in Table 3-3, daily construction emissions will exceed the SCAQMD significance thresholds for ROG (reactive organic gases) and $NO_x$ (nitrogen dioxide). Therefore, the mass daily construction-related impacts associated with the proposed project would be significant.

Long-term (operational) emissions refer to those air quality impacts that would occur once the proposed project is operational. These impacts would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes mobile emissions associated with vehicular traffic and stationary emissions. The new development would have a total floor area of approximately 1,210,800 square feet, the basis for this analysis. The analysis of long-term operational impacts was completed using the CalEEMod computer model. As indicated in Table 3-4, the projected long-term emissions would be below SCAQMD thresholds considered to be a significant impact.

**Table 3-4**
**Estimated Operational Emissions in lbs/day**

| Emission Source | ROG | $NO_2$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Area-wide (lbs/day) | 31.67 | -- | 0.13 | -- | -- | -- |
| Energy (lbs/day) | 0.03 | 0.30 | 0.25 | -- | 0.02 | 0.02 |
| Mobile (lbs/day) | 12.43 | 40.91 | 163.02 | 0.43 | 29.16 | 8.20 |
| **Total (lbs/day)** | **44.41** | **41.20** | **163.40** | **0.43** | **29.18** | **8.22** |
| **Daily Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 3-4, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Mitigation measures will further reduce operational air emissions.

## CONCLUSIONS

The daily construction emissions are anticipated to exceed the SCAQMD significance thresholds for ROG and $NO_x$ as indicated in Table 3-3. As indicated in Table 3-4, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Mitigation measures have been identified that will further reduce operational air emissions. During and prior to the preparation of this draft EIR, ongoing demolition and removal activities of the existing above ground improvements were underway. These activities did result in airborne emissions. In addition to the fugitive dust and $NO_x$ emissions from heavy equipment, residual materials in the above ground storage tanks contributed to odors. More significantly, when the Powerine Refinery and the interim wastewater treatment use were operational, it resulted in numerous violations of air quality standards and regulations. The proposed new GLC will eliminate the existing sources of emissions and will translate into an environmental benefit with respect to air quality.

## MITIGATION

The following mitigation measures will be effective in reducing potential construction-related air quality impacts:

*Mitigation Measure 2 (Construction Air Quality Impacts).* Unpaved construction areas shall be watered during excavation, grading, and construction and temporary dust covers shall be used to reduce dust emissions and in order to meet SCAQMD Rule 403. Watering would reduce fugitive dust by as much as 55 percent.

*Mitigation Measure 3 (Construction Air Quality Impacts).* The Applicant or General Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

*Mitigation Measure 4 (Construction Air Quality Impacts).* Materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

*Mitigation Measure 5 (Construction Air Quality Impacts).* All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

*Mitigation Measure 6 (Construction Air Quality Impacts).* The Applicant shall ensure that trucks carrying debris are hosed off before leaving the construction site.

*Mitigation Measure 7 (Construction Air Quality Impacts).* The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and

construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures.

The following mitigation measures will be effective in reducing potential operational air quality impacts:

*Mitigation Measure 8 (Operational Air Quality Impacts).* The facility will prohibit the idling of trucks while waiting to be loaded or unloaded. Signage must be posted within the entryways to the truck maneuvering and the receiving areas.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The aforementioned mitigation would reduce the potential construction-related impacts to levels that are less than significant. As a result, the following findings may be made:

- The proposed project would not have the potential for violating any air quality standard or contributes substantially to an existing or projected air quality violation.

## 3.2.4.3 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS IN NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS, WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS).

Refer to the analysis provided in Section 3.2.4.2 for a discussion of the air quality impacts.

### CONCLUSIONS

The daily construction emissions are anticipated to exceed the SCAQMD significance thresholds for ROG and $NO_x$. Therefore, the mass daily construction-related impacts associated with the proposed project would require mitigation. The projected long-term emissions are below thresholds considered to represent a significant adverse impact. While the operational impacts will be less than significant, the mitigation measure proposed will further reduce operational air emissions. As indicated previously, during and prior to the preparation of this draft EIR, ongoing demolition and removal activities of the existing above ground improvements were underway. These activities did result in airborne emissions. In addition to the fugitive dust and $NO_x$ emissions from heavy equipment, residual materials in the above ground storage tanks contributed to odors. More significantly, when the Powerine Refinery and the wastewater treatment facility were in use, it resulted in numerous violations of air quality standards and regulations. The proposed new GLC will eliminate the existing sources of emissions and will translate into an environmental benefit with respect to air quality.

### MITIGATION

Refer to the analysis provided in Section 3.2.4.2 for a description of the mitigation measures that will be applicable.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).

## 3.2.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR EXPOSING SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of $NO_x$ to $NO_2$; carbon monoxide (CO) emissions from construction and operations; $PM_{10}$ emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations. For purposes of analysis, finished grading will not disturb more than 5 acres on any given day (also each building will be constructed in separate phases).

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 similar facilities where children or the elderly may congregate.[31] Sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map previously provided in Exhibit 3-1.

For purposes of the LST analysis, the receptor distance used was 200 meters. The nearest sensitive receptors located in the vicinity of the project site include the single-family residences located to southwest of the site (approximately 700 feet), the Los Angeles Centers for Alcohol and Drug Abuse (located approximately 730 feet to the west), and the Lakeland Villa Mobile Home Park (located approximately 800 feet to the west). As indicated in Table 3-5, the proposed project would exceed LSTs for $NO_2$ and $PM_{10}$ based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD.

[31] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* 2012

**Table 3-5**
**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 |
| $NO_2$ | 241.70 | Construction | 123 | 118 | 126 | **141** | 176 |
| $NO_2$ | 41.20 | Operations | 123 | 118 | 126 | **141** | 176 |
| CO | 312.23 | Construction | 1,530 | 1,982 | 2,613 | **4,184** | 10,198 |
| CO | 163.40 | Operations | 1,530 | 1,982 | 2,613 | **4,184** | 10,198 |
| $PM_{10}$ | 29.18 | Operations | 4 | 10 | 14 | **22** | 46 |
| $PM_{10}$ | 50.10 | Construction | 14 | 42 | 58 | **92** | 191 |
| $PM_{2.5}$ | 8.22 | Operations | 2 | 3 | 5 | **10** | 29 |
| $PM_{2.5}$ | 25.74 | Construction | 8 | 10 | 18 | **39** | 120 |

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

As indicated in Table 3-5, the proposed project would exceed LSTs for $NO_2$ and $PM_{10}$ based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. The proposed project's impact with respective to $NO_x$ emissions during construction is related to the use of heavy construction equipment during grading, site preparation, and the construction of the new buildings. While the modeling has indicated there is a potential for an exceedance, standard mitigation measures will likely reduce the potential impacts. These measures will include the use of clean diesel fuels, low emission construction equipment, and maintaining this equipment in good operational conditions. The long-term $PM_{10}$ emissions will be controlled by prohibiting the idling of trucks in the yard areas and the use of clean diesel fuels and equipment that will reduce particulate emissions.

The proposed project would have the potential for exposing sensitive receptors to substantial pollutant concentrations for $NO_2$ (construction) and $PM_{10}$ (operational). However, the elimination of the existing onsite stationary sources of airborne pollutants will be a beneficial impact. The maintenance of the status quo will represent a significant adverse impact.

## CONCLUSIONS

The proposed project will not result in any significant adverse impacts related to an air quality impact on a sensitive receptor. The potential LST impact related to $NO_x$ emissions will be controlled with the implementation of the required mitigation. The long term $PM_{10}$ LST impacts will be mitigated by maintaining trucks and prohibiting idling. The proposed project will not result in the creation of any CO hot spot.

### MITIGATION

The analysis determined that no mitigation was required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project would have the potential for exposing sensitive receptors to substantial pollutant concentrations for $NO_2$ (construction) and $PM_{10}$ (operational). However, the elimination of the existing onsite stationary sources of airborne pollutants will be a beneficial impact. The maintenance of the status quo will represent a significant adverse impact.

## 3.2.4.5 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CREATING OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

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.[32]

As indicated previously in Section 3.2.2, odors continue to be a problem within the site. The redevelopment of the property will involve the removal of both the above and below ground improvements associated with the former refinery and the subsequent interim use (the waste water treatment plant). In addition, the contaminated soils will also be remediated. This will result in the elimination of the existing odor sources. The new development will involve the construction and operation of new warehousing and distribution facilities. The future tenants are not specifically known at this time though the businesses will not be generating odor emissions such as those historically associated with the Powerine refinery operations. As a result, the no significant adverse odor impacts will result from the proposed project's implementation.

### CONCLUSIONS

The proposed project will not result in any significant adverse impacts related to the generation of odors.

### MITIGATION

The analysis determined that no mitigation was required.

[32] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004. (as amended).

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project would not have the potential for creating objectionable odors affecting a substantial number of people.

# 3.3 CULTURAL RESOURCES IMPACTS

## 3.3.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the project's potential for the following impacts are evaluated in this EIR:

- The proposed project's potential for causing a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines; and,

- The proposed project's potential for causing the loss and/or a substantial adverse change in the significance of known and unknown archaeological and paleontological resources pursuant to §15064.5 of the CEQA Guidelines.

## 3.3.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential cultural resources impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that will serve as standard conditions with respect to potential cultural resources impacts are listed below.

- *Historic Preservation Act.* Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, *Protection of Historic Properties*, are found in 36 Code of Federal Regulations (CFR), Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places. The criteria for determining National Register Eligibility are found in 36 CFR Part 60, Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a Federal permit or if it uses Federal money. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons;

- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.

- *State Regulations.* State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site,

area, place, record, or manuscript, that is historically or archaeologically significant. Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the importance of cultural resources. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- The resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;

- The resources has a special and particular quality such as being the oldest of its type or the best available example of its type; and,

- The resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

## PREHISTORIC SETTING

The first occupants of the Southern California migrated into the region thousands of years prior to the European discovery of the New World. The Southern California area was first occupied by Indian peoples that were the descendants of the hunting and gathering peoples that migrated from Asia into North America using the Bering Strait land bridge. The time period in which these early peoples were first established in the Southern California region is uncertain though there is archaeological evidence that a fully maritime-adapted, seafaring culture existed in Southern California at least ten thousand years ago. On the mainland, discoveries at Rancho La Brea and the recovery of artifacts at Malaga Cove on Santa Monica Bay, suggest a long history of occupation for the region.[33]

Prior to European contact, the local Gabrielino Indians lived in more than 50 villages located throughout the Los Angeles Basin. 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.[34] No village sites are known or suspected to be present within or adjacent to the project site.

One archaeological site, Site CA-LAN-2809, was recorded to the north of the project site in the Village at Heritage Springs development. The artifacts encountered at the site consisted of shell and lithic artifacts. This site was heavily disturbed by past oil drilling activities. Subsurface testing was conducted to determine if this site was an intact archaeological deposit or if it had been re-deposited from anther

[33] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

[34] Ibid.

location. The archeologist investigating the site concluded that Site CA-LAN-2809 consisted of re-deposited sediment that was imported from an unknown source. Although the shell assemblage contains elements common to such sites, it does not appear to originate from its current location.

## HISTORIC-SETTING

Two locations in the City are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate-(also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.[35] Other structures and sites of historic significance are outlined in Table 3-6. The sites and structures listed in Table 3-6 are not located within or adjacent to the project site.

**Table 3-6**
**Historic Resources in Santa Fe Springs**

| Resource Name | Location | Description |
|---|---|---|
| Clarke Estate | 10211 Pioneer Boulevard | Site is on the National Register of Historic Places. |
| Ontiveros Adobe | 12100 Telegraph Road | Site is on the National Register of Historic Places. |
| Hathaway Home | 11901 E. Florence Avenue | The Hathaway Ranch Museum is a registered 501(c)3 non-profit corporation dedicated to preserving and presenting the eras of farming, ranching, and oil development in early Fulton Wells/Santa Fe Springs. The centerpiece of the museum is the ranch house that was constructed in 1933. |
| German Baptist Church Cemetery | Corner of Los Nietos and Painter | Just before the turn of the century, a colony of German Baptists known as Dunkers settled in the area to farm. In 1972, the Dunkers moved to Modesto, leaving behind their church and the neighboring graveyard. |
| Santa Fe Springs Hotel | 2 blocks north of Telegraph Rd. and 2 blocks east Norwalk Blvd. | Site of 1880's hotel. |
| Four Corners (Fulton Wells) | Norwalk Blvd. and Telegraph Rd. | A Banning Stage Coach stop was located here. |

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

The existing remaining improvements within the project site do not meet any of the aforementioned criteria for listing on the National Register.

[35] U.S. Department of the Interior, National Park Service. National Register of Historic Places. www. National register of historic places. com

### 3.3.3 THRESHOLDS OF SIGNIFICANCE

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

- The proposed project's potential for disturbing any historic resources or structures as defined in GC §15064.5 and designated on a list of qualified historic structures as approved by the City as well as those structures, due to age and architectural style, symbolize Santa Fe Spring's early development and are deemed worthy of preservation; and,

- The proposed project's potential for causing the loss and/or a substantial adverse change in the significance of known and unknown archaeological and paleontological resources pursuant to §15064.5 of the CEQA Guidelines.

## 3.3.4 ENVIRONMENTAL IMPACTS

### 3.3.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5 OF THE CEQA GUIDELINES

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. The State of California, through the State Historic Preservation Office (SHPO), also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific guidelines and criteria that indicates the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.

Once a site, structure, or district has been determined to be eligible for listing on the National Register, certain protocols related to its preservation must be adhered to. To be considered eligible for the National Register, a property must meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. A property may be historic if it is old enough to be considered historic (generally considered to be at least 50 years old and appearing the way it did in the past). Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or,

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life.

As indicated previously, the project site has been occupied by a refinery that operated under several business names. The Powerine Refinery closed in the mid 1990s though there were plans for an adapted reuse of this facility. None of these proposals, however, were realized. Presently, a wastewater treatment plant is being operated in the northwest corner of the property within a two acre area. During the past several years, there have been ongoing demolition and site remediation activities that will culminate with removal of all the above ground improvements. The seller of the property is responsible for the removal of the above ground improvements, while the Applicant is responsible for the removal of the substructures. The majority of the above ground improvements have been removed from the eastern and central portion of the site, while the above ground demolition of those structures in the western portion is ongoing. As a result, no impacts on historic resources are anticipated from the proposed project.

### CONCLUSION

The project site has been completely disturbed and no structures that could be potentially historic remain within the project site.

### MITIGATION MEASURES

No mitigation is required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts with respect to historic resources. As a result, the following finding may be made regarding the potential impacts on historic resources:

- The proposed project would not have the potential for causing a substantial adverse change in the significance of a historic resource as defined in §15064.5 of the CEQA Guidelines.

## 3.3.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5 OF THE CEQA GUIDELINES.

The project site was developed as a refinery in the 1930s. The initial development and the subsequent improvements that have occurred over the years along with the ongoing demolition and soils remediation has resulted in extensive disturbance of the on-site soils. As a result, there is a limited likelihood that archaeological resources will be encountered during the site's redevelopment. As part of future grading and excavation activities, the potential for discovering archaeological resources cannot be completely discounted. For this reason, mitigation has been identified to address any resources that may be encountered.

## CONCLUSION

No archaeological resources have been identified by the archival search or field survey. However, it is possible that construction activities could potentially uncover subsurface cultural deposits. In addition, the project site has been completely disturbed and no structures that could be potentially historic are present on the project site.

## MITIGATION MEASURES

The following mitigation measure will be required to address potentially significant impacts.

*Mitigation Measure 9 (Cultural Resources Impacts).* If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential impacts related to archaeological resources:

- The proposed project would not have the potential for causing a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.

# 3.4 GEOLOGY IMPACTS

## 3.4.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the project's potential for the following impacts are evaluated in this EIR:

- The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.

## 3.4.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential earth and geology impacts. Those regulations that will serve as standard conditions with respect to earth and geology are identified below:

- *California Geological Survey Seismic Hazard Zones Mapping Program.* The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones. The eastern two-thirds of the City have been identified as being subject to a potential liquefaction risk.

- *Alquist-Priolo Special Studies Zone.* The CGS identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone (APSSZ) indicates those faults where site specific studies and mitigation may be required. The APSSZ is delineated on United States Geological Survey (USGS) Quadrangles indicating the location and extent of potential risk.

- *City of Santa Fe Springs General Plan Safety Element.* The Safety Element must include policies and programs that will be effective in mitigating potential risk and be in conformance with the other general plan elements. The Safety Element indicates the primary seismic hazards that must be considered in future land use planning and development in the City.

### GEOLOGIC AND SEISMIC SETTING

The project site is located in the La Habra Piedmont Slope of the Los Angeles Basin, just north of the Santa Fe Springs Plain, at an elevation of between 70 feet and 80 feet above mean sea level (AMSL). The general area is located within a topographic depression located between the La Habra Piedmont and Santa Fe Springs Plain, with a slight regional slope in this area to the southeast.[36] The La Habra Piedmont Slope is a coalescing alluvial fan derived from sediments eroding off Puente Hills to the north; surface sediments have been mapped as Quaternary alluvium.

The nearest major fault zones include the Whittier Fault Zone approximately 4 miles to the northeast, and the Newport-Inglewood Fault Zone approximately 11 miles southwest.[37] Faults located in the region are illustrated in Exhibit 3-2. No active faults subject to the Alquist-Priolo Special Studies Zone (APSSZ) requirements are located in the City (these APSSZ faults may result in fault rupture impacts).[38] As a result, no surface rupture impacts will likely impact the proposed project site.

The Santa Fe Springs Blind Thrust Fault, which is a segment of the Puente Hills Blind Thrust Fault, does extend through the City. The Puente Hills Blind Thrust Fault was responsible for the 1987 Whittier Narrows Earthquake. The California Geological Survey (CGS) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). According to the Seismic Zones Hazard Map prepared for the Santa Fe Springs 7 ½ Minute Quadrangle, the project site is located within an area where there is an elevated risk for liquefaction. The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake.

## 3.4.3 THRESHOLDS OF SIGNIFICANCE

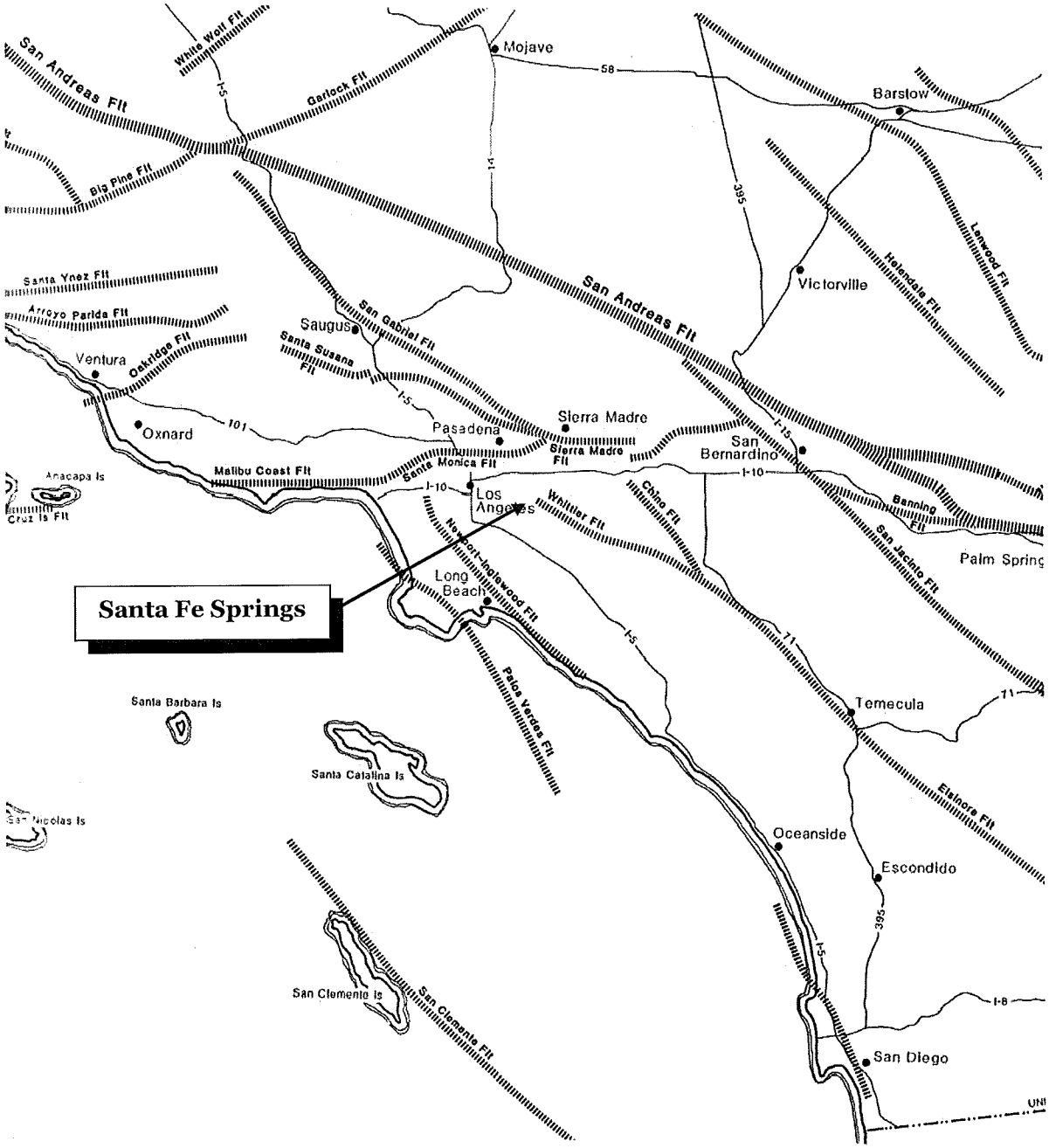
According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.

[36] U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

[37] Ibid.

[38] Fault rupture refers to the actual vertical or lateral displacement that may occur along a fault trace in the event of an earthquake.




# EXHIBIT 3-2
# FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

## 3.3.4 ENVIRONMENTAL IMPACTS

### 3.3.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5 OF THE CEQA GUIDELINES

As indicated in the environmental setting discussion, the surrounding Southern California region is bisected by numerous faults, many of which are considered to be active and many more unknown blind thrust faults are also likely to be present in the area.[39] The most probable major sources of a significant earthquake affecting the Santa Fe Springs area and the project site include the San Andreas fault zone, located approximately 38 miles to the northeast, the Sierra Madre fault zone, located approximately 25 miles to the north and northeast, the Newport-Inglewood fault located approximately 9 miles to the south and southwest, the Norwalk fault located approximately 2 miles to the south, and the Whittier fault located approximately 2 miles to the north and northeast. Other potential faults that could impact the site include previously eight unknown blind-thrust faults such as the Santa Fe Springs Blind Thrust Fault.

The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, no significant adverse impacts are anticipated.

Recent studies completed by the CGS Seismic Hazard Zones Mapping Program indicate the project area is not located within an area subject to potential slope failure.[40] However, the project site is located within an area that may be subject to potential liquefaction risk. The Hanford Soils Association which underlies the project site is suitable for development as is evident of the existing development found within and around the project site. As a result, no impacts due to potential unstable soils are anticipated.

The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the impacts are considered to be less than significant.

The proposed project's implementation will involve the removal of all of the existing onsite substructures and the construction of three new concert tilt-up buildings that have a total floor area of 1,210,800 square feet. These new buildings will be constructed according to the most current California Building Code

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[39] U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

[40] California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones.* 1998.

(CBC) requirements and will meet all size seismic safety regulations. As a result, post project conditions will be environmentally superior to that which presently exists.

## CONCLUSION

The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the impacts are considered to be less than significant.

## MITIGATION MEASURES

No mitigation is required.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential geological and seismic impacts:

- The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.

# 3.5 GLOBAL WARMING (GREENHOUSE GAS) IMPACTS

## 3.5.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues related to potential greenhouse gases:

- The proposed project's potential for resulting in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The proposed project's potential for increasing the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

## 3.5.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of Federal and State agencies involved in the development, implementation, and enforcement of regulations related to greenhouse gas emissions. The primary agencies include the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD).

- *California Natural Resources Agency.* The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. Currently, there are no Federal standards for GHG emissions and Federal regulations have not yet been promulgated. Recently, the U.S. Supreme Court ruled that the effects associated with climate change are serious and the EPA must regulate GHG as pollutants including the development of regulations for GHG emissions from new motor vehicles. A number of states, including California, have set statewide GHG emission targets. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.

- *Environmental Protection Agency (EPA).* The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards, including those related to greenhouse gas emissions.

- *California Air Resources Board (CARB).* The CARB is part of the California Environmental Protection Agency (CALEPA) and is responsible for overseeing the implementation of the

California Clean Air Act, meeting State requirements of the Federal Clean Air Act, and the establishment of the State ambient air quality standards. The CARB is responsible for the establishing emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment. The CARB also established vehicle fuel specifications.

### ENVIRONMENTAL SETTING

The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.[41] However, emissions from fossil fuel combustion by humans 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 include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.

## 3.5.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on greenhouse gas emissions, if it results in any of the following:

- The proposed project's potential for resulting in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The proposed project's potential for increasing the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

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

## 3.5.4 ENVIRONMENTAL IMPACTS

### 3.5.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR GENERATING GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

As an interim threshold based on guidance provided in the California Air Pollution Controls Officers Association (CAPCOA) CEQA and Climate Change White Paper, a non-zero threshold based on Approach 2 of the handbook would be used. *Threshold 2.5 (Unit-Based Thresholds Based on Market Capture)* establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent ($MTCO_2E$) per year for commercial and industrial projects. The CalEEMod computer model was also used to estimate the proposed project's greenhouse gas emissions. As indicated in Table 3-7, the $CO_2E$ total for the project is 37,377 pounds per day or 16.95 metric tons per day or 6,187 metric tons per year, which is less than the annual thresholds of 7,000 metric tons per year.

**Table 3-7**
**Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (Lbs/Day) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2E$ |
| Construction Phase - Demolition 2015 | 4,127.19 | 1.11 | -- | 4,150.68 |
| Construction Phase - Site Preparation 2015 | 4,111.74 | 1.22 | -- | 4,137.52 |
| Construction Phase – Grading 2015 | 6,486.24 | 1.93 | -- | 6,526.90 |
| Construction Phase – Construction 2015 | 2,689.57 | 0.67 | -- | 2,703.74 |
| Construction Phase – Construction 2016 | 2,669.28 | 0.66 | -- | 2,683.18 |
| Construction Phase – Construction 2016 Bldg 2 | 2,669.28 | 0.66 | -- | 2,683.18 |
| Construction Phase – Construction 2016 Bldg 3 | 2,669.28 | 0.66 | -- | 2,683.18 |
| Construction Phase – Construction 2017 Bldg 3 | 2,639.80 | 0.64 | -- | 2,653.44 |
| Construction Phase – Paving 2017 | 2,281.05 | 0.69 | -- | 2,295.73 |
| Construction Phase – Coatings 2017 | 281.44 | 0.02 | -- | 282.07 |
| Long-term Area Emissions | 0.26 | -- | -- | 0.28 |
| Long-term Energy Emissions | 355.14 | -- | -- | 357.30 |
| Long-term Mobile Emissions | 36,989.43 | 1.44 | -- | 37,019.78 |
| Total Long-term Emissions | **37,344.84** | **1.45** | -- | **37,377.36** |

Source: CalEEMod.

As indicated in Table 3-7, the $CO_2E$ total for the project is 37,377 pounds per day or 16.95 $MTCO_2E$ tons per day or 6,187 metric tons per year which is above the threshold. For industrial projects, GHG-related

impacts may be found to be insignificant if they: meet interim performance standards for construction and transportation-related emissions; and emit no more than 7,000 MTCO2e per year from non-transportation operational sources. Projects that do not qualify under both criteria are presumed to have significant impacts and must prepare an EIR and implement all feasible mitigation measures

### CONCLUSION

The environmental analysis indicated that the projected annual $CO_2E$ would be 6,187 metric tons per year, while the commonly used threshold is 7,000 metric tons per year of non-mobile emissions for industrial projects. The proposed project, however, will translate into significant benefits related to greenhouse gas reductions since it will replace an older and obsolete petroleum refinery operation. The proposed GLC project is an infill development that will promote sustainable development and land use practices. As indicated in Table 3-7, the $CO_2E$ total for the project is 37,377 pounds per day or 16.95 metric tons per day or 6,187 metric tons per year, which below the threshold of 7,000 metric tons per year. For this reason, mitigation measures have been recommended in the section that follows.

### MITIGATION MEASURES

As indicated in the previous section, the proposed project will result in GHG e missions that will not exceed the SCAQMD's recommended thresholds of 7,000 metric tons $CO_2E$ per year. In addition, the mitigation measures measured included in Section 3.2 (Air Quality Impacts) and adherence to the pertinent measures indicated in Table 3-9 (Recommended Actions for Climate Change). Adherence to these protocols will reduce the potential impacts to levels that are less than significant. No additional mitigation is required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential greenhouse gas impacts:

- The proposed project will have the potential for generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Overall, the elimination of the previous use and the ongoing remediation of the site would have a beneficial impact on the environment.

## 3.5.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO INCREASE THE POTENTIAL FOR CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING EMISSIONS OF GREENHOUSE GASES.

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's compliance with each applicable measure are listed

below in Table 3-8. The project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.

**Table 3-8**
**Project Consistency With the Attorney General's Recommendations**

| Attorney General's Recommended Measures | Project Compliance | Percent Reduction |
|---|---|---|
| Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships. | **Compliant.** The proposed project would facilitate new infill development in an industrial area. | 10%-20% |
| Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation, create disincentives for auto use, and implement TDM measures. | **Compliant.** As part of the proposed improvements, new sidewalks and landscaping would be installed. | 5% |
| Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools. | **Compliant.** The new building and the rehabilitated buildings would be required to comply with the City's low impact development (LID) guidelines where applicable. The project would also be required to install modern storm water runoff controls. | 10% |
| Waste diversion, recycling, water efficiency, energy efficiency, and energy recovery in cooperation with public services, districts, and private entities. | **Compliant.** The project is designed to further Santa Fe Springs's AB 939 requirements. As a result, the proposed project will conform to sustainability practices related to solid waste diversion. | 0.5% |
| Urban and rural forestry through tree planting requirements and programs, preservation of agricultural land and resources that sequester carbon, and heat island reduction programs. | **Compliant.** The project would involve the installation of additional landscaping beyond that which presently exists. | 0.5% |
| Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities. | **Compliant.** Refer to responses above. | NA |
| **Total Reduction Percentage:** | | **36.0%** |

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change,* updated January 22, 2010.

Table 3-9 identifies which CARB recommended actions as it applies to the proposed project. These actions are included in the State's Climate Action Plan (CAP). Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and

the project's conformity with the measure is also provided in Table 3-9. The proposed project would not impede the implementation of any of the CARB's recommended actions.

**Table 3-9**
**Recommended Actions for Climate Change**

| ID # | Sector | Strategy Name | Applicable to Project? | Will the Project Conflict With Implementation? |
|---|---|---|---|---|
| T-1 | Transportation | Light-Duty Vehicle GHG Standards | No | No |
| T-2 | Transportation | Low Carbon Fuel Standard (Discrete Early Action) | No | No |
| T-3 | Transportation | Regional Transportation-Related GHG Targets | No | No |
| T-4 | Transportation | Vehicle Efficiency Measures | No | No |
| T-5 | Transportation | Ship Electrification at Ports (Discrete Early Action) | No | No |
| T-6 | Transportation | Goods Movement Efficiency Measures | No | No |
| T-7 | Transportation | Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action) | No | No |
| T-8 | Transportation | Medium- and Heavy-Duty Vehicle Hybridization | No | No |
| T-9 | Transportation | High-Speed Rail | No | No |
| E-1 | Electricity and Natural Gas | Increased Utility Energy Efficiency Programs<br>More Stringent Building and Appliance Standards | **Yes** | No |
| E-2 | Electricity and Natural Gas | Increase Combined Heat and Power Use by 30,000 GWH | No | No |
| E-3 | Electricity and Natural Gas | Renewable Portfolio Standard | No | No |
| E-4 | Electricity and Natural Gas | Million Solar Roofs | No | No |
| CR-1 | Electricity and Natural Gas | Energy Efficiency | **Yes** | No |
| CR-2 | Electricity and Natural Gas | Solar Water Heating | No | No |
| GB-1 | Green Buildings | Green Buildings | **Yes** | No |
| W-1 | Water | Water Use Efficiency | **Yes** | No |
| W-2 | Water | Water Recycling | No | No |
| W-3 | Water | Water System Energy Efficiency | No | No |
| W-4 | Water | Reuse Urban Runoff | No | No |
| W-5 | Water | Increase Renewable Energy Production | No | No |
| W-6 | Water | Public Goods Charge (Water) | No | No |

**Table 3-9**
**Recommended Actions for Climate Change (continued)**

| ID # | Sector | Strategy Name | Applicable to Project? | Will the Project Conflict With Implementation? |
|---|---|---|---|---|
| I-1 | Industry | Energy Efficiency and Co-benefits Audits for Large Industrial Sources | **Yes** | No |
| I-2 | Industry | Oil and Gas Extraction GHG Emission Reduction | No | No |
| I-3 | Industry | GHG Leak Reduction from Oil and Gas Transmission | No | No |
| I-4 | Industry | Refinery Flare Recovery Process Improvements | No | No |
| I-5 | Industry | Removal of Methane Exemption from Existing Refinery Regulations | No | No |
| RW-1 | Recycling and Waste Management | Landfill Methane Control (Discrete Early Action) | No | No |
| RW-2 | Recycling and Waste Management | Additional Reductions in Landfill Methane – Capture Improvements | No | No |
| RW-3 | Recycling and Waste Management | High Recycling/Zero Waste | **Yes** | No |
| F-1 | Forestry | Sustainable Forest Target | No | No |
| H-1 | High Global Warming Potential Gases | Motor Vehicle Air Conditioning Systems (Discrete Early Action ) | No | No |
| H-2 | High Global Warming Potential Gases | SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action) | No | No |
| H-3 | High Global Warming Potential Gases | Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action) | No | No |
| H-4 | High Global Warming Potential Gases | Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008) | No | No |
| H-5 | High Global Warming Potential Gases | High GWP Reductions from Mobile Sources | No | No |
| H-6 | High Global Warming Potential Gases | High GWP Reductions from Stationary Sources | No | No |
| H-7 | High Global Warming Potential Gases | Mitigation Fee on High GWP Gases | No | No |
| A-1 | Agriculture | Methane Capture at Large Dairies | No | No |

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

## CONCLUSION

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project

would reduce its GHG emissions by 36%, the potential GHG impacts are considered to be less than significant.

## MITIGATION MEASURES

As indicated in the previous section, the proposed project will result in GHG e missions that will not exceed the SCAQMD's recommended thresholds of 7,000 metric tons $CO_2E$ per year. In addition, the mitigation measures measured included in Section 3.2 (Air Quality Impacts) and adherence to the pertinent measures indicated in Table 3-9 (Recommended Actions for Climate Change). Adherence to these protocols will reduce the potential impacts to levels that are less than significant. No additional mitigation is required.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential greenhouse gas impacts:

- The proposed project will not have the potential for increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

# 3.6 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

## 3.6.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- The proposed project's potential for creating a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- The proposed project's potential for emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and,

- The proposed project's potential for being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.

## 3.6.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in reducing potential hazards and hazardous materials impacts. These regulations are considered to be standard conditions in that they are required regardless of whether project impact requires mitigation. Those regulations that will serve as standard conditions with respect to hazards are identified below:

- *Resource Conservation and Recovery Act (RCRA).* The California Department of Toxic Substance Control (DTSC) is authorized to implement the State's hazardous waste management program for the EPA. The EPA continues to regulate hazardous substances under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).

- *Comprehensive Environmental Response Compensation and Liability Act (CERCLA).* CERCLA, commonly known as Superfund, was enacted by Congress in 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the

environment. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986.

- *State Regulations.* The California Environmental Protection Agency (Cal-EPA) and the State Water Resources Control Board establish rules concerning the use of hazardous materials and the management of hazardous waste. Within the Cal-EPA, the Department of Toxic Substances Control (DTSC) has the primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of Title I [of the] Hazardous Waste Control Law (HWCL).

- *Assembly Bill 387 and Senate Bill 162.* AB 387 and SB 162 provide a comprehensive program to ensure that hazardous material contamination issues are adequately addressed prior to school development. The program requires the preparation of a Phase 1 Environmental Site Assessment to determine whether a release of a hazardous material has occurred on-site in the past or if there may be a naturally occurring hazardous material present within a site.

## EXISTING CONDITIONS

### Existing Site Characterization

The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman.[42] A number of above-ground tanks and other structures are located within the project site. These above-ground improvements are currently being demolished and removed.

The previous refining operations included processing crude oil into several grades of fuel including kerosene, leaded gasoline and aviation fuel, unleaded gasoline, jet fuel, high and low-sulfur diesel, fuel oil, and petroleum coke. Soil and groundwater quality beneath and in proximity to the project site has been impacted by spills and other contamination associated with the previous refinery uses. Soil and groundwater investigations, as well as proposed remedial activities have been conducted previously pursuant to a Cleanup and Abatement Order (CAO) No. 97 118 issued by the Regional Water Quality Control Board – Los Angeles Region (Water Board) to the Powerine Oil Company.[43]

[42] Whittier Daily News (Real Estate Section). Former Powerine oil refinery site in Santa Fe Springs sold. April 22, 2014.

[43] A chronology of the identified documented and suspected releases after 1954 can be found in Table I. A map showing areas where historical releases occurred or may have occurred is located on Figure 5. The numbering of historical releases on Figure 5 coordinates with the enumeration of the releases on Table I. Note that Table I and Figure 5 have been revised from the original refinery-wide RAP to show only historical releases associated with the Western Property, however the release feature sequential numbering is unchanged from the original refinery-wide RAP.

The contamination that is present within the project site is a result of the historic petroleum storage and refining operations. As such, chemicals associated with these releases include *total petroleum hydrocarbons* (TPH) as various ranges of hydrocarbon weights (i.e., TPH gasoline range organics [TPHg], TPH diesel range organics [TPHd], and TPH motor oil range organics [TPHmo]), volatile organic compounds (VOCs), such as *benzene, toluene, ethylbenzene, and xylenes* (BTEX compounds), *polycyclic aromatic hydrocarbons* (PAHs), such as dibenzo(a,h)anthracene, and petroleum product additives and processing chemicals (including metals and other VOCs). The subsurface characteristics of the project has been arranged according to the following major horizons for purposes of discussion:

- *Shallow Soil* (0 to 10 feet below ground surface [ft-bgs]). The shallow zone extends from ground surface to 10 ft-bgs. Based upon the findings of the baseline *human health risk assessment* (HHRA) and the HHRA Addendum, *chemicals of concern* (COCs) in the shallow soil samples include TPHg, TPHd, TPHmo, PAHs, VOCs, and metals. Soil vapor within the shallow soil exhibits BTEX compounds.[44] A number of soil samples collected in the top ten feet at the project site exhibit COC (TPHg, TPHd, TPHmo, arsenic, lead, benzene, and dibenzo[a,h]anthracene). Remediation of the upper 10 feet of soil to address these conditions and to expedite the redevelopment of the property is planned.

- *Deep Soil* (10 to approximately 90 to 100 ft-bgs). The deep soil is considered to be soil extending from 10 ft-bgs to approximately 100 ft-bgs (current depth to water table below the former refinery). COCs in deep soil include TPHg, TPHg, TPHd, TPHmo, and VOCs are present above portion of the site is greater than in the eastern portion. Historical monitoring trends suggest that groundwater quality beneath the site is improving over time; however, concentrations in the western portions continue to be substantially above the TRCs, and remedial action to address deep soil contamination for the protection of groundwater appears to be warranted. In general, the PAHs and VOCs occur in similar locations and depths as the TPH compounds, although not in all areas. Methane is also present in deep soil vapor.[45] In the deep soil, TPHg, TPHd, TPHmo, and VOCs are present above the site cleanup goals. Remediation of deep soil and groundwater during and following redevelopment of the property is planned.

- *Groundwater.* Sampling and analysis of groundwater from site wells in the fourth quarter of 2013 indicates that BTEX and methyl tert-butyl ether (MTBE) were present at concentrations exceeding the target remediation criteria (TRCs). Benzene was detected at concentrations exceeding the TRC of 1 microgram per liter (µg/L) in two wells (MW-703, 58 µg/L; and MW-704, 1,700 µg/L). Toluene was detected at a concentration exceeding the TRC of 150 µg/L in one well (MW-704, 1,600 µg/L). Ethylbenzene was detected at a concentration exceeding the TRC of 300 µg/L in one well (MW-704, 850 µg/L). Xylenes were detected at a concentration exceeding the TRC of 1,750 µg/L in one well (MW-704, 2,650 µg/L). MTBE was detected at a concentration exceeding the TRC of 13 µg/L in one well (MW-704, 420 µg/L). Contingencies are included in the Remedial Action

[44] Stantec. *REMEDIAL ACTION PLAN/RESPONSE PLAN Western Property, Former Powerine Refinery Parcels 8009-022-017, -029, -030, and -031, 12345 Lakeland Road, Santa Fe Springs, CA.* April 2, 2014.

[45] Ibid.

Plan (RAP) for deep soil and groundwater remediation systems beneath planned buildings if monitoring demonstrates a worsening of groundwater conditions warranting active remedial action in those areas.[46]

Site cleanup goals are intended to be protective of human health and the environment and groundwater. The selection of cleanup goals for the project site are based on a human health risk assessment previously conducted for the entire refinery property, and on consideration of potential threat to groundwater from deep soil and actual groundwater conditions. These cleanup goals involved choosing 1) appropriate human health-based goals for shallow soil (0-10 feet), as calculated through the use of a human health risk assessment, and 2) groundwater protection goals as assigned in published guidance documents by the Water Board.[47] To facilitate development, the RWQCB-LA has agreed to allow two phases of cleanup goals. The first will achieve site-specific human health risk-based cleanup goals to protect construction and commercial workers and expedite redevelopment activities, and the second will address protection of groundwater over the longer term. *Remediation Guidance for Petroleum and VOC-Impacted Sites*, Section II, Table 4-1 of that document specifies soil screening levels for TPH and BTEX above drinking water aquifers.[48]

The proposed project site's history of oil production and the historical presence of oil production wells on the site) and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future Site occupants from any unknown conditions related to VOCs and vapor intrusion, and was an important consideration in the evaluation of human health risk for future receptors.

**Methane Risk Zones**

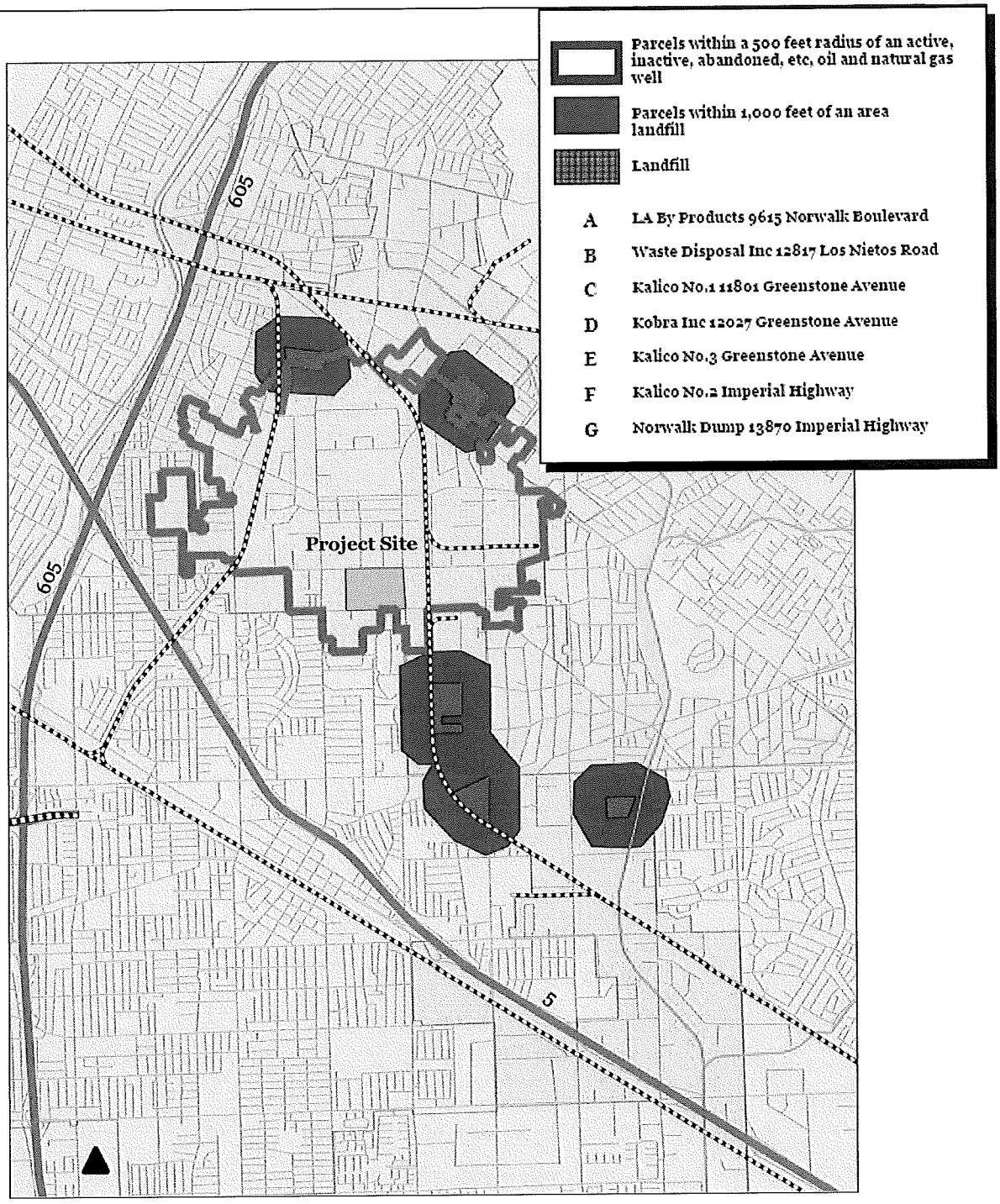
There are a number of closed landfills located in the vicinity of the project site that could result in potential methane releases in the absence of mitigation.[49] Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. The site is located within a methane risk zone (the location and extent of these former landfills are shown in Exhibit 3-3). The section that follows (Section 3.6.4) indicates the mitigation that must be adhered to in order to eliminate the potential methane risk (refer to Mitigation No. 14).

[46] Stantec. *REMEDIAL ACTION PLAN/RESPONSE PLAN Western Property, Former Powerine Refinery Parcels 8009-022-017, -029, -030, and -031, 12345 Lakeland Road, Santa Fe Springs, CA.* April 2, 2014.

[47] Ibid.

[48] Ibid

[49] Ibid.




# EXHIBIT 3-3
# LANDFILLS AND METHANE RISK ZONE
SOURCE: CITY OF SANTA FE SPRINGS

## 3.6.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The proposed project's potential for creating a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The proposed project's potential for emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and,
- The proposed project's potential for being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.

## 3.6.4 ENVIRONMENTAL IMPACTS

### 3.6.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,635 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet. The remaining existing aboveground improvements and the substructures will be removed in their entirety prior to the construction of the new buildings. The stages of advancement on this development project are expected to follow the following general path:

- *Planning, permitting, and regulatory approval.* The initial process has been completed with the remedial action plans (RAPs) for both the eastern and western portions having been approved.
- *Demolition.* The demolition of the remaining aboveground improvements (office/lab buildings, above-ground storage tanks, piping, and concrete slabs and footings) is currently underway. The majority of the aboveground improvements located in the eastern and central portions of the site have been removed.

- *Debris Removal.* The demolition debris associated with the aboveground improvements will be sorted (hazardous, inert, etc.) and will be disposed of accordingly. This task is being completed and will be finished prior to the site's grading for the proposed project.

- *Characterization of Subsurface Conditions.* Completion of the characterization of the belowground materials (i.e., under-structure sampling, where necessary) will occur during this task.

- *Grading and Site Preparation.* Shallow soil excavation, management, profiling, and disposal/reuse of sub-surface structures will be identified. The installation of deep soil and groundwater remediation infrastructure will occur during this task. Site restoration and mass grading will then occur.

The response actions/remedial actions for the project site will be implemented in an integrated fashion to facilitate redevelopment construction, proceeding first in the eastern portion of the site and progressing westward across the former refinery property. In this way, all areas of contamination on the former refinery property, including those crossing the property line between the eastern and western portions of the site will be addressed. To ensure that potential impacts related to the removal of substructures do not result in any significant adverse impacts, mitigation has been included herein. Adherence to the aforementioned mitigation measures will reduce the potential impacts to levels that are less than significant levels.

## CONCLUSION

The required mitigation will reduce the potential impacts to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operators will also be required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

## MITIGATION MEASURES

To ensure that future demolition activities do not result in the release of any hazardous or chemical wastes, the following mitigation measures are identified herein as a means to address this potential impact.

*Mitigation Measure 10 (Hazards & Hazardous Materials Impacts).* Should any hazardous materials be encountered during future removal of substructures, the contractors employed by RDX shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

*Mitigation Measure 11 (Hazards & Hazardous Materials Impacts).* The building contractors employed by RDX must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during removal activities.

*Mitigation Measure 12 (Hazards & Hazardous Materials Impacts).* The proposed project site's history of oil production and the historical presence of oil production wells on the site) and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion.

*Mitigation Measure 13 (Hazards & Hazardous Materials Impacts).* The GLC once operational, will be required to prepare and maintain an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not result in the creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.

## 3.6.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT OR RESULT IN REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

The proposed project will involve the construction of three new concrete tilt-up buildings totaling 1,210,800 square feet. This new development will replace obsolete and no longer functioning refinery equipment. Furthermore, subsurface soils that contain byproducts of the former refinery operations will be removed as part of the ongoing remediation. As a result, the future use will not result in any additional impacts related to methane contamination.

Methane associated with old landfills in the area is not identified as being a problem at the project location. The project site is located within a *methane zone.*[50] Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air.

[50] Santa Fe Springs, City of. Methane Zones.

While the methane risk is low, to further minimize the risk, mitigation has been provided.

### CONCLUSION

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operator is required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

### MITIGATION MEASURES

The methane risk will be addressed with the implementation of the following mitigation.

*Mitigation Measure 14 (Hazards & Hazardous Materials Impacts).* The Applicant must provide the City with an updated soils assessment to ascertain the location and extent of potential methane contamination within the soils that underlie the project site. Following the soils assessment, the Applicant will be required to install an active methane detection system should it be determined following field investigations that such devices are needed. The system is designed to detect specific concentrations of combustible gas within a structure and to warn the occupants using alarms when unsafe concentrations are detected. Other measures may include a gas membrane barrier constructed under the new building foundation or other devices recommended by the soils engineer, the City, or responsible agencies.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not result in 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.

## 3.6.4.3 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

The nearest school to the project site is the Lakeland Elementary School located approximately 850 feet to the southwest. The proposed GLC project will have a beneficial impact in that the existing hazardous conditions will be eliminated. The ongoing removal of the above ground structures and the future removal

of the substructures will translate into a beneficial impact. Finally, mitigation has been identified in the previous sections to address potential impacts related to demolition. As a result, no significant adverse impacts concerning a release of hazardous materials are anticipated.

### CONCLUSION

The aforementioned mitigation will reduce the potential impacts related to demolition to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operator is required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

### MITIGATION MEASURES

No additional mitigation is required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not result in the generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

## 3.6.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR BEING LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIAL SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5, AND SUBSEQUENT POTENTIAL FOR CREATING A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.[51] Four Cortese sites are located in the City and include the following: Neville Chemical Company (12800 Imperial Highway), McKesson Chemical Company (9005 Sorenson Avenue), Waste Disposal, Inc. (12731 Los Nietos Road), and Angeles Chemical Company, Inc. (8915 Sorenson Avenue). The project site is not included on the Cortese sites listing nor will it affect any so-designated site.[52]

[51] California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

[52] Green. Managing Water-Avoiding Crisis in California. University of California Press. 2007

As indicated previously, the RWQCB-LA is overseeing the implementation of two remedial action plans (RAPs) to clean up soil and groundwater contamination. The future development will assist in a timelier implementation of this clean-up effort. As a result, no impacts will occur with respect to locating the project on a site included on a hazardous list pursuant to the government code.

## CONCLUSION

The aforementioned mitigation will reduce the potential impacts related to demolition to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operator is required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

## MITIGATION MEASURES

No further mitigation is required.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.

# 3.7 HYDROLOGY AND WATER QUALITY IMPACTS

## 3.7.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following hydrology and water quality issues:

- The proposed project's potential for violating any water quality standards or waste discharge requirements;

- The proposed project's potential for substantially depleting groundwater supplies or interfering substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- The proposed project's potential to create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; and,

- The proposed project's potential for substantially degrading water quality.

## 3.7.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential water and hydrology impacts. Those existing regulations that will serve as standard conditions with respect to water and hydrology are summarized below and on the following page:

- *Clean Water Act.* The Clean Water Act (CWA) is the primary Federal law in the United States governing water pollution. The CWA established the symbolic goals of eliminating releases of toxic substances into the water, eliminating additional water pollution, and ensuring that surface waters would meet standards necessary for human sports and recreation. The U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into Waters of the United States under Section 404 of the CWA. Waters of the U.S. include a range of wetland environments such as lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, and wet meadows.

- *U. S. Army Corps of Engineers, Section 404.* The Federal Government's Section 404 Guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The U.S. Army Corps of Engineers must consult with the U.S. Fish and Wildlife Service (USFWS) and National Oceanic Atmospheric Administration (NOAA) when threatened or endangered species may be affected by a proposed project to determine whether issuance of Section 404 permit would jeopardize the species.

- *Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping Program.* The Federal Emergency Management Agency oversees the preparation of maps that indicates those areas where there is a potential for inundation resulting from a 100-year flood and a 500-year flood. The maps serve as the basis as to whether flood insurance is required for homeowners. The mapping program serves an additional purpose in designating those areas of the City where flood-related mitigation may be required.

- *National Pollutant Discharge Elimination System (NPDES).* The system for granting and regulating discharge permits is called the National Pollutant Discharge Elimination System (NPDES), which regulates both point and non-point sources that discharge pollutants into waters of the United States. This regulation requires operators of regulated small municipal separate storm sewer systems to obtain a NPDES permit and develop a storm water management program that will prevent pollutants from being conveyed in storm water runoff into the storm sewer systems (or from being dumped directly into the storm drains).

- *City of Santa Fe Springs General Plan.* Both the Land Use Element and the Safety Element must indicate those areas of the City where there is a potential for flooding. Where flooding has been identified, special policies, programs, or other mechanisms must be considered as a means to reduce the damaging effects of potential flooding. The existing adopted General Plan has identified the eastern two-thirds of the City as being subject to a potential flooding, though the risk has been substantially reduced through flood control improvements.

## ENVIRONMENTAL SETTING

Santa Fe Springs is located within the jurisdictional boundaries of the Los Angeles Regional Water Quality Control Board (LARWQCB, Region 4). LARWQCB implements permitting requirements and discharge controls through the National Pollutant Discharge Elimination System (NPDES) permitting program in conformance with Section 402 of the Clean Water Act. These activities are guided by uses and standards expressed in the Water Quality Control Plan (WQCP) for the Los Angeles Region. The Basin Plan is organized by watershed within the entire Los Angeles basin and the city is included within the San Gabriel River watershed which receives drainage from a large area of eastern Los Angeles County.

Water quality challenges and issues in the area's watershed includes the sluicing of reservoirs, protection of groundwater recharge areas, managing trash in the upper watershed, mining and stream modifications, ambient toxicity, urban and storm water runoff quality, and non-point source loadings from nurseries and

horse stables. Of the 570 dischargers enrolled under the general industrial stormwater permit in this watershed, the largest numbers are found in the cities of Industry, Irwindale, Pomona and Santa Fe Springs.[53] The Los Angeles County Department of Public Works Flood Control District (LAFCD) has jurisdiction over major drainage and flood control improvements in Santa Fe Springs, and maintains numerous regional storm drains and flood control channels for this purpose. These regional improvements are complemented by local storm drain improvements provided by the City. No naturally occurring permanent surface water features exist within the vicinity of the project site.

The project site is located within the Santa Fe Springs Plain Subgeomorphic Province of the Los Angeles Coastal Plain at an elevation of approximately 130 to 140 feet above mean sea level (ft-amsl). This plain is a slightly rolling topographic feature sloping gently to the northeast in the vicinity of the site due to the northwest trending Santa Fe Springs–Coyote Hills anticlinal system. The site is positioned above the southern limb of the Santa Fe Springs Anticline. Petroleum accumulation associated with this anticlinal structure has resulted in substantial oil production in the Santa Fe Springs area. Prominent topographic features in the area include the Puente and Coyote Hills to the northeast, east, and southeast. The San Gabriel River is located approximately 1.75 miles west of the site and flows from north-northeast to south-southwest.

The Los Angeles Coastal Plain area is a large structural basin that has accumulated thousands of feet of sediments since Miocene time and has been tectonically active. The Los Angeles Coastal Plain generally consists of alluvial materials deposited by the Los Angeles, San Gabriel, and Santa Ana Rivers. The Santa Fe Springs Plain is comprised of the Upper Pleistocene–age Lakewood Formation. The Lakewood Formation and the underlying San Pedro Formation are folded over the anticlinal dome structure.

Several regional water-bearing units have been identified within the older alluvial fan and valley deposits of the Lakewood Formation and underlying San Pedro Formation. In the site area, the Lakewood Formation begins at ground surface, ranges from 100 to 180 ft thick, and is composed of three hydrostratigraphic units: 1) the Bellflower Aquiclude (upper unit), 2) the Exposition Aquifer, and 3) the Gage Aquifer. The Exposition and Gage aquifers consist predominantly of sands and fine gravels with discontinuous, thinly bedded silts, and clays. These aquifers have an approximate combined thickness of 100 to 150 feet, approximately half of which is saturated.

Within the site vicinity, the Bellflower Aquiclude consists of a heterogeneous mixture of clays, silty clays, silts, and extensive interbedded lenses of sandy or gravelly silts and clays and has an estimated thickness between 20 feet and 40 feet. The major water-bearing unit of interest for this investigation is the Exposition Aquifer (otherwise known as the Artesia Aquifer), the upper water bearing unit of the Lakewood Formation. The Exposition Aquifer is composed of coarse gravel, coarse to fine sand, and interbedded silts and clays with a general southwesterly dip and thickness between 40 feet and 80 feet. The Exposition Aquifer is separated from the Gage Aquifer by an unnamed aquiclude.

[53] Santa Fe Springs, City of. *Draft EIR for [the] City of Santa Fe Springs Proposed WBPA Amendment No. 2*, 2009.

Information for the site area in Santa Fe Springs indicates that the depth to first-encountered groundwater within the Exposition Aquifer ranges from 75 feet to 100 feet-bgs. The Gage Aquifer consists predominantly of sands and fine gravels with an estimated thickness between 30 feet and 60 feet.

In the site and the nearby area, the Santa Fe Springs Plain consists of the late Pleistocene alluvium of the Lakewood Formation. The Lakewood Formation unconformably overlies the lower Pleistocene San Pedro Formation and the Pliocene Pico Formation. The Lakewood Formation consists of interbedded clays, silts, silty sands, and sands representative of stream-type alluvial and floodplain deposits. Previous subsurface investigations conducted at the site confirm that the lithology is a vertically and laterally heterogeneous layering of such alluvial deposits. The underlying materials consist of interbedded alluvial sediments ranging in texture from poorly graded sands through fat clays.

#### FLOODING

The terms *100-year flood* and *500-year flood* are related to a statistical probability of a flood condition occurring during a period of extreme rainfall or runoff once every 100 years or 500 years. The western portion of the City was previously located within the Los Angeles River 100-year floodplain. The Los Angles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River and the Rio Hondo River located to the north of Santa Fe Springs. The height of 21 miles of existing levees was raised and modifications were made to railroad, traffic, utility and pedestrian bridges. These improvements, completed in 2001, now provide protection for Santa Fe Springs' residents in the eastern and southern portion of the City. Since the completion of this preventative measure, City property owners in the floodplain are no longer required to purchase flood insurance.[54]

#### ON-SITE DRAINAGE

There are no natural lakes or streams within or adjacent to the project site. As indicated previously, the project site was previously covered over in impervious surfaces associated with the pervious refinery operations. This hardscape included the existing buildings and asphalt paving. No natural drainage or riparian areas remain within the project area due to the past development.

## 3.7.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on hydrology and water quality, if it results in any of the following:

- The proposed project's potential for violating any water quality standards or waste discharge requirements;

[54] City of Santa Fe Springs. *General Plan Environmental Impact Report (EIR).* 2008

- The proposed project's potential for substantially depleting groundwater supplies or interfering substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- The proposed project's potential to create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; and,

- The proposed project's potential for substantially degrading water quality.

## 3.7.4 ENVIRONMENTAL IMPACTS

### 3.7.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR VIOLATING ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS.

The implementation of the proposed project, the amount of impervious surfaces will exceed current conditions. The previous refinery use included impervious surfaces associated with the buildings, above ground tanks, asphalt surfaces, and the containment areas. As part of the ongoing above ground demolition and removal, these materials have been removed from the eastern and central portions of the site. Stockpiles of these concrete and asphalt materials are visible in the photographs included in Section 2.

The site's development will also result in the majority of the site being covered over in impervious surfaces (buildings, parking areas, internal roadways, etc.). The site plan, however, does provide for just less than 5 acres of landscaping that will facilitate percolation of stormwater runoff. According to the current stormwater runoff and Clean Water Act requirements, all surface runoff must now be impounded onsite. These regulations were not in effect at the time the previous refinery uses were in operation. As a result, the post project impacts will be superior to the existing and former site conditions.

No materials will be stored outside of the buildings. In addition, the site will be maintained to ensure that any materials that may have inadvertently fallen off of trucks will be collected. The proposed project improvements will include the installation of a water clarifier to treat surface runoff prior to being conveyed to the storm drains. While no significant adverse impacts on water quality are anticipated, the following mitigation measures will be required.

- The plans and specifications shall require the contractors to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan.

- During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

- Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.

- Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

The implementation of the aforementioned mitigation measures will ensure that the potential water quality impacts are reduced to levels that are less than significant.

## CONCLUSION

The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. The implementation of the aforementioned mitigation measures will ensure that the potential water quality impacts are reduced to levels that are less than significant.

## MITIGATION MEASURES

The following mitigation measures will be effective in reducing potential water quality impacts:

*Mitigation Measure 15 (Water Quality Impacts).* The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.

*Mitigation Measure 16 (Water Quality Impacts).* During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

*Mitigation Measure 17 (Water Quality Impacts).* Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.

*Mitigation Measure 18 (Water Quality Impacts).* Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not violate any water quality standards or waste discharge requirements.

## 3.7.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR SUBSTANTIALLY DEPLETING GROUNDWATER SUPPLIES OR INTERFERING SUBSTANTIALLY WITH GROUNDWATER RECHARGE IN SUCH A WAY THAT WOULD CAUSE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED).

No potable water wells are located within the project site. The excavation required for utility connections and building footings will not be deep enough to interfere with any local aquifer. Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. Given the nature of the project, no significant net change in *area-wide* water consumption will occur. The previous petroleum refinery use consumed large quantities of water associated with the petroleum refining process. Additional water has been consumed as part of the above ground demolition and for the control of fugitive dust. The proposed GLC project will consume limited quantities of water (refer to Section 3.12) that will be related to routine maintenance, landscaping, and potable consumption. In addition, mitigation has been identified in Section 3.12 that calls for the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. As a result, the potential impacts are considered to be less than significant.

### CONCLUSION

Given the nature of the project, no significant net change in *area-wide* water consumption will occur. In addition, mitigation has been identified in Section 3.12 that calls for the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. As a result, the potential impacts are considered to be less than significant.

### MITIGATION MEASURES

The City has a Water Conservation Ordinance that requires the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. These measures will be effective in mitigating potential impacts on groundwater resources.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge in such a way eat would cause a net deficit in aquifer volume or a lowering of the local groundwater table level.

## 3.7.4.3 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO CREATE OR CONTRIBUTE RUNOFF WATER, WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Refer to Section 3.7.4.1 for the discussion of the proposed project's potential impacts on this issue area.

### CONCLUSION

The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. The implementation of the aforementioned mitigation measures included under Section 3.7.4.1 will ensure that the potential water quality impacts are reduced to levels that are less than significant.

### MITIGATION MEASURES

No mitigation is required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

### 3.7.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR SUBSTANTIALLY DEGRADING WATER QUALITY.

Refer to the discussion of the environmental impacts provided under section 3.7.4.1.

#### CONCLUSION

The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. The implementation of the mitigation measures under Section 3.7.4.1 will ensure that the potential water quality impacts are reduced to levels that are less than significant.

#### MITIGATION MEASURES

No additional mitigation beyond that identified in Section 3.7.4.1 is required.

#### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not substantially degrading water quality.

# 3.8 LAND USE IMPACTS

## 3.8.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following land use issues:

- The proposed project's potential for conflicting 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.

## 3.8.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations that will be applicable to any new development and these policies and regulations will be effective in further reducing potential land use impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that will serve as standard conditions with respect to land use and planning impacts are listed on the following page:

- *City of Santa Fe Springs General Plan (Land Use Element).* The State requires every City and County to prepare, adopt, and maintain a comprehensive general plan. The general plan must address seven major issue areas that include land use. The Land Use Element indicates the location and extent of permitted land uses and development. In addition, the standards for development density and population intensity for each land use designation must be clearly indicated.

- *City of Santa Fe Springs Zoning Ordinance.* The purpose of the Zoning Ordinance is to implement the land use policy of the General Plan. State law recommends the Zoning Ordinance be consistent with the General Plan since both indicate the location and extent of permitted uses. The Zoning Ordinance is more detailed with respect to specific development standards and land use.

### ENVIRONMENTAL SETTING

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman.[55] A number of above-ground tanks and other structures are located within the project site. These above-ground improvements are currently being removed. Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).

- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.

- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Road ROW.

- Various industrial uses abut the project site on the west side. As mentioned previously, an approximately 2-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.[56]

The existing land uses around the project site are shown in Exhibit 3-4. The General Plan and Zoning land use designations that are applicable to the project site is *M-2, Heavy Manufacturing*.[57] The applicable General Plan designation is *Industrial*.[58] The General Plan and Zoning land use designations for the site and the surrounding area are shown in Exhibits 3-5 and 3-6, respectively.

## 3.6.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on land uses, if it results in any of the following:

- The proposed project's potential for conflicting with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project.

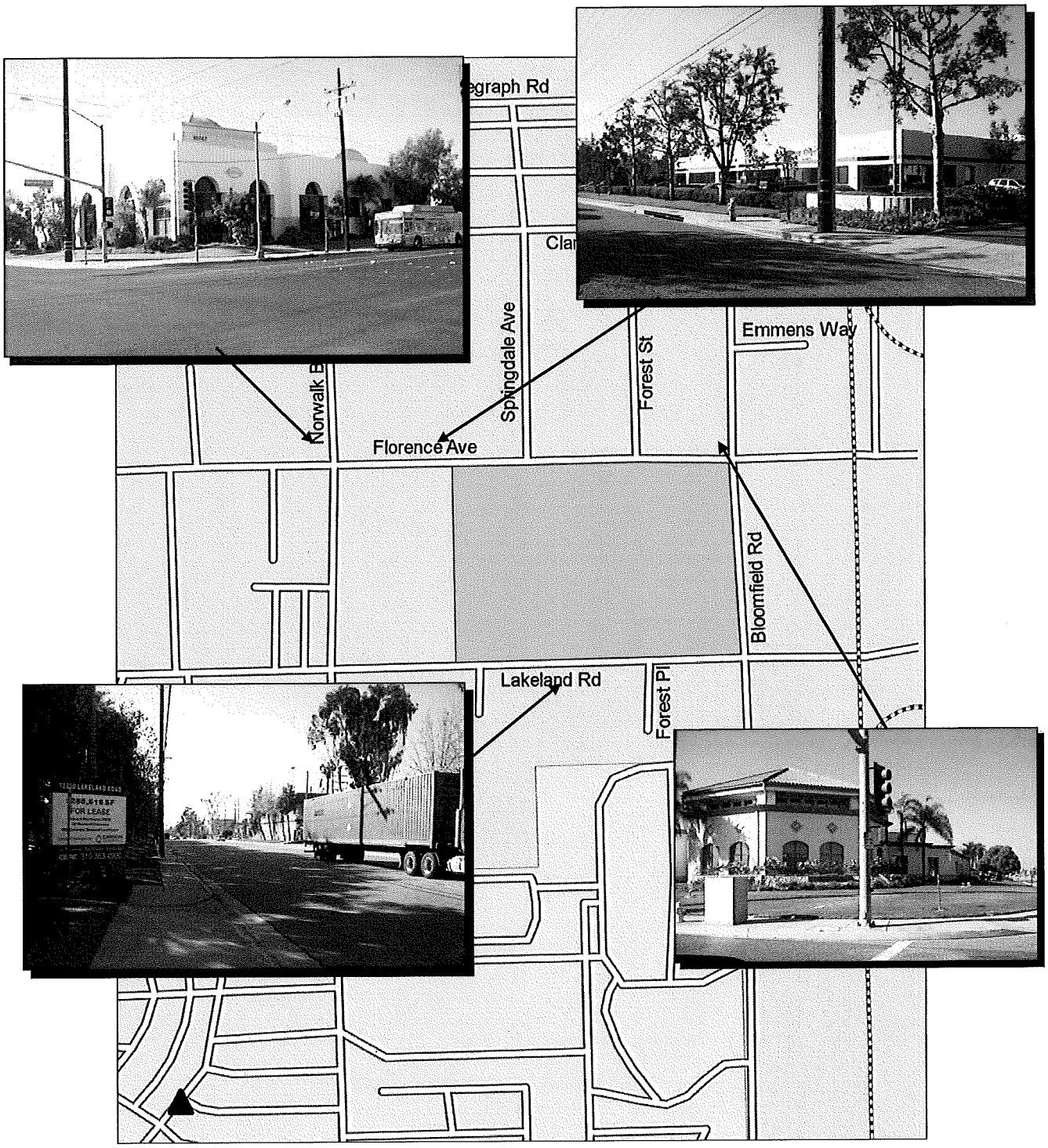
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[55] Whittier Daily News (Real Estate Section). Former Powerine oil refinery site in Santa Fe Springs sold. April 22, 2014.

[56] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

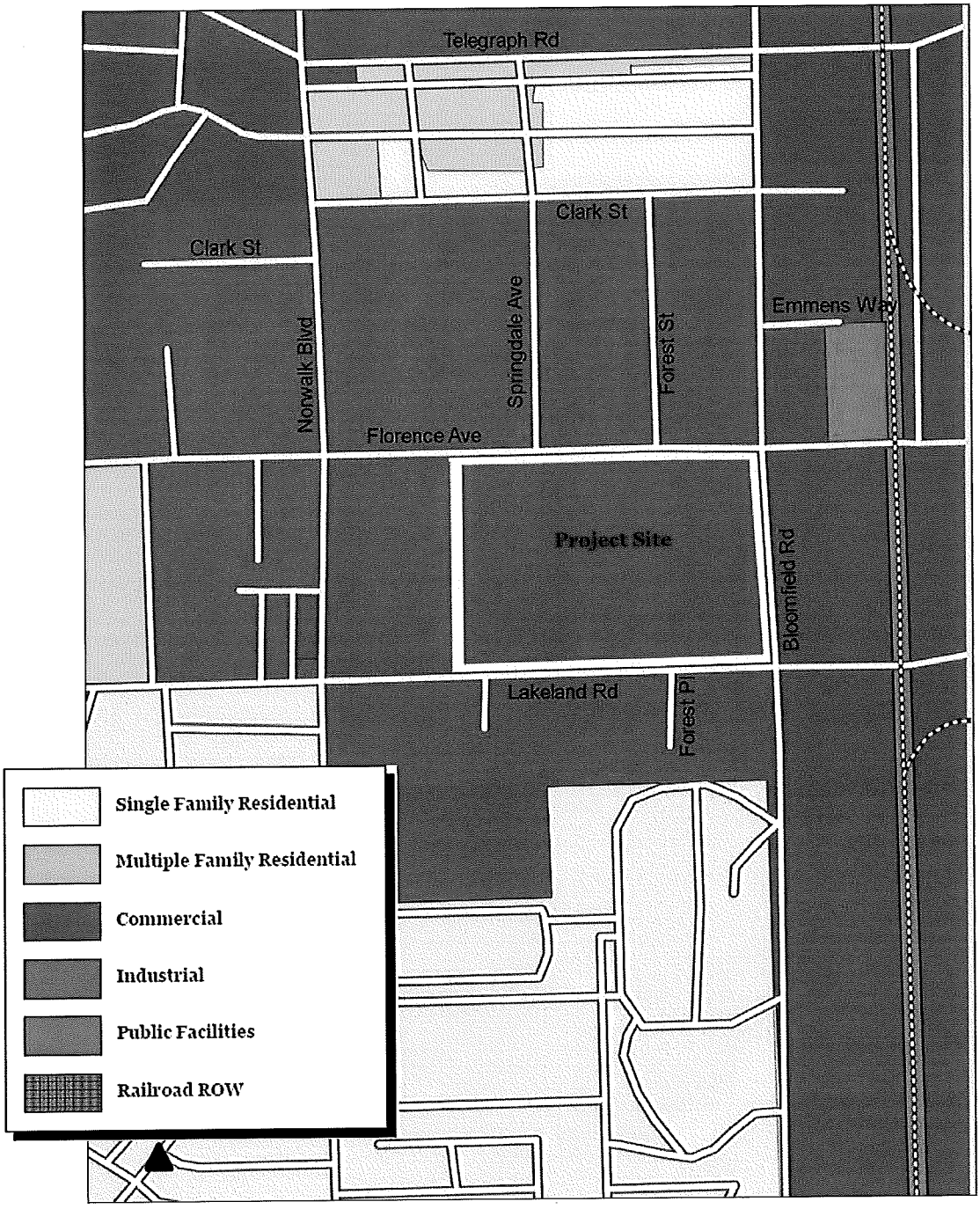
[57] City of Santa Fe Springs. Zoning Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696

[58] City of Santa Fe Springs. General Plan Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2695

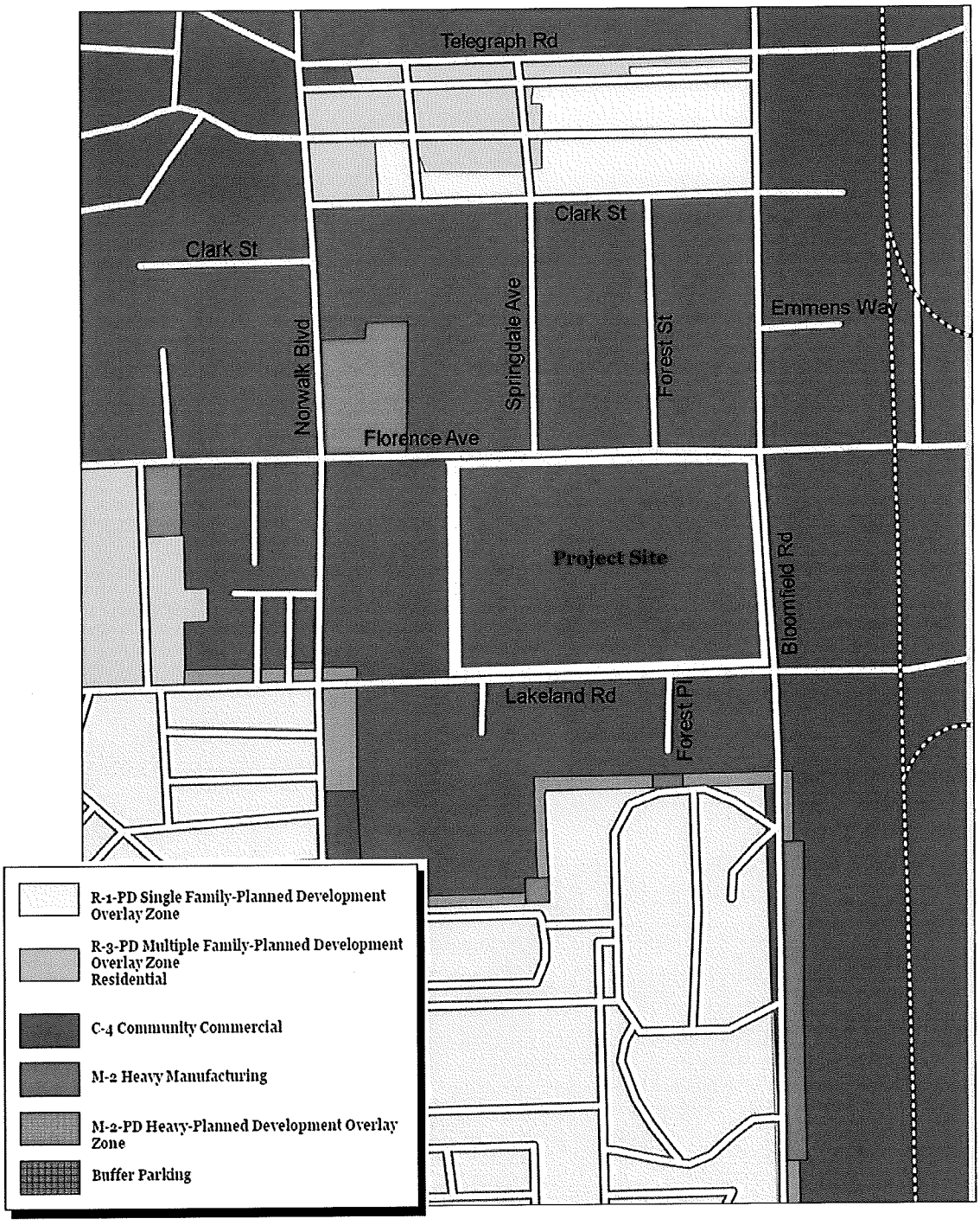



# EXHIBIT 3-4
# EXISTING LAND USES IN THE PROJECT AREA

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING




# EXHIBIT 3-5
# GENERAL PLAN LAND USE DESIGNATIONS
SOURCE: CITY OF SANTA FE SPRINGS




# EXHIBIT 3-6
# ZONING LAND USE DESIGNATIONS
SOURCE: CITY OF SANTA FE SPRINGS

# 3.8.4 ENVIRONMENTAL IMPACTS

## 3.8.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH AN APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF THE AGENCY WITH JURISDICTION OVER THE PROJECT.

The General Plan designation that is applicable to the project site is *Industrial,* and the site is zoned as *M-2* (Heavy Industrial). This designation permits a wide range of industrial activities.[59] According to the City of Santa Fe Springs General Plan, the existing use is conditionally permitted within this land use designation. As a result, no Zone Change or General Plan Amendment is required as part of the proposed project's implementation. In addition, the proposed project conforms to all applicable development standards. As a result, no zone variances will be required for the proposed project.

A tentative parcel map (TPM) will be required to create the three new parcels (one for each of the new buildings). As indicated previously, the proposed GLC development is consistent with the existing General Plan and Zoning Designations. The building's floor area ratio (FAR) and its lot coverage conform to the requirements of the City's M-2 Zone.

The project will not involve the permanent closure of any existing roadways that serve an established residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community. The project site is located in the midst of an existing urbanized industrial area. As a result, no impacts are anticipated.

### CONCLUSION

No Zone Change or General Plan Amendment is required as part of the proposed project's implementation. The project will not involve the permanent closure of any existing roadways that serve an established residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community. The project site is located in the midst of an existing urbanized industrial area. As a result, no impacts are anticipated.

### MITIGATION MEASURES

No mitigation is required.

[59] City of Santa Fe Springs. General Plan Land Use Map and Zoning Map. As amended 2014.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential land use impacts:

- The proposed project would not have the potential for conflicting 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.

# 3.9 NOISE IMPACTS

## 3.9.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

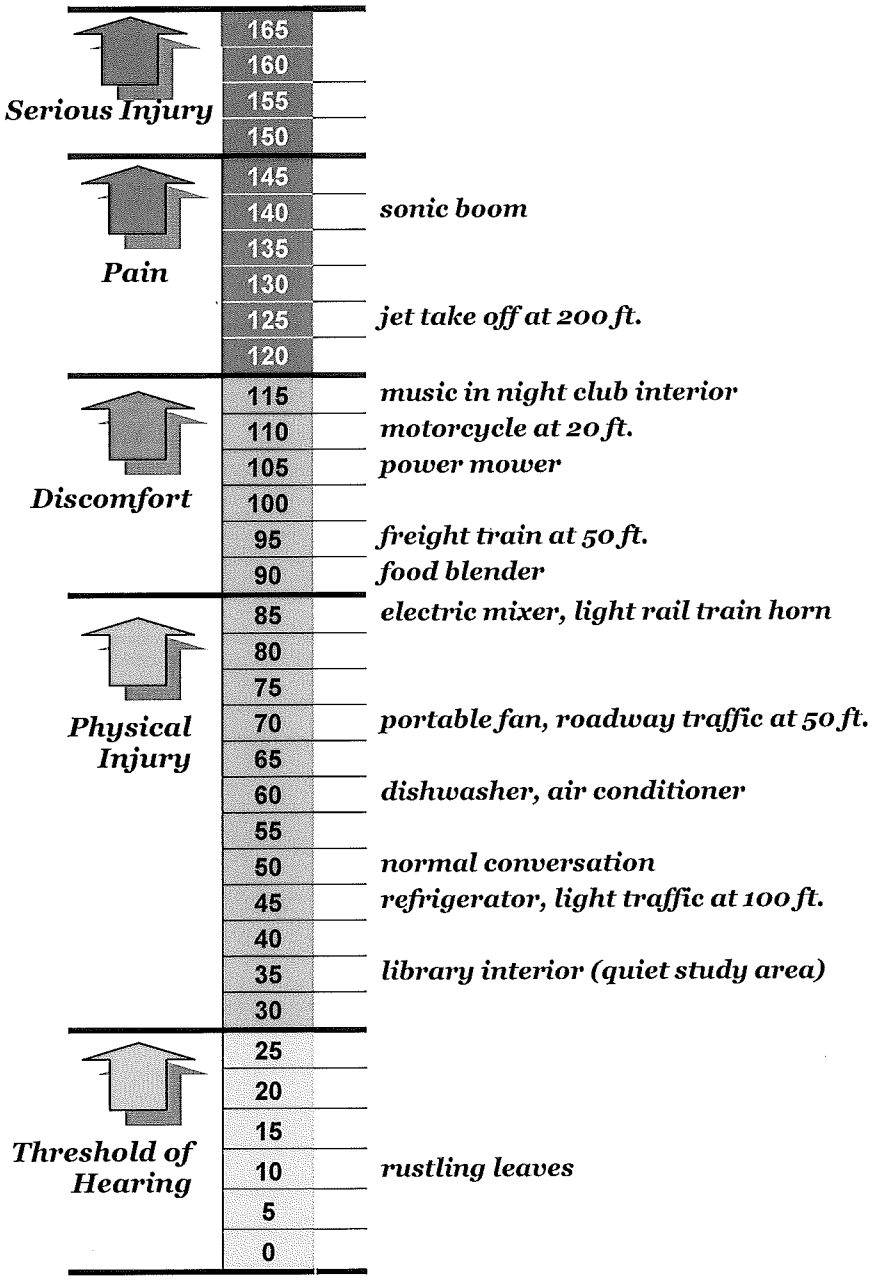
- The proposed project's potential for exposing persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- The proposed project's potential for the exposure of people to or generation of excessive ground-borne noise levels;
- The proposed project's potential for the substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project; and,
- The proposed project's potential for the substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project.

## 3.9.2 ENVIRONMENTAL SETTING

### CHARACTERISTICS OF NOISE

Noise is most often defined as unwanted sound. The decibel (dB) scale, a logarithmic loudness scale, is most often used to quantify sound intensity in a convenient and manageable manner. Since the human ear is not equally sensitive to all frequencies within the entire noise spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity using an *A-weighting,* written as dBA. The human ear can detect changes in sound levels greater than 3 dBA under normal ambient conditions. Changes of one to three dBA are noticeable to some people under quiet conditions while changes of less than 1 dBA are only discernable by few people under controlled, extremely quiet conditions. Typical noise levels associated with various activities are noted in Exhibit 3-7.

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading losses, noise attenuates (decreases) with distance. Objects that block the line-of-sight attenuate the noise source if the receptor is located within the shadow of the blockage (such as behind a sound wall).




## EXHIBIT 3-7
## NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES
**Source: Blodgett/Baylosis Environmental Planning**

Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the $L_{50}$ noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. Other values that are typically noted during a noise survey include the $L_{min}$ and $L_{max}$ that represent the minimum and maximum noise levels obtained over a given period.

Certain receptors are more sensitive to unwanted noise during the evening and at night. As a result, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or the day/night average noise level (Ldn). The CNEL descriptor requires that an artificial increment of five dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM to take into account a person's increased sensitivity to noise during these periods. The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

## REGULATORY SETTING

A number of agencies have adopted standards and recommended noise criteria to protect people in both working and home environments. Future development and activities within the project site will be subject to a number of noise control standards and regulations including the following:

- The *Federal Highway Works Administration (FHWA)* has established noise exposure standards for different land uses that apply to the planning and design of federally funded highway projects.

- The *Noise Control Act of 1972* authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound requisite to protect public welfare with an adequate margin of safety.

- The *California Motor Vehicle Code* establishes noise standards for those areas not regulated by the Federal government. State standards regulate the noise levels of motor vehicles and motorboats; establish noise impact boundaries around airports; regulate freeway noise affecting classrooms, sound transmission control and occupational noise control; and identify noise insulation standards.

- *California Administrative Code, Title 24, Building Standards, Chapter 2.35,* outlines noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings.

- The *California Occupational Noise Control Standards* contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, indicates permissible noise exposure at a

workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

- The City of Santa Fe Springs has adopted an ordinance that limits the hours of construction activities to normal weekday working hours. The permissible times for development activity are from 7:00 AM to 7:00 PM, and any noise generated by the project must fall within the permitted noise levels set forth in Section 155.424 (E) of the City of Santa Fe Springs Municipal Code.

## EXISTING AMBIENT NOISE ENVIRONMENT

The noise environment within the project site is dominated by vehicle traffic noise along major arterial roadways such as Lakeland Road, Bloomfield Avenue, Norwalk Boulevard and Florence Avenue. To characterize ambient noise levels, a field study was conducted within the project site. Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. Noise monitoring included four, 15-minute noise measurements within the project site during a weekday afternoon (Wednesday 4:00 PM, November 19th 2014). The resulting noise measurements are summarized in Table 3-10.

**Table 3-10**
**Noise Measurement Results**

| Noise Measurement Location | $L^{10}$ | $L^{50}$ | $L^{90}$ |
|---|---|---|---|
| Location #1 Florence Ave., westernmost site frontage | 74.3 dBA | 67.1 dBA | 62.9 dBA |
| Location #2 Florence Ave./Bloomfield Ave. | 76.2 dBA | 65.5 dBA | 59.2 dBA |
| Location #3 Bloomfield Ave./Lakeland Rd. | 71.2 dBA | 62.5 dBA | 59.3 dBA |
| Location #4 Lakeland Rd. (westernmost site frontage) | 68.3 dBA | 61.1 dBA | 58.0 dBA |

Source: Blodgett/Baylosis Environmental Planning. 2014.

During the measurement period, the dominant source of noise included traffic noise on the adjacent roadways. Secondary sources of noise were related to activities being conducted at nearby industrial establishments. Ambient noise levels during the majority of the measurement period ranged from 59.2 dBA to 62.9 dBA. The occasional passing truck resulted in noise level spikes that exceeded 70 dBA.

A computerized noise model was used to estimate the existing traffic noise levels along the three roadways that are located adjacent to the project site: Florence Avenue, Bloomfield Avenue, and Lakeland Road. The noise model indicates the distance of specific noise level contours from the roadway's centerline. Key variables used by the traffic noise model include the number of cars using the roadway, their speed, the roadway gradient, and the surrounding environment's characteristics that may affect attenuation. The results of the traffic noise analysis are shown in Table 3-11. Note that the actual distances to these contours could be less than that predicted where intervening structures break the line-of-sight to the roadway.

**Table 3-11**
**Existing Roadway Noise Levels**

| Roadway | Segment | CNEL @ 50' from Ce11terline |
|---|---|---|
| Bloomfield Ave. (25,520 ADT) | North of Lakeland Rd. | 73 dBA, CNEL |
| Bloomfield Ave. (23,710 ADT) | North of Florence Ave. (adjacent to site) | 73 dBA, CNEL |
| Florence Ave. (40,710 ADT) | West of Pioneer Blvd. | 75 dBA, CNEL |
| Florence Ave. (34,370 ADT) | East of Norwalk Blvd. (adjacent to site) | 75 dBA, CNEL |
| Lakeland Rd. (10,530 ADT) | West of Norwalk Blvd. (adjacent to site) | 69 dBA, CNEL |

Certain activities are particularly sensitive to noise. These include sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration. Hospitals and convalescent homes, churches, libraries, schools, and childcare facilities are considered noise-sensitive uses. Sensitive receptors located near the project site include the following:

- The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary.
- A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site.
- The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road. This use is located approximately730 feet west of the project site.
- The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest.[60]

## 3.9.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- The exposure of people to, or generation of, excessive ground-borne noise levels;

[60] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project; and,

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

## 3.9.4 ENVIRONMENTAL IMPACTS

### 3.9.4.1 IMPACT ANALYSIS: THE EXPOSURE OF PERSONS TO OR THE GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Noise associated with the proposed project's operations will include traffic noise from the trucks traveling to and from the site, noise from on-site equipment loading and unloading the trucks, machinery noise associated with the sorting and baling of materials, and miscellaneous stationary noise from machinery. The majority of the noise will occur within the enclosed buildings. The exception will be the trucks maneuvering within the site as part of the loading and unloading activities. Truck back-up alarms, hydraulic motors from forklifts, and lot sweeping equipment will be audible during the day-time peak activity period.

The noise from the back-up alarms, forklifts, and lot sweeping equipment in the yard area will be attenuated by the surrounding buildings and the distance to any noise sensitive receptors. For the yard activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The majority of the loading and unloading activities would occur during the daytime periods. After hour activities during the night-time and early morning periods would largely be limited to general maintenance and cleaning. The proposed project will be required to adhere to the City's regulations pertaining to noise control.

The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent roadways. According to the city's noise control requirements, the maximum permitted noise level within the M-2 zone is 90 dBA. The proposed project's implementation will result in short-term (construction-related) emissions due to the demolition and construction activities and long-term operational noise impacts. However, there are no noise sensitive receptors located within the vicinity of the project site.[61] In addition, the on-site construction activities will be required to conform to the city's noise control requirements. As a result, no significant adverse impacts are anticipated.

[61] United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs,, California.* July 1, 1979

### CONCLUSION

The proposed project will be required to adhere to the City's regulations pertaining to noise control. As a result, no significant impacts with respect to a potential violation of noise control standards are envisioned.

### MITIGATION MEASURES

No mitigation is required.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for exposing persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

## 3.9.4.2 IMPACT ANALYSIS: THE EXPOSURE OF PEOPLE TO, OR GENERATION OF, EXCESSIVE GROUND-BORNE NOISE LEVELS.

The existing and future traffic noise levels are summarized below in Exhibit 3-12. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise since it typically requires a doubling in traffic volumes to result in a perceptible change in traffic noise. As a result, the proposed project will not result in any significant adverse ground-borne noise impacts. Given the existing and future land uses and activities will not change nor will there be a substantive change in the land use (heavy industry), no significant adverse impacts are anticipated.

**Table 3-12**
**Future Roadway Noise Levels**

| Roadway (Assumed ADT) | Segment | CNEL @ 50' from Centerline |
|---|---|---|
| **Existing Noise Levels** | | |
| Bloomfield Ave. (25,520 ADT) | North of Lakeland Rd. | 73 dBA, CNEL |
| Bloomfield Ave. (23,710 ADT) | North of Florence Ave. (adjacent to site) | 73 dBA, CNEL |
| Florence Ave. (40,710 ADT) | West of Pioneer Blvd. | 75 dBA, CNEL |
| Florence Ave. (34,370 ADT) | East of Norwalk Blvd. (adjacent to site) | 75 dBA, CNEL |
| Lakeland Rd. (10,530 ADT) | West of Norwalk Blvd. (adjacent to site) | 69 dBA, CNEL |

**Table 3-12**
**Future Roadway Noise Levels (continued)**

| Roadway | Segment | CNEL @ 50' from Centerline |
|---|---|---|
| **Future Noise Levels** | | |
| Bloomfield Ave. (26,560 ADT) | North of Lakeland Rd. | 73 dBA, CNEL |
| Bloomfield Ave. (24,480 ADT) | North of Florence Ave. (adjacent to site) | 73 dBA, CNEL |
| Florence Ave. (41,810 ADT) | West of Pioneer Blvd. | 75 dBA, CNEL |
| Florence Ave. (35,320 ADT) | East of Norwalk Blvd. (adjacent to site) | 75 dBA, CNEL |
| Lakeland Rd. (12,430 ADT) | West of Norwalk Blvd. (adjacent to site) | 70 dBA, CNEL |
| **Change in Noise Level** | | |
| Bloomfield Ave. (1,040 ADT) | North of Lakeland Rd. | 0 dBA, CNEL |
| Bloomfield Ave. (770 ADT) | North of Florence Ave. (adjacent to site) | 0 dBA, CNEL |
| Florence Ave. (1,100 ADT) | West of Pioneer Blvd. | 0 dBA, CNEL |
| Florence Ave. (950 ADT) | East of Norwalk Blvd. (adjacent to site) | 0 dBA, CNEL |
| Lakeland Rd. (1,900 ADT) | West of Norwalk Blvd. (adjacent to site) | 1 dBA, CNEL |

## CONCLUSION

As a result, the proposed project will not result in any significant adverse ground-borne noise impacts. Given the existing and future land uses and activities will not change nor will there be a substantive change in the land use (heavy industry), no significant adverse impacts are anticipated.

## MITIGATION MEASURES

The following mitigation measures will ensure that operational noise levels do not significantly impact noise sensitive land uses in the area:

*Mitigation Measure 19 (Operational Noise).* The Applicant shall be required to screen the building's equipment (air conditioning, refrigeration, etc.) and machinery related to the future user, as necessary to attenuate noise.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for exposing people to, or generation of, excessive ground-borne noise levels.

### 3.9.4.3 IMPACT ANALYSIS: THE EXPOSURE OF PERSONS TO OR THE GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Noise associated with the proposed project's operations will include traffic noise from the trucks traveling to and from the site, noise from on-site equipment loading and unloading the trucks, machinery noise, and miscellaneous stationary noise from machinery. The majority of the noise will occur within the enclosed buildings. The exception will be the trucks maneuvering within the site as part of the loading and unloading activities. Truck back-up alarms, hydraulic motors from forklifts, and equipment will be audible during the day-time peak activity period. The noise from the back-up alarms, forklifts, and lot sweeping equipment in the yard area will be attenuated by the surrounding buildings and the distance to any noise sensitive receptors.

For the yard activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The proposed project will be required to conform to the City of Santa Fe Spring's regulations pertaining to noise control.

#### CONCLUSION

The proposed project will not adversely impact any sensitive receptors since a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. Furthermore, the proposed project will not result in an audible increase in daily traffic noise levels on the adjacent street segments. Finally, the proposed project will be required to conform to the City of Santa Fe Spring's regulations pertaining to noise control. As a result, the impacts are less than significant.

#### MITIGATION MEASURES

No mitigation is required.

#### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for a substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project.

### 3.9.4.4 IMPACT ANALYSIS: A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT.

Noise levels associated with any future construction activities would be slightly higher than the existing ambient noise levels in the project site. However, the construction noise would subside once construction of a particular project is completed. Two types of noise impacts could occur during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along roadways that provide access to the project site. Even though there could be a relatively high single event noise exposure potential with passing trucks (a maximum noise level of 86 dBA at 50 feet), the increase in noise would be less than 1 dBA when averaged over a 24-hour period.

Composite construction noise is best characterized by Bolt, Beranek, and Newman that is generally referred to in assessing construction noise impacts. In this study, the noisiest phases of construction for commercial development are presented as 89 dBA while residential development are presented as 88 dBA Leq, both as measured at a distance of 50 feet from the construction effort. These values take into account both the number and types of the heavy equipment used in the project's construction. 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 effort. Typical construction related noise levels are shown in Exhibit 3-8.

Residential uses are located west, southwest, and north of the site. Based on spreading losses, noise levels could be on the order of 70 to 71 dBA at the homes located nearest to the project site (i.e., the homes located to the southwest). The noise affecting these homes will be significantly reduced due to the effect of spreading loss. In addition, the ambient noise levels that presently exist in the area will help to mask potential construction noise.

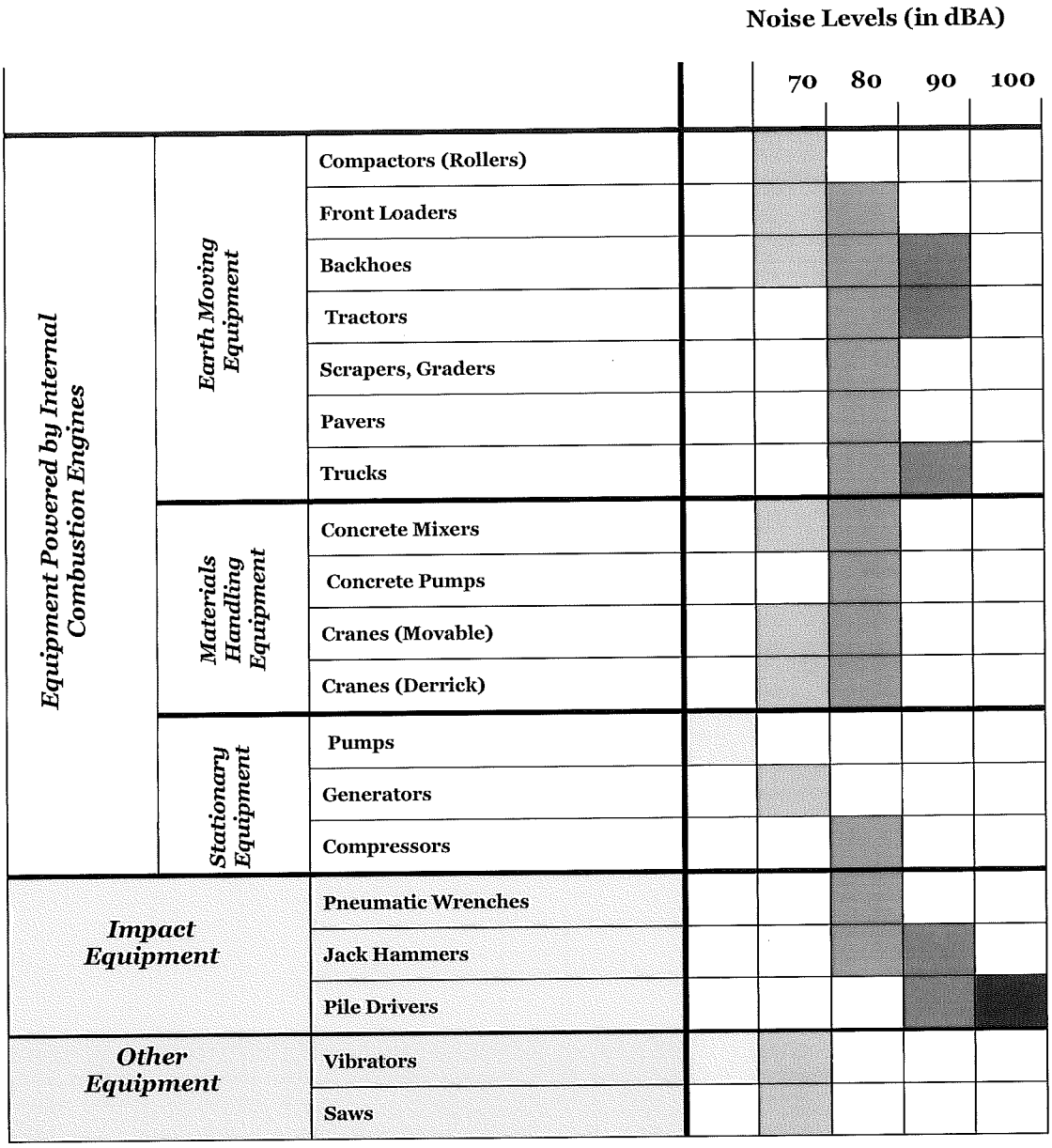
The permissible times for development activity are from 7:00 AM to 7:00 PM. As such, no construction activities shall be permitted outside of these times. Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant.

#### CONCLUSION

Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant.

#### MITIGATION MEASURES

No additional mitigation is required.




# EXHIBIT 3-8
## TYPICAL CONSTRUCTION NOISE LEVELS
**Source: Blodgett/Baylosis Environmental Planning**

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

# 3.10 PUBLIC SERVICE IMPACTS

## 3.10.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in law enforcement services.

## 3.10.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

A number of agencies have adopted standards related to health and safety and fire prevention, including the following:

- *City of Santa Fe Springs General Plan Safety Element.* The State requires every city and county to prepare, adopt, and maintain a comprehensive general plan that includes a safety element that outlines policies regarding provision of police and fire services in the City. The Element indicated evacuation routes and the locations of emergency shelters. The Safety Element also emphasizes the importance of emergency preparedness in reducing the impacts of natural and manmade disasters while recognizing that an effective disaster response program requires the cooperation of many governmental agencies.

- *California Building Standards and Code.* Title 24 of the California Code of Regulations, known as the California Building Standards Code (Title 24), contains the regulations that govern the construction of buildings in California. The Mechanical Code (Part 5) provides minimum standards to safeguard public health, property and public welfare by regulating and controlling the design, construction, installation, quality of materials, location, operation, and maintenance or use of heating, ventilating, cooling, refrigeration systems, incinerators and other miscellaneous heat-producing appliances. The Electrical Code (Part 3) provides minimum standards to safeguard public health, property, and to protect against hazards that may arise from the use of electricity by

regulating the design, construction, installation, materials, location, and operation of electrical equipment, wiring, and systems.

### ENVIRONMENTAL SETTING

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 City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the city. The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The police services contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees.[62]

## 3.10.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in law enforcement services.

[62] City of Whittier. http://www.cityofwhittier.org/depts/police/sfs/default.asp

## 3.10.4 ENVIRONMENTAL IMPACTS

### 3.10.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A SUBSTANTIAL ADVERSE PHYSICAL IMPACT ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES IN FIRE PROTECTION SERVICES.

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 will not place additional demands on the City's fire department services since the project is designed to modernize the existing facilities onsite and no increased development intensity is envisioned.[63]

The previous refinery operation involved numerous calls for service from the Fire Department. These included fires at the former refinery, recent odor complaints, etc. The Fire Department personally is also actively involved in the current demolition and remediation efforts. The site's redevelopment as a new logistics center will eliminate the existing demands related to the previous and current use. Furthermore, appropriate fire access will be located throughout the site. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation.

#### CONCLUSION

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. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation.

#### MITIGATION MEASURES

No mitigation is required.

#### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential public services impacts:

- The proposed project would not have the potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the

[63] City of Santa Fe Springs. www.santafesprings.org/depts/fire/

construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

### 3.10.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A SUBSTANTIAL ADVERSE PHYSICAL IMPACT ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES IN LAW ENFORCEMENT SERVICES.

As indicated previously, 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 city includes 35 sworn officers and six civilian employees.[64] The yard area where the receiving and loading areas are located will be secured from public access. In addition, the facility will be manned by security personnel. Finally, the existing use is an attractant for vandalism. As a result, the impacts will be less than significant. As a result, the potential impacts will be less than significant.

#### CONCLUSION

The proposed project will not involve any activities or facilities that would place any additional demands on law enforcement services. As a result, no impacts on law enforcement services will result from the proposed project's implementation.

#### MITIGATION MEASURES

No mitigation is required.

#### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential public services impacts:

- The proposed project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in law enforcement services.

[64] City of Whittier. http://www.cityofwhittier.org/depts/police/sfs/default.asp

# 3.11 TRANSPORTATION AND CIRCULATION IMPACTS

## 3.11.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following traffic and circulation issues:

- The proposed project's potential for resulting in 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;

- The proposed project's potential for resulting in 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;

- The proposed project's potential for exceeding, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways;

- The proposed project's potential for substantially increasing hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- The proposed project's potential to result in inadequate emergency access; and,

- The proposed project's potential for conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

This traffic analysis analyzed the following traffic scenarios:

- *Existing Year 2014 Conditions.* Recent AM and PM peak period traffic counts collected in 2013 and adjusted for Year 2014 Existing Conditions.

- *Year 2015 Without Project.* Comprised of the Existing Year 2014 traffic base projected upward by a compound annual ambient growth rate of 1% to the anticipated project opening year 2015, excluding the addition of proposed project traffic.

- *Project Completion (Year 2015 Plus Project).* Comprised of the Opening Year 2015 base traffic conditions, plus the addition of AM and PM peak hour trips generated by the proposed project.

The scope of the study area boundaries, analysis scenarios and traffic growth assumptions were developed under the general direction of City of Santa Fe Springs staff, with due consideration for the City's existing and future transportation and circulation setting. Level of Service (LOS) performance measures were evaluated under the latest County of Los Angeles Department of Public Works Traffic Impact Analysis Guidelines, and the most current version of the Los Angeles County Congestion Management Program (CMP, 2010). The City of Santa Fe Springs targets a minimum LOS "D" (i.e., volume-to-capacity, or V/C ratio, not exceeding 0.90) as the minimum performance standard for City intersections.

To determine peak-hour intersection LOS conditions for signalized intersections, the intersection capacity utilization (ICU) methodology was used. In general terms, the ICU methodology calculates the efficiency of an intersection to handle traffic volumes and movements given certain geometric configuration, lane capacity and signal operation conditions. The ICU method compares V/C ratios of critical conflicting movement for traffic entering the intersection with the approach lane configurations and roadway capacities serving this traffic, resulting in a decimal value expressed in terms of the intersection's overall volume-to-capacity.

The resulting numeric ICU values correspond to a range of level of service (LOS) grades, where, for example, LOS "A" (ICU <0.61) represents free-flow conditions and LOS "F" (ICU >1.00) represents overcapacity conditions. Intersection ICU calculation summaries for each study intersection and analysis scenario are included in the sections below, along with the evaluation parameters adopted by the City of Santa Fe Springs. In accordance with the TIA guidelines, a +0.100 clearance (lost time) factor was also applied, along with a standard flow rate of 1,600 vehicles per hour per lane (2,880 for dual left-turn lanes) for all scenarios.

Supporting data on the intersection LOS determined in the traffic analysis are included under *Appendix B* (ICU worksheets) and *Appendix C* (HCM worksheets).

In accordance with the County of Los Angeles Guidelines for the Preparation of Traffic Impact Analyses (TIA), a "before" and "after" Level of Service (LOS) analysis was prepared to determine the significance of traffic impacts generated by the project on the surrounding transportation system. A "significant impact" is defined as either degrading an intersection's Level of Service from an acceptable LOS ("D" or better) to an unacceptable LOS ("E" or "F"), and/or meeting the significance criteria summarized Table 3-13.

**Table 3-13**
**ICU Level of Service Criteria for Signalized Intersections**

| Service | ICU | Description |
|---|---|---|
| A | < 0.61 | At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation. |
| B | 0.61 – 0.70 | LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles. |
| C | 0.71 – 0.80 | In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait though more than one red signal indication, and back-ups may develop behind turning vehicles. |
| D | 0.81 – 0.90 | LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups. |
| E | 0.91 – 1.00 | LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles). |
| F | > 1.00 | LOS F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable, V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions. |

Source: "LOS for Arterial Intersections," L.A. County Congestion Management Program, 2010.

The level of service definitions for signalized intersections is shown in Table 3-14.

**Table 3-14**
**Signalized Intersections**
**Traffic Impact Significance Thresholds**

| Pre-Project V/C (Level of Service) | | Project-Related increase in V/C |
|---|---|---|
| >0.70 to 0.80 | (C) | 0.04 or more |
| >0.80 to 0.90 | (D) | 0.02 or more |
| > 0.90 | (E to F) | 0.01 or more |

The level of service definitions for unsignalized intersections is shown in Table 3-15.

**Table 3-15**
**Unsignalized Intersections**
**Traffic Impact Significance Thresholds**

| Pre-Project Level of Service (LOS) | Project-Related increase in Average Total Delay |
|---|---|
| C or better | 5 seconds/vehicle or more |
| D | 4 seconds/vehicle or more |
| E or F | 3 seconds/vehicle or more |

Based on the above established criteria, if a project is found to cause a significant traffic impact on a subject study intersection or unsignalized driveway, then feasible mitigation measures must be provided in order to reduce the expected traffic impacts to levels of insignificance. Pursuant to the City of Santa Fe Springs General Plan, the City uses the following significance criteria shown in Table 3-16 to determine whether a project would have a significant traffic impact.

**Table 3-16**
**City of Santa Fe Springs Significance Criteria**

| Level of Service (LOS) | Pre-Project V/C[1] | Project Related V/C increase |
|---|---|---|
| C | 0.71 – 0.80 | equal to or greater than 0.040 |
| D | 0.81 – 0.90 | equal to or greater than 0.020 |
| E, F | 0.90 or more | equal to or greater than 0.010 |

Note: [1] As it applies to project impacts, pre-project V/C is based on future ambient growth only.

## 3.11.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential traffic and circulation impacts. These regulations that will serve as standard conditions with respect to population and housing are identified below:

- *The Regional Transportation Plan (RTP).* SCAG's RTP establishes overall long term mobility policies for the movement of people and goods, including congestion relief strategies for all regionally significant facilities and activities.

- *The Los Angeles County Congestion Management Program (CMPs).* The City of Santa Fe Springs is included in the *CMP*, which is prepared and maintained by the Los Angeles County Metropolitan

Transportation Authority (MTA). 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 Regional Transportation Improvement Program (RTIP).* The RTIP defines congestion relief projects and programs and is updated every two years. The RTIP must include all Federally funded projects and CMP projects that will need Federal or State funds. The RTIP must also be consistent with the Regional Transportation Plan.

## ENVIRONMENTAL SETTING

### Study Area Street Segments

The following discussion provides an overview of the regional and local transportation and circulation system in the vicinity of the project site.

- *Interstate 5 (I-5)* is located approximately 1.5 miles to the west of the project site, and provides regional access to the area by connecting the City of Santa Fe Springs to adjacent cities, northerly to the greater Los Angeles area and southerly to Orange County. Within the project study area, I-5 is oriented in a northwest-southeast direction and provides access to the project site via interchanges at Telegraph Road and Bloomfield Avenue. Other nearby interchanges includes Orr And Day Road/Florence Avenue, Norwalk Boulevard, Pioneer Boulevard and the I-5/I-605 confluence. The freeway currently provides three northbound and four southbound mixed-use lanes in the vicinity of the project.

- *Interstate 605 (I-605)* provides regional access to the area from Long Beach to its northerly terminus in the San Gabriel Valley. I-605 is oriented northeast-southwest through the City of Santa Fe Springs, and provides access to the site via interchanges at Telegraph Road and Florence Avenue. The freeway currently provides three (3) mixed-use lanes and one (1) HOV lane in each direction in the vicinity of the I-5/I-605 confluence near the project site.

- *Florence Avenue* is a four-lane divided roadway with a raised center median and a curb-to-curb pavement width of 80 feet. Florence Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving east-west between the City of Downey (to the west) and unincorporated L.A. County (to the east). Florence Avenue has freeway interchanges at both I-5 and I-605, and will provide direct ingress and egress to the project on the north side of the site in the eastbound direction only.

- *Telegraph Road* is a six-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Telegraph Road is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, and serves northwest/southeast traffic from unincorporated L.A. County to

the east, and runs adjacent to the I-5 between the Cities of Pico Rivera and Downey to the west. Telegraph Road provides sub-regional access from the San Gabriel Valley area to the project site via the freeway interchange at I-605.

- *Bloomfield Avenue* is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Bloomfield Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving north/south traffic between the Cities of Norwalk (to the south) and Whittier (to the north), where Bloomfield Avenue becomes Santa Fe Springs Road. Between the central and southerly meandered city boundary lines, Bloomfield Avenue provides regional access from Orange County via the I-5 Freeway near Firestone Boulevard. The proposed project abuts Bloomfield Avenue along the easterly boundary of the project; however, no direct access to the site will be provided from Bloomfield Avenue.

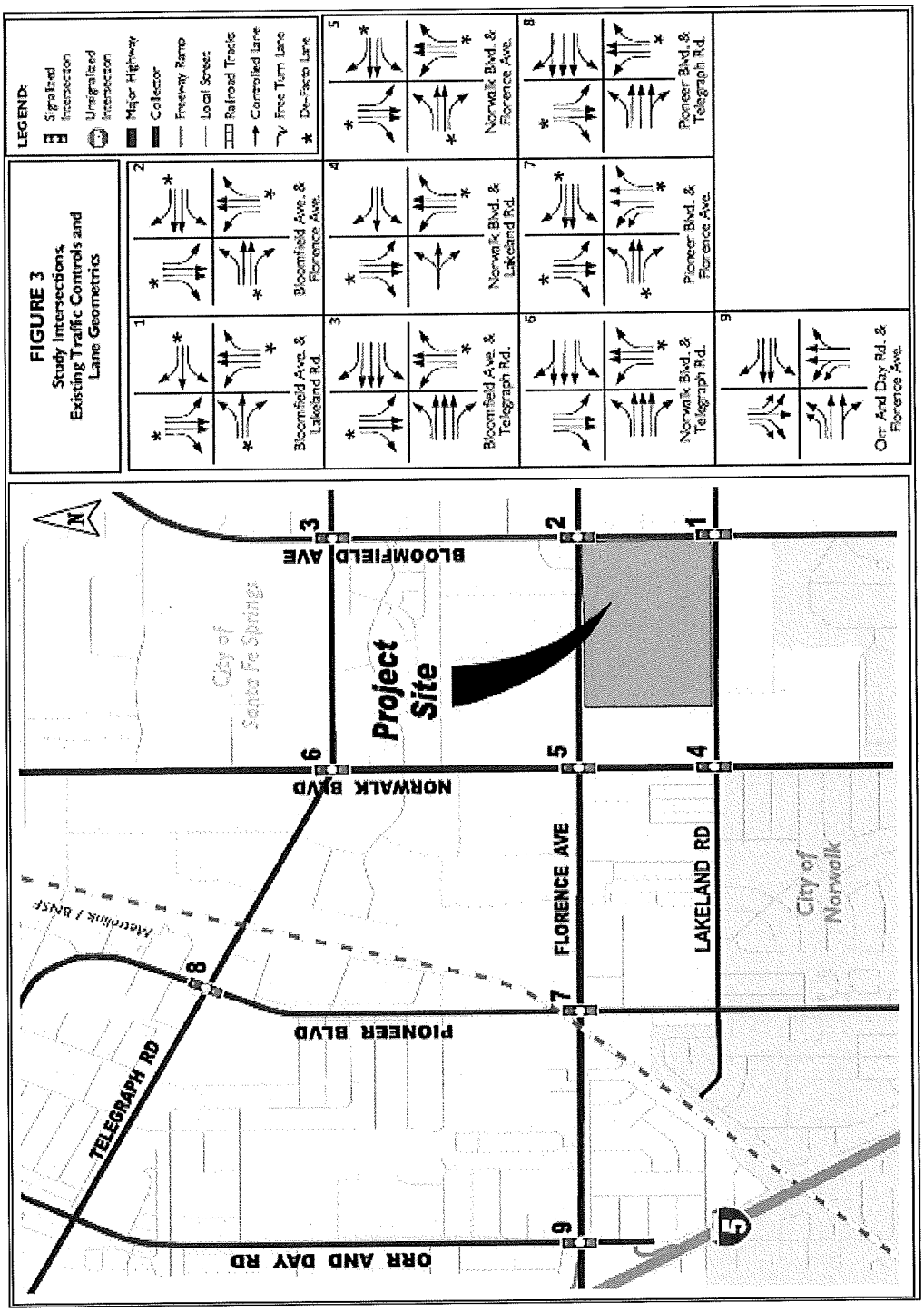
- *Lakeland Road* is a two-lane undivided roadway with some on-street parking along its length, and a curb-to-curb width of 64 feet. Lakeland Road is classified as a Secondary Arterial in the City of Santa Fe Springs' General Plan, serving primarily local traffic between Pioneer Boulevard to the west, and Carmenita Road to the east. Lakeland Road will provide direct access to the project on the south side of the site.

**Study Area Intersections**

Based on the anticipated land use, project trip distributions and size of the project, along with the prior consultation with the City of Santa Fe Springs, the following locations have been included in the project study area. All nine intersections are currently signalized.

1.) Bloomfield Avenue at Lakeland Road;
2.) Bloomfield Avenue at Florence Avenue;
3.) Bloomfield Avenue at Telegraph Road;
4.) Norwalk Boulevard at Lakeland Road;
5.) Norwalk Boulevard at Florence Avenue;
6.) Norwalk Boulevard at Telegraph Road;
7.) Pioneer Boulevard at Florence Avenue;
8.) Pioneer Boulevard at Telegraph Road; and,
9.) Orr And Day Road at Florence Avenue.

Exhibit 3-9 shows the location of the nine study intersections with respect to the project study area, including the existing traffic controls and lane geometrics at each intersection approach.




# EXHIBIT 3-9
## STUDY INTERSECTION LANE GEOMETRICS
**Source: Minagar & Associates**

## 3.11.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The proposed project's potential for resulting in 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;

- The proposed project's potential for resulting in 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;

- The proposed project's potential for exceeding, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways;

- The proposed project's potential for substantially increasing hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- The proposed project's potential to result in inadequate emergency access; and,

- The proposed project's potential for conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

## 3.11.4 ENVIRONMENTAL IMPACTS

### 3.11.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN 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.

## Trip Generation

The project trip generation was determined using standardized trip rates from the Institute of Transportation Engineer (ITE), Trip Generation, 9th Edition. ITE Codes 150 (Warehousing) and 110 (Light Industrial) were applied in the analysis to estimate the inbound and outbound traffic generated by the project. The project trip generation is shown in Table 3-17.

**Table 3-17**
**Project Trip Generation**

| Proposed Building and ITE Land Use [2] | | Vehicular Trip Rates [1] (Trips/KSFGFA) | | | | | |
|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | | PM Peak Hour | | |
| | | Total | In | Out | Total | In | Out |
| Buildings 1#, #2 and #3 — Warehousing (#150) | | 0.30 | 79% | 21% | 0.32 | 25% | 75% |
| RDX Building — Light Industrial Use (#110) | | 0.92 | 88% | 12% | 0.97 | 12% | 88% |
| **Land Use** | **PCE and Modal Split Adjustment [3]** | **Peak Hour Trip Generation** | | | | | |
| | | **AM Peak Hour** | | | **PM Peak Hour** | | |
| | | Total | In | Out | Total | In | Out |
| Warehousing (1,203,965 SF) | Warehousing base | 361 | 285 | 76 | 385 | 96 | 289 |
| | PV Split = 80% PCE=1.0 | 289 | 228 | 61 | 308 | 77 | 231 |
| | | **289** | **228** | **61** | **308** | **77** | **231** |
| | Truck Split = 20% PCE=2.0 | 72 | 57 | 15 | 77 | 19 | 58 |
| | | **144** | **114** | **30** | **154** | **38** | **116** |
| Light Industrial (19,786 SF) | Light Industrial base | 18 | 16 | 2 | 19 | 2 | 17 |
| | PV Split = 80% PCE=1.0 | 16 | 14 | 2 | 17 | 2 | 15 |
| | | **16** | **14** | **2** | **17** | **2** | **15** |
| | Truck Split = 20% PCE=2.0 | 2 | 2 | 0 | 2 | 0 | 2 |
| | | **4** | **4** | **0** | **4** | **0** | **4** |
| Total Project Base Trips: | | 379 | 301 | 78 | 404 | 98 | 306 |
| **Total PCE Trips:** | | **453** | **360** | **93** | **483** | **117** | **366** |

KSFGFA: 1,000 square feet of the gross/effective building area, per land use type
PV: Passenger Vehicles
[1] *Trip Generation*, ITE 9th Ed. (2008) V.II Trip Generator Rates #110 and #150
[2] Listed land uses include ancillary office space within the primary building area
[3] Passenger Car Equivalent (PCE) factor of 2.0 used for 20% of warehouse trips, per HCM intersection capacity analysis methods and ITE's land trip generation guidelines for "Warehousing" land use.

The proposed project is forecast to generate a total of 379 AM peak hour trips, and 404 PM peak hour trips. The ITE's data was used to calculate the anticipated truck mix for the proposed warehouse/light industrial use. The percent of trucks anticipated during the AM and PM peak hours was then adjusted upwardly by a Passenger Car Equivalence (PCE) ratio of 2.0 passenger cars per truck, to account for the operational impacts of trucks on the intersection ICU ratings. Project peak hour trips were therefore

converted to passenger car equivalents for the intersection LOS analysis, resulting in an increase in project trips to 453 AM peak hour PCE trips and 483 PM peak hour PCE trips.

### Project Trip Distribution and Assignment

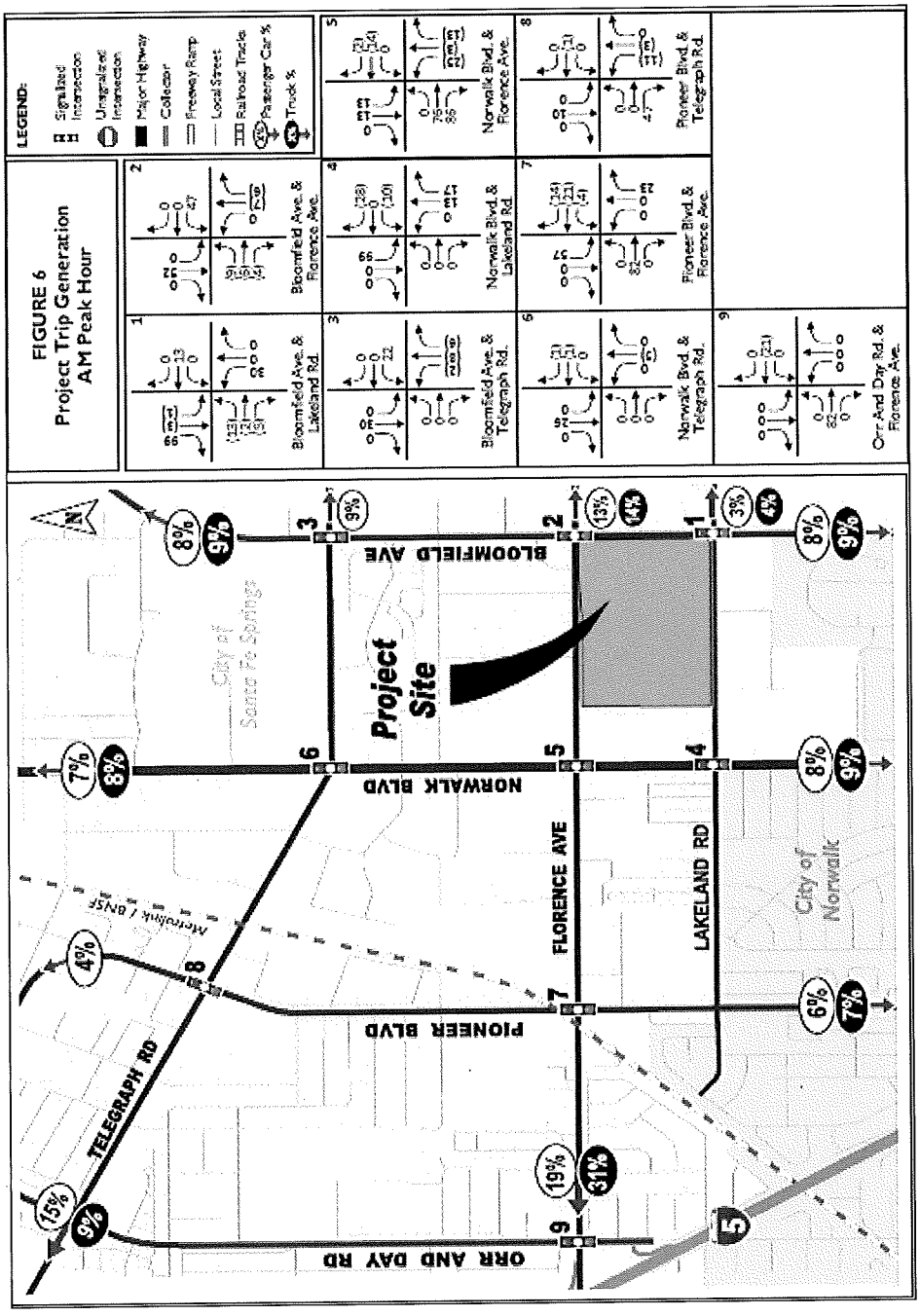
Project trips were distributed to the study area roadway network using existing traffic distribution characteristics, the projected project site accessibility for trucks and passenger cars, and an analysis of the logical routes from surrounding origin and destination zones for trucks passenger car trips for each proposed project land use. Based on this method, it was determined that 40 percent of trucks (50% of PCs) will access the site on the north side via Florence Avenue, and 60 percent of trucks (50% of PCs) will access the site on the south via Lakeland Road. The project's AM and PM generated trips were then assigned to the surrounding transportation system using these distribution patterns for each of the study area intersections, as shown in Exhibits 3-10 and 3-11.

### Project Completion (Year 2015 With Project) Conditions

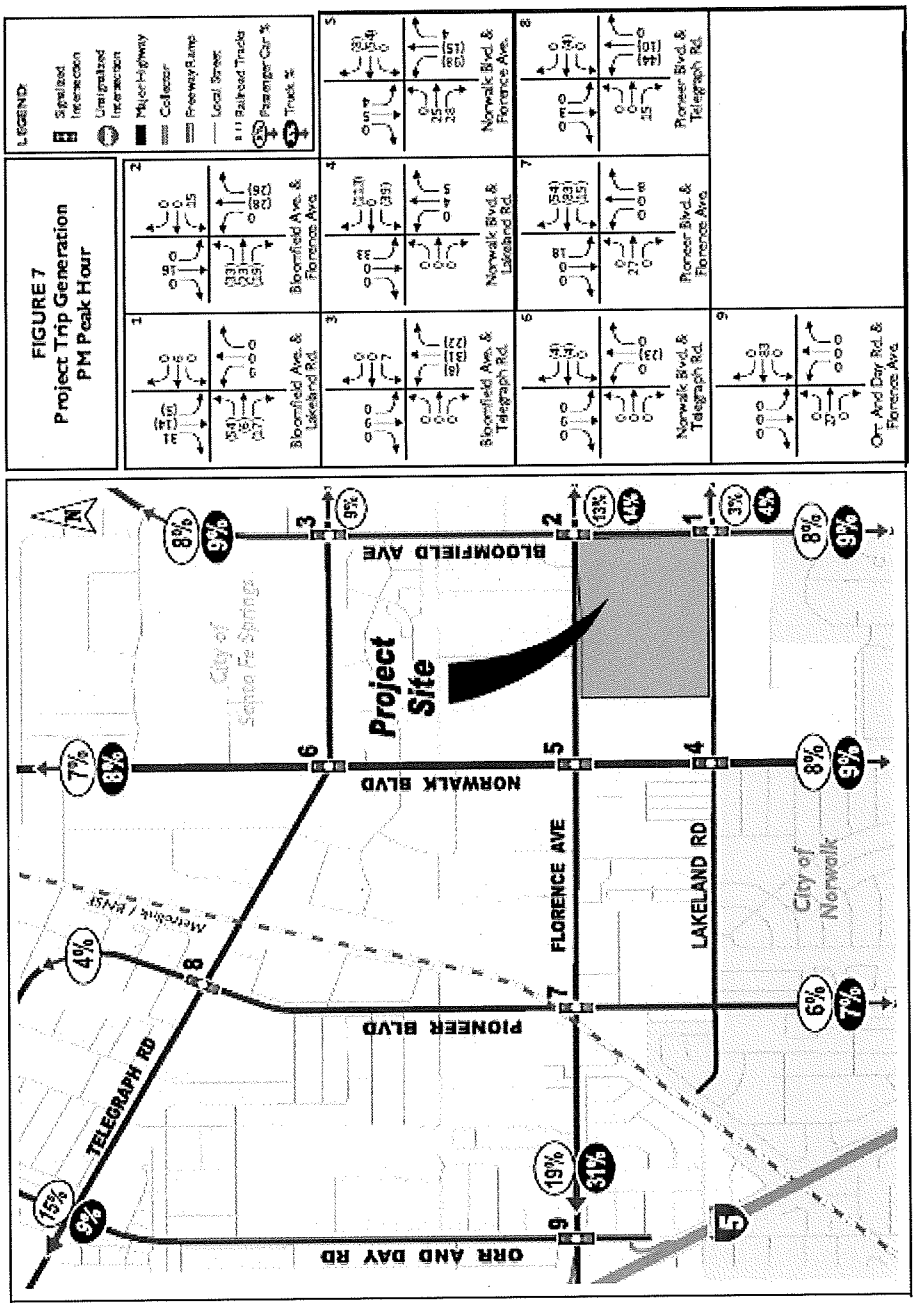
The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation. As shown in Table 3-18, all study area intersections will operate at their pre-project Year 2015 Levels of Service with the addition of the proposed project's AM and PM peak hour trips.

**Table 3-18**
**Year 2015 (With Project) Intersection Level of Service**

| Location | | | LOS Analysis | | |
|---|---|---|---|---|---|
| No. | Intersection | Control | Peak Hour | Year 2015 Project | |
| | | | | V/C | LOS |
| 1 | Bloomfield Avenue at Lakeland Road | Signal | AM | 0.795 | C |
| | | | PM | 0.895 | D |
| 2 | Bloomfield Avenue at Florence Avenue | Signal | AM | 1.277 | F |
| | | | PM | 1.270 | F |
| 3 | Bloomfield Avenue at Telegraph Road | Signal | AM | 0.935 | E |
| | | | PM | 0.841 | D |
| 4 | Norwalk Boulevard at Lakeland Road | Signal | AM | 0.414 | A |
| | | | PM | 0.458 | A |
| 5 | Norwalk Boulevard at Florence Avenue | Signal | AM | 1.048 | F |
| | | | PM | 1.342 | F |
| 6 | Norwalk Boulevard at Telegraph Road | Signal | AM | 1.131 | F |
| | | | PM | 0.950 | E |
| 7 | Pioneer Boulevard at Florence Avenue | Signal | AM | 1.172 | F |
| | | | PM | 1.098 | F |
| 8 | Pioneer Boulevard at Telegraph Road | Signal | AM | 0.929 | E |
| | | | PM | 1.065 | F |
| 9 | Orr And Day Road at Florence Avenue | Signal | AM | 1.362 | F |
| | | | PM | 1.366 | F |




# EXHIBIT 3-10
# PROJECT TRIP GENERATION AM PEAK HOUR
**Source: Minagar & Associates**




# EXHIBIT 3-11
# PROJECT TRIP GENERATION PM PEAK HOUR
**Source: Minagar & Associates**

**Impact Significance**

A comparison of "Pre-Project" and "With Project" traffic conditions was performed in order to determine the significance of potential traffic impacts due to project on the surrounding study area intersections. Using the City's adopted significance thresholds, intersection volume-to-capacity ratios, delays, and LOS results which reflect the Year 2015 traffic conditions without the proposed GLC Santa Fe Springs project were compared with Year 2015 conditions with project traffic.

Table 10 included in the traffic study summarizes this comparison to illustrate the changes in ICU, delays, and LOS at each study area intersection, and to indicate potential significant traffic impacts caused by the project's peak hour traffic during the opening year, 2015. The results summarized in Table 10 reveal that the following seven (7) study intersections would be significantly impacted during one or both of the weekday AM/PM peak hours due to the addition of the project traffic:

- Bloomfield Avenue at Lakeland Road (PM peak hour);
- Bloomfield Avenue at Florence Avenue (PM peak hour);
- Bloomfield Avenue at Telegraph Road (AM peak hour);
- Norwalk Boulevard at Florence Avenue (AM and PM peak hours);
- Pioneer Boulevard at Florence Avenue (AM and PM peak hours);
- Pioneer Boulevard at Telegraph Road (PM peak hour); and,
- Orr And Day Road at Florence Avenue (PM peak hour).

Based upon the findings of the impact analysis, the proposed project would not significantly impact traffic operations at the intersections of Norwalk Boulevard at Lakeland Road (Intersection #4) and Norwalk Boulevard at Telegraph Road (Intersection #6) in the Year 2015. Proposed project mitigation measures for the remaining intersection are summarized under "mitigation."

**Congestion Management Compliance**

The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening.

The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. The nearest CMP-monitored roadways near the project are Imperial Highway and Artesia Boulevard, both located to the south of the project area. Both CMP arterials are located outside of the study area; therefore, a CMP analysis is not required for this traffic impact study.

## CONCLUSION

A total of nine signalized intersections were analyzed within the vicinity of the project site. Two of the nine intersections were determined to be operating at satisfactory Levels of Service (LOS) under existing (Year 2014) conditions, while the remaining seven intersections are currently operating under deficient LOS "E" or "F" conditions during one or both of the AM and PM peak hours of the day. Based on the estimate trip generation, project distribution patterns, and trip assignment on the surrounding street system, weekday peak hour traffic generated by the proposed GLC Santa Fe Springs project would result in significant traffic impacts at seven (7) of the nine analyzed intersections during one or both of the AM and PM peak hours.

## MITIGATION MEASURES

Several proposed measures were developed to preemptively mitigate project peak hour traffic impacts during the opening year 2015. A list of the recommended improvements is provided below in Table 3-19.

**Table 3-19**
**Recommended Intersection Mitigation Measures**

| Intersection | | Description |
|---|---|---|
| #1 | Lakeland Road at Bloomfield Avenue | - Widen southbound approach per Site Plan<br>- Construct exclusive southbound right-turn lane<br>- Restripe SB approach with three (3) through lanes<br>- Restripe SB receiving lanes to provide three (3) travel lanes with downstream taper into two (2) lanes |
| #2 | Florence Avenue at Bloomfield Avenue | Install dual left-turn lanes on the eastbound and westbound approaches.[1] |
| #3 | Telegraph Road at Bloomfield Avenue | - Modify/cut raised median on the south leg by ±1'<br>- Reconfigure southbound approach lanes from one (1) exclusive left, two (2) through lanes and one (1) de-facto right turn curb lane, to one (1) exclusive left, two (2) through lanes, and one (1) shared through/right turn lane<br>- Restripe southbound receiving lanes as three (3) travel lanes and on (1) 4' bike lane, with downstream taper into two (2) through lanes at Heritage Springs Drive |
| #5 | Florence Avenue at Norwalk Boulevard | - Install dual left-turn lanes on the eastbound and westbound approaches. [1] |
| #7 | Florence Avenue at Pioneer Boulevard | - Install dual left-turn lane on eastbound approach. [1] |
| #8 | Telegraph Road at Pioneer Boulevard | - Convert westbound #1 lane (inside through) to an exclusive left-turn lane.[2] |
| #9 | Florence Avenue at Orr And Day Road | - Reconfigure all lane approaches per the I-605 Congestion Hot Spots Arterial Conceptual Plan:<br>- Widen eastbound and westbound shoulders<br>- Provide additional EB through lane on Florence Avenue<br>- Provide additional WB through lane on Florence Avenue<br>- Provide SB right-turn overlap phase<br>- Modify SB shared through/left lane as through-only lane<br>- Modify NB shared through/left lane as through-only lane<br>- Construct eastbound/westbound downstream merge lanes |

1. This mitigation eliminates the City's ability to add a third lane in the future.
2. This mitigation eliminates the third westbound through lane on Telegraph Road.

Table 3-20 summarizes the improved intersection operations resulting from the implementation of the above mitigation measures. Based on the findings listed in Table 3-20, implementation of the proposed mitigation measures would reduce the anticipated project traffic impacts to less-than-significant levels, and would allow the GLC Santa Fe Springs Development, as proposed, to comply with the Transportation and Circulation Elements of the City of Santa Fe Springs' General Plan, as well as transportation and traffic requirements of the California Environmental Quality Act (CEQA).

**Table 3-20**
**Project Completion (Year 2015 Plus Project) Conditions**
**Intersection Impact Summary**

| Intersection | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Without Improvement | | With Improvement | | Without Improvement | | With Improvement | |
| | LOS Δv/c* | Project Impact? | LOS Δv/c* | Project Impact? | LOS Δv/c* | Project Impact? | LOS Δv/c* | Project Impact? |
| #1 Lakeland Road at Florence Avenue | C +0.029 | No | *No mitigation required* | | D +0.048 | Yes | +0.014 | **No** |
| #2 Florence Avenue at Bloomfield Avenue | F +0.009 | No | *No mitigation required* | | F +0.026 | Yes | +0.000 | No |
| #3 Telegraph Road at Bloomfield Avenue | E +0.011 | Yes | E -0.013 | **No** | D +0.010 | No | *No mitigation required* | |
| #5 Florence Avenue at Norwalk Boulevard | F +0.024 | Yes | E -0.044 | **No** | F +0.071 | Yes | F +0.005 | **No** |
| #7 Florence Avenue at Pioneer Boulevard | F +0.042 | Yes | F -0.007 | **No** | F +0.026 | Yes | F -0.009 | **No** |
| #8 Telegraph Road at Pioneer Boulevard | E +0.002 | No | *No mitigation required* | | F +0.031 | Yes | F +0.000 | **No** |
| #9 Florence Avenue at Orr And Day Road | F +0.007 | No | *No mitigation required* | | F +0.026 | Yes | F -0.075 | **No** |

* Relative change in the intersection volume-to-capacity (V/C) due to project traffic during the Project Opening Year 2015

The proposed mitigation measures identified previously in Table 3-19 indicates those physical improvements for the key intersections that would address the proposed project's level of service impacts. For four intersections, Florence/Bloomfield, Florence/Norwalk, Florence/Pioneer, and Telegraph/Pioneer, the mitigation that involved creating dual left turn lanes would involve the restriping of the streets and the modification of the traffic signals to accommodate the additional left turn lane at designated locations would be problematic. The major problem with these mitigations is that it removed the City's ability to restripe and add a third thru lane in the future without having to widen the roadway and they were told this was not acceptable. In lieu of the recommended physical changes to the four intersections noted previously (Florence/Bloomfield, Florence/Norwalk, Florence/Pioneer, and Telegraph/Pioneer) the City has identified an alternative measure that would mitigate traffic impacts.

The following mitigation measures will be required to reduce the potential traffic impacts.

*Mitigation Measure 20 (Traffic and Circulation Impacts).* The project will be required to implement those mitigation measures in design improvements identified in Table 3-19. The specific physical improvements will be applicable to the following intersections: Lakeland Road and Bloomfield Avenue, Telegraph Road and Bloomfield Avenue, and Florence Avenue at Orr And Day Road. Mitigation Measure 21 will be applicable to the remaining four intersections shown in Table 3-19.

*Mitigation Measure 21 (Traffic and Circulation Impacts).* The project Applicant will pay an in-lieu traffic fee to be used for improvements to the City's CENTRACS traffic control system such as installation of the fiber optic cable, video detection cameras, CCTV monitoring cameras, etc. The City will supervise the design and installation of the proposed project.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The following findings may be made regarding potential traffic-related impacts:

- The proposed project would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system;

- The proposed project would not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways;

- The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and,

- The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

# 3.12 UTILITIES IMPACTS

## 3.12.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The proposed project's potential for requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The proposed project's potential for requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- The proposed project's potential for having insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- The proposed project's potential for being served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and,
- The proposed project's potential for not complying with Federal, State, and local statutes and regulations related to solid waste.

## 3.12.2 ENVIRONMENTAL SETTING

### REGULATORY SETTING

There are a number of existing regulations and policies applicable to any new development and municipality that serve as accepted minimum levels of service that would be effective in mitigating potential adverse utility impacts or utility capacity deficiencies. Those regulations related to public services are summarized below.

- *City of Santa Fe Springs General Plan Land Use Element.* The State requires every City and county to prepare, adopt, and maintain a comprehensive general plan. The general plan must address seven major issue areas that affect land use and development. One of the key objectives of the Land Use Element is to ensure that development can be served by public services.

- *Capital Improvement Program.* The City's capital improvement program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. Santa Fe Springs will continue to update, review, and implement its CIP to consider infrastructure-related improvements.

- *Senate Bill X7-7.* The California Water Conservation Act of 2009 sets the goal for water use efficiency for all urban retail water suppliers equivalent to a 20% reduction in state-wide water use by December 31, 2020. The State shall make incremental progress towards this goal by reducing per capita water use by at least 10% by December 31, 2015.

## EXISTING CONDITIONS (WASTEWATER TREATMENT)

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.[65] 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.[66]

## EXISTING CONDITIONS (WATER SUPPLY)

Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from our local well and disinfects this water with chlorine before distributing it to our customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. In addition, SFSWUA receives treated groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, through the City of Whittier. Lastly, the SFSWUA also receive Metropolitan Water District of Southern California's (MWD)

[65] Los Angeles County Sanitation Districts. http://www.lacsd.org/wastewater/ wwfacilities/joint_outfall_system_wrp/ los_coyotes.asp

[66] Ibid.

filtered and disinfected surface water, which is a blend of water from both the Colorado River and the State Water Project in Northern California.

### EXISTING CONDITIONS (SOLID WASTE)

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 closed in October 2013, and closure activities at the site will take 12 to 18 months to complete. At the other closed landfills which include the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR & R Waste & Recycling, and Serv-Wel Disposal Company.

## 3.12.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- The proposed project's potential for exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The proposed project's potential for requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The proposed project's potential for requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- The proposed project's potential for having insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- The proposed project's potential for being served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and,
- The proposed project's potential for violating Federal, State, and local statutes and regulations related to solid waste.

## 3.12.4 ENVIRONMENTAL IMPACTS

### 3.12.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR EXCEEDING WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD

The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. As indicated in Table 3-21, the future development is projected to generate 130,188 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

**Table 3-21**
**Sewage Generation (gals./day)**

| Generation Rate (gals./day) | 0.11 gals./day/sq. ft. |
|---|---|
| Bldg. 1 (403,634 sq. ft.) | 44,400 gals/day |
| Bldg. 2 (506,465 sq. ft.) | 55,711 gals/day |
| Bldg. 3 (300,700 sq. ft.) | 33,077 gals/day |
| Total | 130,188 gals/day |

Source: Blodgett/Baylosis Environmental Planning. 2014.

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.

#### CONCLUSION

The proposed project's sewer laterals will tie into the existing sewer main located in Florence Avenue and Lakeland Road. The existing sewer mains have adequate capacity to accommodate the projected on-site sewer flows. In addition, the more modern and up-to-date plumbing fixtures in the new buildings will likely result in a further reduction in effluent generation and water consumption. As a result, the impacts are anticipated to be less than significant.

#### MITIGATION MEASURES

No mitigation is required.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

### 3.12.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR REQUIRING OR RESULTING IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Table 3-22 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 169,512 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

**Table 3-22**
**Water Consumption (gals./day)**

| Generation Rate (gals./day) | 0.14 gals./day/sq. ft. |
|---|---|
| Bldg. 1 (403,634 sq. ft.) | 56,509 gals/day |
| Bldg. 2 (506,465 sq. ft.) | 70,905 gals/day |
| Bldg. 3 (300,700 sq. ft.) | 42,098 gals/day |
| Total | 169,512 gals/day |

Source: Blodgett/Baylosis Environmental Planning. 2014.

All of the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. As a result, no sewage and/or water treatment facilities will be required to accommodate the proposed project.

## CONCLUSION

The new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. As a result, no sewage and/or water treatment facilities will be required to accommodate the proposed project.

## MITIGATION MEASURES

No mitigation is required.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result in the need for the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

### 3.12.4.3 THE PROPOSED PROJECT'S POTENTIAL FOR REQUIRING OR RESULTING IN THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Runoff from the easterly half portion of Building 1 including the southerly portion of buildings 1 and 2 drains to catch basins at the southerly parking areas and conveyed into a proposed storm drain system and ultimately discharged to an existing 54-inch R.C.P. located north of Lakeland Road. The 50-year peak flow rates from these areas are approximately 11.10 cfs, 2.8 cfs and 3.0 cfs, respectively. The total un-detained discharge for these areas is 16.9 cfs. Runoff from the northerly and the westerly half of Building 1 including the northerly portion and the easterly half of Building 2 (Areas 3C and 4D) drains to catch basins and into a proposed storm drain system that conveys from north to south and traverses easterly and ultimately discharged to an existing 54-inch R.C.P. north of Lakeland Road. The 50-year peak flow rate from these areas (Areas 3C and 4D) is approximately 19.7 cfs and 18.3 cfs respectively. Runoff from the westerly half of Building 2, the northerly half and the easterly half portion of Building 3 (Area 2B) drains to catch basins and into a proposed storm drain system that runs from north to south and traverses easterly and ultimately discharged to an existing 54-inch R.C.P. north of Lakeland Road. The 50-year peak flow rate from this area (Area 2B) is approximately 26.9 cfs. Runoff from the remaining north westerly portion, the southerly portion and the westerly half of Building 3 drains to catch basins and into proposed underground chambers for water quality purposes and ultimately discharged to a proposed parkway drain located southeast of Building 3, north of Lakeland Road. The 50-year peak flow rate from this area is approximately 20.2 cfs.

The total proposed condition 50-year peak flow rate from the project site tributary to the existing 54" RCP at Lakeland Road is approximately 81.8 cfs which is higher than the allowable discharge of 28.0 cfs. These flows will enter the storm drain system undetained. The remaining allowable discharge of 11.1 cfs will be distributed to Buildings 1, 2 and 3 to restrict outgoing runoff from these buildings. Discharge from the westerly half of Building 1 truck yard will be restricted to a 50-year peak flow rate of 3.1 cfs. Storage volume required for the truck yard is approximately to 0.67 acre-feet with a maximum ponding depth of approximately 0.88'. Runoff from the easterly half of Building 2 will be restricted to a 50-year peak flow rate of 3.5 cfs. Storage volume required for Area 3C truck yard is approximately 0.74 acre-feet with a maximum ponding depth of approximately 0.96 foot. Runoff from the westerly half of Building 2 and the easterly half of Building 3 will be restricted to a 50-year flow rate of 4.5 cfs. Storage volume required for

Area 2B truck yard is approximately 0.87 acre-feet with a maximum ponding depth of 1.06 foot.

### MITIGATION MEASURES

No mitigation is required.

### CONCLUSIONS

The proposed project's design will accommodate the storm water runoff that is anticipated for the project site. The new improvements that will be installed as part of the proposed project's construction will be an improvement over the existing conditions.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result or require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

## 3.12.4.4 THE PROPOSED PROJECT'S POTENTIAL FOR HAVING INSUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED.

As indicated in Table 3-21, the future development is projected to generate 130,188 gallons of effluent on a daily basis. The installation of modern and up-to-date plumbing fixtures in the new building will further reduce effluent generation and water consumption. As a result, no effluent treatment capacity and/or water supply commitments are required to accommodate the proposed project.

### MITIGATION MEASURES

No mitigation is required.

### CONCLUSIONS

The installation of modern and up-to-date plumbing fixtures in the new building will further reduce effluent generation and water consumption. As a result, no effluent treatment capacity and/or water supply commitments are required to accommodate the proposed project.

## SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result in insufficient water supplies that would otherwise be available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

### 3.12.4.5 THE PROPOSED PROJECT'S POTENTIAL FOR BEING SERVED BY A LANDFILL WITH INSUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS.

The majority of this disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream. As a result, no significant adverse impacts on solid waste generation are anticipated. Trash collection is provided by the Consolidated Disposal Service, CR & R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-23, the future daily solid waste generation is projected to be 7,265 pounds per day.

**Table 3-23**
**Solid Waste Generation (lbs./day)**

| Generation Rate (gals./day) | 6 lbs./day/1,000 sq. ft. |
|---|---|
| Bldg. 1 (403,634 sq. ft.) | 2,422 lbs/day |
| Bldg. 2 (506,465 sq. ft.) | 3,039 lbs/day |
| Bldg. 3 (300,700 sq. ft.) | 1,8014 lbs/day |
| Total | 7,265 lbs/day |

Source: Blodgett/Baylosis Environmental Planning. 2014.

## MITIGATION MEASURES

No mitigation is required.

## CONCLUSIONS

Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream though no significant adverse impacts on solid waste generation are anticipated.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts on solid waste. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result in the generation of waste that would impact a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

## 3.12.4.6 THE PROPOSED PROJECT'S POTENTIAL FOR VIOLATING FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

The proposed project, like all other development in Santa Fe Springs, will be required to adhere to City and county ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

### MITIGATION MEASURES

No mitigation is required.

### CONCLUSIONS

As indicated above, the proposed project will be required to adhere to City and county ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

### SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts on solid waste. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not conflict with Federal, State, and local statutes and regulations related to solid waste.

# SECTION 4.0 MANDATORY CEQA CONSIDERATIONS

This chapter contains analysis of the CEQA mandated discussions requiring the consideration of a range of issues extending beyond analysis of project-specific impacts to individual resource areas. The topics included within this chapter include:

- Growth Inducing Effects (CEQA Guidelines §15126.2(d));
- Significant Irreversible Environmental Changes and Irretrievable Commitment of Resources (CEQA Guidelines §15126.2(c));
- Significant and Unavoidable Adverse Impacts (CEQA Guidelines §15126.2(b));
- Energy Conservation (CEQA Appendix F); and,
- Cumulative Impacts.

## 4.1 GROWTH-INDUCING IMPACTS

Public Resources Code Section 21100(a) (5) requires that the growth-inducing impacts of a project be addressed in the environmental impact report. According to CEQA, a project may be growth-inducing if it directly or indirectly fosters economic or population growth, or the construction of additional housing, removes obstacles to growth, taxes community service facilities, or encourages or facilitates other activities that cause significant environmental effects.

Pursuant to State CEQA Guidelines §15126.2(d), an EIR must "discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...". The purpose of this section is to evaluate the potential for growth-inducing effects of the proposed project. A project would directly induce growth if it would remove growth control barriers to growth, such as a change to a jurisdiction's General Plan and Zoning Ordinance to allow increased development. The CEQA Guidelines require a discussion of growth inducement, but do not require speculation as to exactly when and where growth may or may not occur, and what form that growth may take. In this case, the development that is proposed is a new distribution facility that will replace a former refinery.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. Those variables that typically contribute to growth-inducing impacts include the following:

- New development in an area presently undeveloped and economic factors which may influence development;

- The extension of roadways and other transportation facilities;
- The extension of infrastructure and other improvements;
- Major off-site public projects (treatment plants, etc);
- The removal of housing requiring replacement housing elsewhere;
- Additional population growth leading to increased demand for goods and services; and,
- Short-term growth inducing impacts related to the project's construction.

The potential growth inducing issues and the project's contribution are summarized in Table 4-1. As indicated in Table 4-1, no growth-inducing impacts are anticipated.

**Table 4-1**
**Potential Growth-Inducing Impacts**

| Factor Contributing to Growth Inducement | Project's Potential Contribution | Basis for Determination |
|---|---|---|
| New development in an area presently undeveloped and economic factors which may influence development. | The proposed project will promote revitalization of underutilized parcels that are presently occupied by the former Powerine refinery. | The new construction contemplated as part of the proposed project's implementation will be consistent with the City of Santa Fe Springs General Plan. No adverse growth-inducing impacts are anticipated. |
| Extension of roadways and other transportation facilities. | The proposed project contemplates improvements to the surrounding streets to facilitate access. | The roadway and intersection improvements are designed to improve access to the project site. No adverse growth-inducing impacts are anticipated. |
| Extension of infrastructure and other improvements. | New water, sewer, and other critical infrastructure improvements are anticipated as part of the proposed project's implementation. | No adverse growth-inducing impacts are anticipated since all of the project-related infrastructure will be designed to serve the project site only. |
| Major off-site public projects (treatment plants, etc). | No major facilities are proposed at this time. All of the proposed improvements will be located within the City of Santa Fe Springs. | No adverse growth-inducing impacts are anticipated. |
| Removal of housing requiring replacement housing elsewhere. | The proposed project site does not contain any residential development. | The proposed use is consistent with the General Plan. No housing replacement will be required as part of the proposed project's implementation. |
| Additional population growth leading to increased demand for goods and services. | The project provides for additional employment-related activities. | The projected employment does not represent a significant adverse impact given the local unemployment rate. |
| Short-term growth inducing impacts related to the project's construction. | New development anticipated as part of the proposed project's implementation will result in the creation of new construction employment. | Short-term increases in construction employment are not anticipated to result in significant adverse growth-inducing impacts. |

Source: Blodgett/Baylosis Environmental Planning. 2014

## 4.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This section considers the effects of the proposed project that would result in a commitment of resources and uses of the environment that could not be recovered following implementation. Public Resources Code Section 21100(b)(2)(B) requires an EIR to include a detailed statement setting forth any significant effects on the environment that would be irreversible if a project is implemented. Consideration of significant irreversible environmental changes pursuant to §15126.2(c) of the State CEQA Guidelines includes evaluation of the use(s) of nonrenewable resources during the initial and continued phases of the project. Furthermore, the EIR must indicate if this use of resources represents an irreversible commitment. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

An irreversible or irretrievable commitment of resources would occur when resources are consumed, committed, or lost as a result of the project's construction and/or subsequent operation. The commitment of a resource would be "irreversible" if the project initiated a process that could not be reversed or stopped. As a result, the resource productivity or its utility would be consumed, committed, or lost forever. Commitment of a resource would be considered "irretrievable" when the project would directly eliminate the resource, its productivity, or its utility for the life of the project and beyond.

In addition to the commitment of the project site to a distributing facility, the proposed project would involve the consumption of energy derived from nonrenewable sources for electricity to power on-site equipment and fossil fuels for project-related vehicle trips. Building materials could be considered permanently consumed. These changes would be irreversible, but are the result of long-term land use planning and the fulfillment of regional recycling and waste management objectives.

The proposed project will result in short-term and long-term consumption of resources including land, building materials, fuels, and electrical energy for site preparation and grading, construction of the facility and related on-site and off-site improvements, and the subsequent operation of the GLC. Except for the parcel of land to be utilized, consumption of these resources is not unique or significant. As a result, the changes associated with the proposed project's construction and subsequent operation does not constitute significant adverse impacts.

## 4.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section indicates those significant irreversible environmental changes that would be involved in the approval and subsequent implementation of the proposed project. The development arising from the construction and subsequent operation of the proposed GLC development will represent a long-term commitment of the project site to the proposed warehouse and distribution use. The environmental

analysis contained in Section 3 of this EIR identified potential adverse impacts that may result from the implementation of the proposed project.

### 4.3.1 SIGNIFICANT & LONG-TERM AIR QUALITY IMPACTS

The proposed project's implementation will result in an increase in short-term construction-related emissions, as well as an increase in long-term operational emissions. The proposed project's traffic generation will also result in mobile emissions that will continue over the operational life of the project. Variations in the quantities of mobile and stationary emissions will likely occur, though they are not anticipated to exceed the emissions levels indicated in Section 3. Changes in technology, including improvements to emission controls for diesel trucks, reformulated fuels, and other technological advances in stationary emissions controls, will likely result in decreased emissions over time compared to the opening year emissions. In addition, the elimination of the existing obsolete refinery use will be a beneficial impact.

### 4.3.2 SIGNIFICANT & LONG-TERM NOISE IMPACTS

The increase in traffic that will be generated by the proposed project will lead to additional noise levels along the major arterials that abut the project site. However, the analysis determined that no unmitigable adverse mobile noise impacts would occur since the increased noise levels would not be significant. Stationary noise impacts will occur over the operational life of the development. However, all on-site activities will be subject to the City's noise control requirements.

### 4.3.3 SIGNIFICANT & LONG-TERM TRAFFIC IMPACTS

The increase in traffic that will be generated by proposed project will lead to impacts on local roadways over that which presently exists. However, the analysis determined that no unmitigable adverse traffic impacts would result following mitigation. The increased traffic from the proposed project will continue over its operational life. Other types of development and land uses that could occur within the project site are described in Section 5 along with the attendant impacts.

### 4.3.4 SIGNIFICANT & LONG-TERM UTILITIES IMPACTS

The proposed project's implementation will involve the construction of utility and infrastructure connections to accommodate the proposed development. The future development will use water, electricity, and natural gas, as well as generate sewage and solid waste. However, the consumption and generation are not expected to exceed the capacity of the affected systems. These services will be required over the operational life of the development. The newer construction will employ materials and equipment that are more energy conserving compared to that which served the previous refinery use when it was in operation.

## 4.4 ENERGY CONSERVATION (CEQA APPENDIX F)

The CEQA Guidelines §15126.4(A)(1)(C) states: "Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant." Examples of energy conservation measures are included in Appendix F of the CEQA Guidelines. The term "energy conservation" recognizes that the goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on natural gas and oil; and,
- Increasing reliance on renewable energy sources.

There are a number of mitigation measures that have been incorporated into the project that will also translate into energy conservation benefits.

- The facility will prohibit the idling of trucks while waiting for loading and unloading. Signage must be posted in the truck.
- The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.
- The plumbing fixtures and landscape within the new buildings must be designed to utilize water conserving fixtures.

## 4.5 CUMULATIVE IMPACTS

CEQA requires that an EIR also consider the cumulative impacts of the proposed project in conjunction with other related projects in the area. The related projects are defined as two or more individual effects which, when considered together, are considerable, compound or increase environmental effects. The CEQA Guidelines provide two options for developing assumptions for the analysis of cumulative impacts.[67] The first option is a listing of development projects that includes a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Lead Agency.

[67] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, §15126.6.*

The "related projects" that are currently planned, under review, under construction, or recently constructed are listed below and on the following page.

- *Universal Waste Systems, Inc., Material Recovery Facility and Transfer Station (9010 and 9016 Norwalk Boulevard).* The attached Initial Study evaluates the environmental impacts associated with the operation of a new Material Recovery Facility (MRF) and Transfer Station (TS) in the City of Santa Fe Springs. The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a Conditional Use Permit (CUP) to operate a MRF and TS at their existing collection truck storage and repair facility located at 9016 Norwalk Boulevard. The proposed project, if approved, will provide a full range of solid waste processing and recycling activities within the project site. The permitted capacity being requested by the Applicant is 750 tons per day (TPD) for the initial phase of operation and 1,500 TPD for the maximum permitted capacity. This related project is located 1.66 miles to the northwest of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Xebec Reality Partners (11904 Washington Boulevard).* The proposed project involves the construction of a 58,611 square foot industrial building on a 3.01-acre site located at 11904 Washington Boulevard. The proposed industrial building will include a 54,611 square foot ground level and a 4,000 square foot mezzanine. A total of 95 parking stalls and 6 dock high positions will be installed. Access to the new warehouse will be provided by curb cuts along Washington Boulevard. In addition, a 31 foot access easement will be provided along the site's western edge and two gates will be installed at the two entrance points to the parking lot. A total of 13,254 square feet will be dedicated to landscaping. This related project is located 2.29 miles to the northeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Freeway Springs Distribution/Corporate Center (13833 Freeway Drive).* The proposed project involved the construction of a new 453,150 square foot building including 438,150 square feet of warehousing and 15,000 square feet of office space. Under the applicable *M-2* zoning standards, up to 15% of the building's floor area may be developed as ancillary office uses. The new building has an interior height of 36-feet. The proposed project also includes 46,000 square feet of landscaping that will be installed along the street frontages. The proposed project required the demolition of the existing buildings that had a total floor area of 364,612 square feet. The net change in the onsite floor area following development will be 88,538 square feet. The building is now constructed, though the building is not fully occupied. This related project is located 3.36 miles to the southeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Warehouse/Distribution Center (9306 Sorensen Avenue).* The proposed project involved the construction and operation of a new warehouse and distribution center proposed for a 13.28-acre site located at 9306 Sorensen Avenue. The proposed project involved the construction of a new 305,257 square foot warehouse and distribution center. The previous onsite improvements, consisting of two manufacturing buildings with a total floor area of 168,097 square feet of floor

area, were demolished. This related project is located 1.51 miles to the northeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Sorensen Avenue Warehouse/Distribution Center (11525 Shoemaker Avenue).* The proposed project involves the construction and operation of a new distribution and corporate center within a 15.74-acre site. The site plan includes a single large building with trailer storage. The larger building will have a total floor area of 328,378 square feet while the second smaller building will have a total floor area of 36,171 square feet. The existing onsite improvements, consisting of three manufacturing buildings with a total floor area of 211,089 square feet, will be demolished. The City approved a CUP to operate a parcel delivery service from this building in 2014. This related project is located 0.65 miles to the southeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Warehouse and Distribution Center (13341 Cambridge Street).* The proposed project involves the construction of a new 185,000 square foot building that is proposed for a site located on the north side of Cambridge Street and east of Carmenita Avenue. The proposed project site will involve the demolition of the existing industrial building that occupies the project site. The existing building has a total floor area of approximately 140,000 square feet. The new building will contain approximately 185,000 square feet for a net increase of 45,000 square feet. This related project is located 1.94 miles to the southeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

The second option includes a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The proposed project will not result in any new residential development, and as a result, no direct increase in population or housing inventory will result from the proposed project's implementation. The proposed project will result in an increase in the local employment levels. The projected employment is estimated to be at least 1,000 jobs assuming one job for every 1,000 square feet of floor area as indicated by EPA employment generation data. The baseline employment levels for the year 2010 is 50,751 jobs while the 2035 projection is 51,783 jobs. The additional projected employment will account for nearly all of the new jobs projected over the next 20 years according to the aforementioned SCAG projections. However, given the City's current unemployment rate (6.5%), the additional new jobs will be a beneficial impact. The cumulative impacts related to the other issues evaluated in this EIR are summarized below:

- *Cumulative Aesthetic Impacts.* The proposed project will involve an improvement in the area's overall aesthetic quality due to the removal and replacement of the existing improvements that occupy the project site. In addition, the landscaping along the Florence Avenue, Bloomfield Avenue, and Lakeland Road frontages will be improved. The proposed project represents the last phase of development following the Bloomfield Phase I and Bloomfield Phase II developments that were completed previously by Seras Regis. There are no other related projects in the City of Santa

Fe Springs that would contribute to any potential aesthetic impacts. Furthermore, aesthetic impacts are typically site specific and any potential impacts from other development would be unique to a particular site. As a result, no aesthetic cumulative impacts will occur.

- *Cumulative Air Quality Impacts.* The proposed project would result in air emissions and these impacts will exceed the thresholds of significance. However, the proposed project's implementation will improve the local air quality with respect to particulate and odor-related emissions that was associated with the previous refinery use. The related projects are also consistent with the City of Santa Fe Springs General Plan that is used in establishing growth projections for the Air Quality Management Plan (AQMP) and the Regional Transportation Plan (RTP).

- *Cumulative Greenhouse Gas Emissions Impacts.* The GHG emissions from the proposed project would be less than significant. Since all GHG impacts are essentially cumulative impacts, this project's cumulative impact would be reduced to a less than significant impact

- *Cumulative Hazards and Hazardous Materials Impacts.* During construction activities, the use, storage, disposal, and transport of hazardous materials could result in unforeseen impacts in the absence of mitigation. The seller of the land is responsible for the demolition and the removal of the above-ground improvements. All construction and operational activities will be required to adhere to all Federal, State, and local regulations related to the proper handling and disposal of hazardous materials. The elimination of the existing contamination will be a beneficial impact. For these reasons, potential impacts to hazards and hazardous materials are not cumulatively considerable. Furthermore, hazardous materials impacts are typically site specific and any potential impacts from other development would be unique to a particular site.

- *Cumulative Hydrology and Water Quality Impacts.* Following development, the project site will be largely covered over in impervious surfaces. In addition, mitigation was required to ensure that no adverse water quality impacts will occur. Finally, the areas surrounding the project site are developed and covered over in impervious surfaces. All surface water runoff will be confined to the project site. Furthermore, hydrology and water quality impacts are typically site specific and any potential impacts from other development would be unique to a particular site. As a result, the proposed project will not result in any cumulative impacts on hydrology and water quality.

- *Cumulative Land Use Impacts.* The proposed project is consistent with the City of Santa Fe Springs General Plan and Zoning Ordinance. The proposed project will occupy an existing industrial property that was formerly occupied by the Powerine Oil Refinery and various interim uses. The project is compatible with the surrounding development. The related projects are also consistent with the City of Santa Fe Springs General Plan. As a result, the proposed project will not result in any cumulative land use impacts.

- *Cumulative Public Services Impacts.* The proposed project will potentially involve increased calls for emergency services from law enforcement and the fire department. The now inactive oil refinery had a greater potential for risk of upset when the use was operational. In addition, the existing above-ground demolition activities and second recent odor issues have placed increased demands on the City of Santa Fe Springs Fire Department. Once completed, the new buildings will be secured and will be required to adhere to all pertinent safety protocols. As a result, the proposed project will not result in any cumulative impacts on fire protection and law enforcement services.

- *Cumulative Traffic Impacts.* The cumulative traffic impact was determined using an ambient growth rate that was applied to the existing traffic volumes. The analysis determined that the cumulative traffic impacts would potentially be significant. However, given the proposed project site's large size (54.69-acres), any future development within the site would lead to potentially significant cumulative impacts. The traffic analysis considered potential ambient growth rate in traffic. The related projects are also consistent with the City of Santa Fe Springs General Plan that is used in establishing growth projections for the Regional Transportation Plan (RTP) and any requisite capital improvements.

- *Cumulative Utility Impact.* The implementation of the cumulative projects may increase the need for additional utility systems in the area. The proposed project in combination with the cumulative projects would result in less than significant cumulative impacts to public services. The utility and infrastructure impacts from related projects are typically site specific and any potential impacts from other development would be unique to a particular project. The related projects are also consistent with the City of Santa Fe Springs General Plan that is used in establishing growth projections and any requisite capital improvements.

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# SECTION 5.0 ANALYSIS OF ALTERNATIVES

## 5.1 DESCRIPTION OF PROJECT ALTERNATIVES

### 5.1.1 OVERVIEW OF ALTERNATIVES

According to CEQA, an EIR must describe a range of reasonable alternatives to the project, or the location of a project, which would attain most of the basic objectives while avoiding significant environmental effects. An EIR need not consider every conceivable alternative. Rather, a reasonable range of alternatives that will foster informed decision-making and public participation should be considered.[68] Case law further defines reasonable alternatives as those that may be feasibly accomplished in a successful manner, considering the economic, environmental, social, and technological factors involved. (*Citizens of Goleta Valley v. Board of Supervisors* 52 Cal.3d 553, 556 [276 Cal. Rptr. 410]). The Guidelines further require that the discussion focus on alternatives capable of avoiding or substantially lessening significant effects of the project. In addition, the *No Project* alternative must be discussed as a baseline for comparison.

According to CEQA, the range of feasible alternatives shall be selected and discussed in a manner to facilitate meaningful public participation and informed decision-making. The No Project Alternative, required by law to be considered in the EIR, must include a description of existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (Section 15126[d][4]). For purposes of the analysis herein, the following alternatives are evaluated:

- *No Project Alternative.* This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative is not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

- *Revised Land Use Alternative.* This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet.

- *Distribution and Parcel Delivery Alternative.* Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand.

[68] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, § 15126.6.* 1998.

## 5.2 NO PROJECT ALTERNATIVE

Under CEQA, the "No Project" Alternative assumes that existing conditions or conditions prior to development will remain unchanged. This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative is not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

### 5.2.1 AESTHETIC IMPACTS

Under this project alternative, the existing blighted conditions with respect to aesthetics would remain unchanged. The existing conditions would remain as is and further deterioration would likely result. As a result, the impacts of this alternate would be greater than that anticipated for the proposed project.

### 5.2.2 AIR QUALITY IMPACTS

The project site is currently undergoing demolition and remediation. The ongoing problems related to odors and other harmful emissions associated with the previous refinery use will continue indefinitely. The operational emissions would be greater than those anticipated for the proposed project since the potential for odors would continue indefinitely.

### 5.2.3 GREENHOUSE GAS/GLOBAL WARMING IMPACTS

The No Project Alternative would generate some GHG emissions related to the existing on-site remediation and demolition activities. No measures would be implemented to utilize Best Available Control Technology (BACT) to control emissions. In addition, the existing on-site conditions would lead to an ongoing continuation of greenhouse gas impacts. As a result, the impacts of this alternate would be greater than that anticipated for the proposed project.

### 5.2.4 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

The existing on-site conditions would remain as is. The existing demolition and onsite remediation would continue indefinitely. These activities have led to various releases of odors and other contaminants. The proposed project has resulted in this remediation process being accelerated. In the absence of the mitigation measures such as those being proposed for the project, the potential impacts of this alternative will be greater than that anticipated for the proposed project.

### 5.2.5 HYDROLOGY AND WATER QUALITY IMPACTS

Under the No Project Alternative, the existing onsite surface characteristics would remain. No changes in the direction or quantity of storm water runoff would occur. In the absence of water quality control measures such as those being proposed as project mitigation, the potential impacts of this alternative will be greater than that anticipated for the proposed project.

### 5.2.6 LAND USE IMPACTS

Under this alternative, the existing above ground uses would remain unchanged. The potential land use and development impacts are greater compared to those for the proposed project due to the site's blighted and underutilized character.

### 5.2.7 NOISE IMPACTS

This No Project Alternative assumes that existing conditions will remain and continue indefinitely. No construction would occur under this scenario and no short-term construction noise impacts would occur. Stationary on-site noise levels would not change from the existing levels.

### 5.2.8 PUBLIC SERVICE IMPACTS

The No Project Alternative would potentially result in greater impacts on the Santa Fe Springs Fire Department because the existing blighted and hazardous conditions would remain. The mitigation measures calling for the site's remediation and new development would not be implemented. As a result, the impacts related to the No Project Alternative are potentially greater than the impacts related to the proposed project's implementation.

### 5.2.9 TRAFFIC AND CIRCULATION IMPACTS

This No Project Alternative assumes that existing conditions will remain and continue indefinitely. This alternative will generate limited new daily trips. The site ingress and egress would remain unchanged from the existing conditions. The overall traffic-related impacts from this alternative would be less than that anticipated for the proposed project.

### 5.2.10 UTILITIES IMPACTS

This No Project Alternative assumes that existing conditions will remain and continue indefinitely. Overall, the utility demand for this project alternative will be less than that envisioned for the proposed project.

## 5.3 REVISED LAND USE ALTERNATIVE

This alternative reflects the potential land use scenario if the RDX site, consisting of 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse floor area for Building 3.

### 5.3.1 AESTHETIC IMPACTS

Under this project alternative, the existing onsite improvements would be demolished and three new buildings totaling 1,268,265 square feet would be constructed. The total floor area of the new buildings would be slightly greater than that of the proposed project. The aesthetic impacts of this alternative would be similar to that of the proposed project.

### 5.3.2 AIR QUALITY IMPACTS

As indicated previously, this alternative would require the demolition of the existing on-site improvements to accommodate a new development. The demolition and construction emissions would be the same as those anticipated for the proposed project. This project alternative would result in operational emissions that are greater than those of the proposed project due to 64,300 square feet increase for Building 3. Under this scenario, the total operational emissions in pounds per day for the criteria pollutants would be as follows: 46.23 pounds/day of ROG; 43.16 pounds per day of NOx; 171.15 pounds per day of CO; 0.45 pounds per day of $SO_2$; 30.56 pounds per day of $PM_{10}$; and 8.61 pounds per day of $PM_{2.5}$.

### 5.3.3 GREENHOUSE GAS/GLOBAL WARMING IMPACTS

This alternative would also generate GHG emissions related to the proposed uses. This is due to the larger size of this alternative development scenario compared to the proposed project. Under this alternative, mitigation measures that would utilize BACT to control emissions would also be required. Nevertheless, the potential impacts of this alternative would be greater than that anticipated for the proposed project.

### 5.3.4 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

As indicated previously, this alternative would require the demolition of the existing on-site improvements to accommodate the new development. The future on-site operations would be required to comply with all pertinent regulations governing the handling and disposal of hazardous materials. As a result, the potential impacts of this alternative would be comparable with those of the proposed project.

### 5.3.5 HYDROLOGY AND WATER QUALITY IMPACTS

The changes in the direction or quantity of storm water runoff under this alternative would be the same as that anticipated for the proposed project. This alternative, since it is a new development, would be required to implement water quality control measures similar to those being proposed as part of the proposed project's mitigation. As a result, the potential impacts of this alternative will be similar to those that are anticipated for the proposed project.

### 5.3.6 LAND USE IMPACTS

This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total

floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse floor area for Building 3. This alternative use would also comply with the underlying *M-2* Zone. The potential land use and development impacts are comparable to those anticipated for the proposed project.

### 5.3.7 NOISE IMPACTS

This alternative would involve slightly greater levels of construction noise since all of the existing on-site improvements would be demolished and replaced with three new buildings. The hours of operation would also be 24-hours a day. The traffic volumes for this alternative would be similar to those anticipated for the proposed project. The operational noise impacts of this alternative will be comparable to those anticipated for the proposed project.

### 5.3.8 PUBLIC SERVICE IMPACTS

This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. The new construction would comply with the most current building code (CBC) and uniform fire code (UFC) requirements. As a result, the public service impacts will be comparable to those anticipated for the proposed project.

### 5.3.9 TRAFFIC AND CIRCULATION IMPACTS

This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse floor area for Building 3. The site ingress and egress would be similar to that of the proposed project though driveways and drive aisles for the RDX facility would not be required. A revised traffic analysis was provided which examined the potential traffic impacts for this alternative. For this potential scenario, a total of 457 AM peak hour trips and 487 PM peak hour trips would result. These peak hour rates translate into an increase of 4 AM and 4 PM peak hour trips over the proposed project. The overall traffic-related impacts from this alternative would be slightly greater than that anticipated for the proposed project.

### 5.3.10 UTILITIES IMPACTS

Under this alternative, the water consumption and effluent generation would be comparable to that estimated for the proposed project. This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse

floor area for Building 3. Under this alternative, the water consumption is estimated to be 177,557 gallons per day and the daily sewage generation is estimated to be 142,046 gallons per day. Solid waste generation for this alternative is anticipated to be 7,610 pounds per day. Overall, the utility demand for this project alternative will be greater than that envisioned for the proposed project.

## 5.4 DISTRIBUTION AND PARCEL DELIVERY USE ALTERNATIVE

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand.

### 5.4.1 AESTHETIC IMPACTS

This alternative scenario assumes the site would be developed as a logistics center consisting of light industrial that would total 717,286 square feet and the distribution uses within two larger buildings. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand. The aesthetic impacts of this alternative would be similar to that of the proposed project.

### 5.4.2 AIR QUALITY IMPACTS

A separate CalEEMod run was done using the square footage numbers provided for the FedEx alternative. For this alternative, both the short term construction, and long term operational emissions would be less than to those anticipated for the proposed project. Under this scenario, the total operational emissions in pounds per day for the criteria pollutants would be as follows: 26.50 pounds/day of ROG; 25.68 pounds per day of NOx; 101.58 pounds per day of CO; 0.27 pounds per day of $SO_2$; 18.14 pounds per day of $PM_{10}$; and 5.11 pounds per day of $PM_{2.5}$.

### 5.4.3 GREENHOUSE GAS/GLOBAL WARMING IMPACTS

This alternative would generate GHG emissions related similar to those envisioned for the proposed project. Under this alternative, measures that utilize Best Available Control Technology (BACT) to control emissions would be required. As a result, the impacts of this alternate would be less than that anticipated for the proposed project.

### 5.4.4 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

The future on-site operations would be required to comply with all pertinent regulations governing the handling and disposal of hazardous materials. As a result, the potential impacts of this alternative would be comparable with those of the proposed project.

### 5.4.5 HYDROLOGY AND WATER QUALITY IMPACTS

No changes in the direction or quantity of storm water runoff would occur beyond that envisioned for the proposed project. This alternative, since it is a new development, would be required to implement water quality control measures such as those being proposed as part of the proposed project's mitigation. As a result, the potential impacts of this alternative will be similar to those that are anticipated for the proposed project.

### 5.4.6 LAND USE IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be greater than that envisioned for the proposed project because of the greater parking demand and the requirement for a conditional use permit (CUP). Under this alternative, the future use would comply with the underlying M-2 Zone with the approval of a Conditional Use Permit.

### 5.4.7 NOISE IMPACTS

This alternative assumes the project site would be redeveloped to accommodate a new light industrial logistics center. The operational noise impacts of this alternative will be comparable to those anticipated for the proposed project.

### 5.4.8 PUBLIC SERVICE IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand. The new buildings would be constructed pursuant to the most current building code (CBC) and uniform fire code (UFC) requirements. As a result, the impacts will be comparable to the project.

### 5.4.9 TRAFFIC AND CIRCULATION IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand. This alternative will generate a total of 273 AM peak hour trips and a total of 290 PM peak hour trips. The site ingress and egress would be comparable to that envisioned for the proposed project. The overall traffic-related impacts from this alternative would be less than that anticipated for the proposed project.

### 5.4.10 UTILITIES IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor

area would be less than that envisioned for the proposed project because of the greater parking demand. Under this alternative, the water consumption is estimated to be 109,462 gallons per day and the daily sewage generation is estimated to be 87,570 gallons per day. Solid waste generation for this alternative is anticipated to be 4,690 pounds per day. No new off site improvements will be required to accommodate the demand. Overall, the utility demand for this project alternative will be less than project impact.

## 5.5 ENVIRONMENTAL SUPERIOR ALTERNATIVE

The term *environmentally superior* refers only to the comparative environmental effects of the proposed project and alternatives. The project objectives, and whether a particular alternative meets the objectives, must also be considered in the evaluation of alternatives. If the environmentally superior alternative is the no project alternative, the EIR also must identify another environmentally superior alternative from among the other alternatives.

An alternative may be considered environmentally superior to the proposed project, though it may not meet most of the basic objectives required to make the project feasible as defined by the Lead Agency. Such an alternative would be considered unfeasible in accordance with CEQA Guidelines Section 15126(d). Therefore, decision-makers must carefully weigh environmental impacts and project objectives before an informed decision can be made. Table 5-1 compares the environmental impacts of the various alternatives considered in this analysis. As is evident from review, the environmentally superior alternative is the Revised Land Use Alternative among the issues evaluated.

**Table 5-1**
**Comparison of Project Alternative Impacts to Project Impacts**

| No Project Alternative | Revised Land Use Alternative | Business Park and Parcel Delivery Alternative |
|---|---|---|
| **Aesthetic Impacts** | | |
| Greater than project impact. | Same as project impact. | Same as project impact. |
| **Air Quality Impacts** | | |
| Greater than project impact. | Greater than project impact. | Less than project impact. |
| **GHG Impacts** | | |
| Greater than project impact. | Greater than project impact. | Less than project impact. |
| **Hazards & Hazardous Materials Impacts** | | |
| Greater than project impact. | Same as project impact. | Same as project impact. |

**Table 5-1**
**Comparison of Project Alternative Impacts to Project Impacts**

| No Project Alternative | Revised Land Use Alternative | Business Park and Parcel Delivery Alternative |
|---|---|---|
| **Hydrology and Water Quality Impacts** | | |
| Greater than project impact. | Same as project impact. | Same as project impact. |
| **Land Use Impacts** | | |
| Greater than project impact. | Same as project impact. | Greater than project impact. |
| **Noise Impacts** | | |
| Less than project impact. | Same as project impact. | Same as project impact. |
| **Public Service (Fire) Impacts** | | |
| Greater than project impact. | Same as project impact. | Same as project impact. |
| **Traffic & Circulation Impacts** | | |
| Less than project impact. | Greater than project impact. | Less than project impact. |
| **Utilities Impacts** | | |
| Less than project impact. | Greater than project impact. | Less than project impact. |

Source: Blodgett/Baylosis Environmental Planning. 2015

As indicated in the above table, the environmentally superior alternative was the Business Park and Parcel Delivery Alternative. With the exception of the potential Land Use Impacts, the impacts were equal to or less than those anticipated for the proposed project.

## 5.6 FEASIBILITY OF PROJECT ALTERNATIVES

Pursuant to State CEQA Objectives §15124(b), the project description must include a statement of objectives. These objectives assist the City in developing a reasonable range of Alternatives to evaluate in the EIR, and aid the decision-makers in preparing Findings or a Statement of Overriding Considerations, if necessary. The objectives are designed to demonstrate the underlying purpose of the project. The objectives that the City of Santa Fe Springs seek to accomplish as part of the proposed project's implementation include the following:

- To minimize the environmental imparts associated with the proposed project;

- To create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City; and,

- To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Santa Fe Springs General Plan.

The Applicant's objectives include the following:

- To more efficiently utilize the site;

- To operate a state-of-the-art distribution facility that will serve the local market; and,

- To realize a fair return on their investment.

Table 5-2 compares the project alternatives in terms of their effectiveness in meeting the aforementioned objectives.

**Table 5-2**
**Effectiveness of Project Alternatives in Meeting the Project's Objectives**

| Project Objectives | Project Alternatives: Does the alternative meet the project objective? | | |
|---|---|---|---|
| | No Project | Land Use Alt. | BP/Parcel Delivery |
| To more efficiently utilize the site. | No | Yes | Yes |
| To operate a state-of-the-art distribution facility that will serve the local market. | No | Yes | No |
| To realize a fair return on their investment. | No | Yes | Yes |
| To minimize the environmental impacts associated with the proposed project. | No | Yes | Yes |
| To create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City. | No | Yes | Yes |
| To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Santa Fe Springs General Plan. | No | Yes | Yes |

Source: Blodgett/Baylosis Environmental Planning. 2014

As indicated in Table 5-2, the alternative that involves a Land Use Alternative meets all of the project objectives. The other alternatives, especially the No Project Alternative, do not meet the project's stated objectives.

# SECTION 6.0 COMMENTS ON DEIR, RESPONSES, AND REVISIONS TO THE DEIR

## 6.1 COMMENT LETTERS RECEIVED

The following agencies commented on the Draft EIR. The comments, the Lead Agency's responses, and the original letters are provided on the pages that follow.

Letter Dated February 25, 2015
Kevin T. Johnson, Acting Chief, Forestry Division
[Fire] Prevention Services Bureau
Los Angeles County Fire Department

Letter Dated March 10, 2015
Kathleen M. Andrews, Associate
Oil and Gas Engineer, Facilities
State of California Department of Conservation
Division of Oil, Gas, and Thermal Resources

Letter Dated March 20, 2015
Adriana Raza, Customer Service Specialist
Facilities Planning Department
County Sanitation Districts of Los Angeles County

Letter Dated March 23, 2015
Jillian Wong, Ph.D., Program Supervisor
Planning, Rule Development & Area Sources
South Coast Air Quality Management District

The original comment letters are provided on the following pages. The Lead Agency's responses are provided after the letters.

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

RECEIVED
MAR 05 2015
Planning Dept.

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

February 25, 2015

Cuong Nyugen, Senior Planner
City of Santa Fe Springs
Planning and Development Department
11710 Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Nyugen:

**NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2014101063, "GOODMAN LOGISTICS CENTER," THE CONSTRUCTION OF 1,210,800 SQUARE FEET OF BUSINESS PARK USES WITHIN A 54.69-ACRE SITE, 12345 LAKELAND ROAD AND 12332 FLORENCE AVENUE, SANTA FE SPRINGS (FFER 201500031)**

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

**PLANNING DIVISION:**

1. The subject property is entirely within the City of Santa Fe Springs, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AGOURA HILLS | CALABASAS | DIAMOND BAR | HIDDEN HILLS | LA MIRADA | MALIBU | POMONA | SIGNAL HILL |
| ARTESIA | CARSON | DUARTE | HUNTINGTON PARK | LA PUENTE | MAYWOOD | RANCHO PALOS VERDES | SOUTH EL MONTE |
| AZUSA | CERRITOS | EL MONTE | INDUSTRY | LAKEWOOD | NORWALK | ROLLING HILLS | SOUTH GATE |
| BALDWIN PARK | CLAREMONT | GARDENA | INGLEWOOD | LANCASTER | PALMDALE | ROLLING HILLS ESTATES | TEMPLE CITY |
| BELL | COMMERCE | GLENDORA | IRWINDALE | LAWNDALE | PALOS VERDES ESTATES | ROSEMEAD | WALNUT |
| BELL GARDENS | COVINA | HAWAIIAN GARDENS | LA CANADA FLINTRIDGE | LOMITA | PARAMOUNT | SAN DIMAS | WEST HOLLYWOOD |
| BELLFLOWER | CUDAHY | HAWTHORNE | LA HABRA | LYNWOOD | PICO RIVERA | SANTA CLARITA | WESTLAKE VILLAG |
| BRADBURY | | | | | | | WHITTIER |

Cuong Nyugen, Senior Planner
February 25, 2015
Page 2

**LAND DEVELOPMENT UNIT:**

1. This project is located entirely in the City of Santa Fe Springs. Therefore, the City of Santa Fe Springs Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

2. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

3. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

1. As commented previously, the site should be assessed/mitigated under oversight of the Los Angeles Regional Water Quality Control Board prior to development.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

**Letter Dated February 25, 2015**
**Kevin T. Johnson, Acting Chief, Forestry Division**
**[Fire] Prevention Services Bureau**
**Los Angeles County Fire Department**

**Comment #1**

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments.

**Response #1**

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

**Comment #2**

The subject property is entirely within the City of Santa Fe Springs, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

**Response #2**

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

**Comment #3**

This project is located entirely in the City of Santa Fe Springs. Therefore, the City of Santa Fe Springs Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

**Response #3**

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

**Comment #4**

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.

**Response #4**

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

**Comment #5**

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

**Response #5**

The above comment is noted for the record. The above issues were considered in the environmental analysis completed for both the Initial Study and/or the Draft EIR that were prepared for the project.

**Comment #6**

As commented previously, the site should be assessed/mitigated under oversight of the Los Angeles Regional Water Quality Control Board prior to development. If you have any additional questions, please contact this office at (323) 890-4330.

**Response #6**

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

NATURAL RESOURCES AGENCY — EDMUND G. BROWN JR., GOVERNOR

DEPARTMENT OF CONSERVATION
DIVISION OF OIL, GAS, & GEOTHERMAL RESOURCES
5816 CORPORATE AVENUE • SUITE 100 • CYPRESS, CALIFORNIA 90630-4731
PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEB SITE conservation.ca.gov

March 10, 2015

RECEIVED
MAR 16 2015
Planning Dept.

Mr. Cuong Nguyen
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Nguyen:

NOTICE OF PREPARATION FOR THE GOODMAN LOGISTICS CENTER DRAFT ENVIRONMENTAL IMPACT REPORT, SANTA FE SPRINGS, LOS ANGELES COUNTY, CA

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division), Cypress office, has reviewed the above referenced project. Our comments were provided in a letter dated November 19, 2014, and are reiterated as follows.

Your proposed project is located within the boundaries of the Santa Fe Springs oil field. However, there are at least 33 abandoned wells located within the project boundary, as approximately shown on the attached map and table. Division information can be found at: www.conservation.ca.gov. The Division recommends that project staff contact the Division's record clerk, at (714) 816-6847 to obtain additional well records and to contact Weiru Chen, Site Plan Review Engineer, for a site plan review.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the PRC, and administrative regulations under Title 14, Division 2, Chapter 4 of the California Code of Regulations.
If any structure is to be located over or in the proximity of a previously plugged and abandoned well, the well may need to be plugged to current Division specifications. Section 3208.1 of the PRC authorizes the Supervisor to order the reabandonment of any

Mr. Cuong Nguyen
March 10, 2015
Page 2

previously plugged and abandoned well when construction of any structure over or in the proximity of the well could result in a hazard.

An operator must have a bond on file with the Division before certain well operations are allowed to begin. The purpose of the bond is to secure the state against all losses, charges, and expenses incurred by it to obtain such compliance by the principal named in the bond. The operator must also designate an agent, residing in the state, to receive and accept service of all orders, notices, and processes of the Supervisor or any court of law.

Written approval from the Supervisor is required prior to changing the physical condition of any well. The operator's notice of intent (notice) to perform any well operation is reviewed on engineering and geological basis. For new wells and the altering of existing wells, approval of the proposal depends primarily on the following: protecting all subsurface hydrocarbons and fresh waters; protection of the environment; using adequate blowout prevention equipment; and utilizing approved drilling and cementing techniques.

The Division must be notified to witness or inspect all operations specified in the approval of any notice. This includes tests and inspections of blowout-prevention equipment, reservoir and freshwater protection measures, and well-plugging operations.

The Division recommends that adequate safety measures be taken by the project manager to prevent people from gaining unauthorized access to oilfield equipment. Safety shut-down devices on wells and other oilfield equipment must be considered when appropriate.

If any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's Cypress district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Sincerely,

Kathleen M. Andrews

Kathleen M. Andrews
Associate Oil & Gas Engineer – Facilities

Attachments: Well Location Map and Well Summary Table

cc: DOGGR- HQ, Adele Lagomarsino
Kenneth Carlson, Environmental and Facilities Supervisor - Cypress

**Letter Dated March 10, 2015**
**Kathleen M. Andrews, Associate**
**Oil and Gas Engineer, Facilities**
**State of California Department of Conservation**
**Division of Oil, Gas, and Thermal Resources**

**Comment #1**

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division), Cypress office, has reviewed the above referenced project. Our comments were provided in a letter dated November 19, 2014, and are reiterated as follows. Your proposed project is located within the boundaries of the Santa Fe Springs oil field. However, there are at least 33 abandoned wells located within the project boundary, as approximately shown on the attached map and table. Division information can be found at: www.conservation.ca.gov. The Division recommends that project staff contact the Division's record clerk, at (714) 816-6847 to obtain additional well records and to contact Weiru Chen, Site Plan Review Engineer, for a site plan review.

**Response #1**

The above comment is noted for the record. The City and other parties involved in the oversight of the proposed project's implementation will continue to work with the State of California Department of Conservation.

**Comment #2**

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

**Response #2**

The above comment is noted for the record. The project Applicant and its contractors will continue to cooperate with all pertinent regulatory agencies with respect to the issues raised in the aforementioned comments. Much of the oil well abandonment has occurred, and ongoing operations related to the removal of the above-ground and below-ground improvements will be coordinated with all responsible agencies. These requirements have been identified in the EIR as mitigation.

**Comment #3**

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the PRC, and administrative regulations under Title 14, Division 2, Chapter 4 of the California Code of Regulations.

**Response #3**

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

**Comment #4**

If any structure is to be located over or in the proximity of a previously plugged and abandoned well, the well may need to be plugged to current Division specifications. Section 3208.1 of the PRC authorizes the Supervisor to order the re-abandonment of any previously plugged and abandoned well when construction of any structure over or in the proximity of the well could result in a hazard.

**Response #4**

The above comment is noted for the record. As indicated under Response #2, the Applicant and contractors will adhere to all regulations governing well abandonment.

**Comment #5**

An operator must have a bond on file with the Division before certain well operations are allowed to begin. The purpose of the bond is to secure the State against all losses, charges, and expenses incurred by it to obtain such compliance by the principal named in the bond. The operator must also designate an agent, residing in the State, to receive and accept service of all orders, notices, and processes of the Supervisor or any court of law.

**Response #5**

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

**Comment #6**

Written approval from the Supervisor is required prior to changing the physical condition of any well. The operator's notice of intent (notice) to perform any well operation is reviewed on engineering and geological basis. For new wells and the altering of existing wells, approval of the proposal depends primarily on the following: protecting all subsurface hydrocarbons and fresh waters; protection of the environment; using adequate blowout prevention equipment; and utilizing approved drilling and cementing techniques. The Division must be notified to witness or inspect all operations specified in the approval of any notice. This includes tests and inspections of blowout-prevention equipment, reservoir and freshwater protection measures, and well-plugging operations.

**Response #6**

The above comment is noted for the record. The Applicant and the contractors will adhere to all pertinent protocols identified in the above comment.

**Comment #7**

The Division recommends that adequate safety measures be taken by the project manager to prevent people from gaining unauthorized access to oilfield equipment. Safety shut-down devices on wells and other oilfield equipment must be considered when appropriate.

**Response #7**

The above comment is noted for the record. The project Applicant and its contractors will continue to cooperate with all pertinent regulatory agencies with respect to the issues raised in the aforementioned comments. Much of the oil well abandonment has occurred, and ongoing operations related to the removal of the above-ground and below-ground improvements will be coordinated with all responsible agencies. These requirements have been identified in the EIR as mitigation.

**Comment #8**

If any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's Cypress district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

**Response #8**

The above comment is noted for the record. The Applicant and the contractors will adhere to all reporting requirements related to the identification and remediation related to the discovery of abandoned or unrecorded wells.

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
*Chief Engineer and General Manager*

March 20, 2015

Ref File No.: 3231800

RECEIVED
MAR 2 3 2015
Planning Dept

Mr. Cuong Nyugen
Senior Planner
Planning and Development Department
City of Santa Fe Springs
11710 East Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Nyugen:

**Goodman Logistics Center**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on February 10, 2015. The proposed development is located within the jurisdictional boundaries of District No. 18. We offer the following comments:

1. Previous comments submitted by the Districts in correspondence dated December 1, 2015 (copy enclosed), to Mr. Wayne M. Morrell of your agency, still apply to the subject project.

2. **SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED)**, *page 29*, paragraph 1 under Utilities Impacts, Environmental Settings column – The City of Santa Fe springs is located within the service are of the Sanitation District 18 of Los Angeles County.

3. **SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED)**, *page 29*, paragraph 3 under Utilities Impacts, Environmental Settings column – The information in this paragraph inaccurately depicts the Los Coyotes Water Reclamation Plant when it states, "The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3 ½ million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean." As mentioned in this same summary, the Los Coyotes WRP provides primary, secondary and tertiary for 37.5 million gallons of wastewater per day (mgd) and serves a population of approximately 370,000 people.

4. **SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED)**, *page 29*, paragraph 1 under Utilities Impacts, Environmental Impacts column – The Los Coyotes WRP currently processes an average flow of 21.2 mgd. The Joint Water Pollution Control Plant has a design capacity of 400 mgd and currently processes an average flow of 263.4 mgd. The Long Beach WRP currently processes an average flow of 15.6 mgd.

5. **SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED)**, *page 29*, paragraph 1 under Utilities Impacts, Environmental Impacts column – The paragraph also states, "The future development is projected to generate 130,188 gallons of effluent on a daily basis...." The

DOC: #3264508.D18

Recycled Paper

expected average wastewater flow from the proposed project, a 1,210,800-square foot business park, is 242,160 gallons per day (gpd).

6. **SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED)**, *page 29*, paragraph 3 under Utilities Impacts, Environmental Impacts column – This paragraph states, "The proposed project's sewer laterals will tie into the existing sewer main located in Florence Avenue and Lakeland Road." The Florence Trunk sewer connection information provided in the enclosed correspondence applies to the portion of the proposed project discharging to the local sewer line located in Lakeland Road. The portion of the proposed project scheduled to discharge directly to the Districts' 15-inch diameter Florence Avenue Trunk Sewer, located in Florence Avenue at Springdale Avenue, has a design capacity of 2.3 mgd and conveyed a peak flow of 0.6 mgd when last measured in 2013. A 6-inch diameter or smaller direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. An 8-inch diameter or larger direct connection to a Districts' trunk sewer requires submittal of Sewer Plans for review and approval by the Districts. For additional information, please contact the Districts' Engineering Counter at extension 1205.

7. **SECTION 3.12.2**, *page 161*, under Existing Conditions (Wastewater Treatment) – Please refer to the item nos. 2 and 3 above and adjust the information accordingly.

8. **SECTION 3.12.4.1**, *page 163*, paragraph 1 under Impact Analysis: – Please refer to the item no. 4 above and adjust the information accordingly.

9. **SECTION 3.12.4.1 – TABLE 3-21 SEWAGE GENERATION (GALS./DAY)**, *page 163* –The expected average wastewater flow from Bldg. 1, a 403,634-square foot business structure, is 80,727 gpd; Bldg. 2, a 506,465-square foot business structure, is 101,293 gpd; Bldg. 3, a 506,465-square foot business structure, is 101,293 gpd.

10. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

cc: M. Sullivan
J. Ganz

DOC: #3264508.D18

**Letter Dated March 20, 2015**
**Adriana Raza, Customer Service Specialist**
**Facilities Planning Department**
**County Sanitation Districts of Los Angeles County**

**Comment #1**

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on February 10, 2015. The proposed development is located within the jurisdictional boundaries of District No. 18. We offer the following comments:

**Response #1**

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

**Comment #2**

Previous comments submitted by the Districts in correspondence dated December 1, 2015 (copy enclosed), to Mr. Wayne M. Morrell of your agency, still apply to the subject project.

**Response #2**

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

**Comment #3**

SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 1 under Utilities Impacts, Environmental Settings column – The City of Santa Fe springs is located within the service are of the Sanitation District 18 of Los Angeles County.

**Response #3**

The above comment is noted for the record. The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #4**

SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 3 under Utilities Impacts, Environmental Settings column – The information in this paragraph inaccurately depicts the Los Coyotes Water Reclamation Plant when it states, "The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 31/2 million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean." As mentioned in this same summary, the Los Coyotes WRP provides primary,

secondary and tertiary for 37.5 million gallons of wastewater per day (mgd) and serves a population of approximately 370,000 people.

**Response #4**

The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #5**

SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 1 under Utilities Impacts, Environmental Impacts column – The Los Coyotes WRP currently processes an average flow of 21.2 mgd. The Joint Water Pollution Control Plant has a design capacity of 400 mgd and currently processes an average flow of 263.4 mgd. The Long Beach WRP currently processes an average flow of 15.6 mgd.

**Response #5**

The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #6**

SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 1 under Utilities Impacts, Environmental Impacts column – The paragraph also states, "The future development is projected to generate 130,188 gallons of effluent on a daily basis...." The expected average wastewater flow from the proposed project, a 1,210,800-square foot business park, is 242,160 gallons per day (gpd).

**Response #6**

The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #7**

SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 3 under Utilities Impacts, Environmental Impacts column. This paragraph states, "The proposed project's sewer laterals will tic into the existing sewer main located in Florence Avenue and Lakeland Road." The Florence Trunk sewer connection information provided in the enclosed correspondence applies to the portion of the proposed project discharging to the local sewer line located in Lakeland Road. The portion of the proposed

project scheduled to discharge directly to the Districts' 15–inch diameter Florence Avenue Trunk Sewer, located in Florence Avenue at Springdale Avenue, has a design capacity of 2.3 mgd and conveyed a peak flow of 0.6 mgd when last measured in 2013. A 6-inch diameter or smaller direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. An 8-inch diameter or larger direct connection to a Districts' trunk sewer requires submittal of Sewer Plans for review and approval by the Districts. For additional information, please contact the Districts' Engineering Counter at extension 1205.

**Response #7**

The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #8**

SECTION 3.12.2, *page 161,* under Existing Conditions (Wastewater Treatment) – Please refer to the item Nos. 2 and 3 above and adjust the information accordingly.

**Response #8**

The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #9**

SECTION 3.12.4.1, *page 163,* paragraph 1 under Impact Analysis: – Please refer to the item No. 4 above and adjust the information accordingly.

**Response #9**

The above comment is noted for the record. The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #10**

SECTION 3.12.4.1 – TABLE 3-21 SEWAGE GENERATION (GALS./DAY), *page 163* –The expected average wastewater flow from Bldg. 1, a 403,634-square foot business structure, is 80,727 gpd; Bldg. 2, a 506,465-square foot business structure, is 101,293 gpd; Bldg. 3, a 506,465-square foot business structure, is 101,293 gpd.

**Response #10**

The Final EIR (in the referenced section) has been changed to reflect the correction. The correction does not alter the overall conclusions of the EIR. Please note this change to the Draft EIR is noted herein in Section 6.2.

**Comment #11**

All other information concerning Districts' facilities and sewerage service contained in the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

**Response #11**

The above comment is noted for the record.

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

SENT VIA E-MAIL AND USPS:
cuongnguyen@santafesprings.org

March 23, 2015

Mr. Cuong Nguyen, Senior Planner
City of Santa Fe Springs, Planning and Development Department
11710 Telegraph Road
Santa Fe Springs, CA 90670

**Draft Environmental Impact Report (DEIR) for the Proposed Goodman Logistics Center (GLC)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

The Lead Agency proposes to demolish a former refinery, grade, and construct a business park development/warehouse totaling approximately 1,210,800 square feet. The project will consist of three new concrete tilt-up buildings.

The Lead Agency has determined that mitigated construction emissions are less than the SCAQMD recommended thresholds of significance during construction. The SCAQMD staff has concerns about the assumptions used in the modeling to estimate regional, localized and health effect impacts. Additional details are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist CEQA Section, at (909) 396-2448, if you have any questions regarding the enclosed comments.

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment
JW:JC
LAC150212-08
Control Number

**ATTACHMENT**

**Air Quality Analysis – Construction**

1. The Lead Agency indicates that the former occupant, Powerline Oil Refinery, will be responsible for removing all above ground tanks while the Lead Agency is responsible for removing all existing underground on-site improvements. Since the project includes demolition, the Lead Agency must comply with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. Please provide additional information regarding compliance with SCAQMD Rule 1403 in the Final EIR. Additionally, SCAQMD staff recommends that the Lead Agency include the emissions from demolition and hauling related activity in the Air Quality Analysis in the Final EIR, in order to avoid underestimating the project's air quality impacts.

2. Based on a review of the DEIR, the SCAQMD staff is concerned about the potential air quality impacts from VOC contaminated soils during remediating or extracting contaminated soil. Disturbing soils that may contain petroleum hydrocarbons are subject to the requirements of SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Rule 1166 should be incorporated during the development of the Final EIR. If remediation or any on-site activity involves equipment or operations which either emits or controls air pollution, SCAQMD staff should be consulted in advance of the project start to determine whether or not any permits or plans are required to be filed and approved by SCAQMD prior to start of the operation. Additionally, SCAQMD staff recommends that the Lead Agency include the emissions from soil excavation/remediation and hauling related activity in the Air Quality Analysis in the Final EIR. Furthermore, the Final EIR should discuss how the project will comply with SCAQMD Rule 402 – Public Nuisance if volatile organic compounds and/or odors are emitted during soil disturbance activities.

**Air Quality Analysis – Trip Generation**

3. In the Trip Generation Section, the Lead Agency estimates that the project will generate approximately 453 AM Peak Hour Passenger Car Equivalent (PCE) trips and 483 PM Peak Hour PCE trips. It is unclear what trip rates were used and how the PCE values were calculated in this section. Additionally, CalEEMod Trip Summary Information estimates 3,136 PCE Average Daily Trips but does not provide additional details on how this value was derived. The 20 percent truck trip rate use in the Traffic Study is inconsistent with the Trip Type/fleet mixture values used in CalEEMod. SCAQMD staff recommends that the Lead Agency provide additional trip generation details and use consistent values throughout the Final EIR.

**Mobile Health Risk Assessment**

4. Since the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, SCAQMD staff recommends that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included. This will ensure that the health risks from the project are disclosed to the public.

**Mitigation Measures for Construction Air Quality Impacts**

5. Based on a review of the DEIR the Lead Agency determined that with mitigation measures, the proposed project will not result in significant air quality impacts during construction. SCAQMD staff recommends the following changes and additional measures be incorporated into the proposed project and FEIR to further reduce project impacts in addition to the measures included in the DEIR.

~~Mitigation Measure 7 (Construction Air Quality Impacts). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measure.~~

Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)[1] have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:

- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

Recommended Additions

[1] For example see the Metro Green Construction Policy at: http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx emissions requirements.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/home/programs/business/business-detail?title=vehicle-engine-upgrades

  For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies .

**Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)**

6. SCAQMD staff recommends the addition of the following Mitigation Measures to further reduce project impacts during operation:

   - Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

   - Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors based on guidance from the California Air Resource Board (CARB) guidance.[2]

   - Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.

   - Design the site such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside of the facility.

[2] CARB: Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. Page4 for Distribution Centers.

- On-site equipment should be alternative fueled.
- Provide food options, fueling, truck repair and or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods.
- Improve traffic flow by signal synchronization.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Because the proposed Project generates significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and project applicant.

  At a minimum, require upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the occupant should also be required to accept and use them.

**Electric Vehicle (EV) Charging Stations**

7. Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead Agency require the proposed facility and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations.[3] Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use.

[3] http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf

**Mitigation Measures for Operational Air Quality Impacts (Other)**

8. In addition to the mobile source mitigation measures identified above, the SCAQMD staff recommends the following on-site area source mitigation measures below to reduce the project's regional air quality impacts from VOC, CO, NOx, PM10 and PM2.5 emissions during operation. These mitigation measure should be incorporated pursuant to CEQA Guidelines §15126.4, §15369.5.

   - Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.
   - Use light colored paving and roofing materials.
   - Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
   - Install light colored "cool" roofs and cool pavements.
   - Limit the use of outdoor lighting to only that needed for safety and security purposes.
   - Require use of electric or alternatively fueled sweepers with HEPA filters.
   - Use of water-based or low VOC cleaning products.

**Letter Dated March 23, 2015**
**Jillian Wong, Ph.D., Program Supervisor**
**Planning, Rule Development & Area Sources**
**South Coast Air Quality Management District**

**Comment #1**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

**Response #1**

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

**Comment #2**

The Lead Agency proposes to demolish a former refinery, grade, and construct a logistics center development/warehouse totaling approximately 1,210,800 square feet. The project will consist of three new concrete tilt-up buildings.

**Response #2**

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

**Comment #3**

The Lead Agency has determined that mitigated construction emissions are less than the SCAQMD recommended thresholds of significance during construction. The SCAQMD staff has concerns about the assumptions used in the modeling to estimate regional, localized, and health effect impacts. Additional details are included in the attachment.

**Response #3**

The above comment is noted for the record. Our responses to the comments and concerns raised are provided in the remainder of this section.

**Comment #4**

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist CEQA Section, at (909) 3962448, if you have any questions regarding the enclosed comments.

**Response #4**

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

**Comment #5**

The Lead Agency indicates that the former occupant, Powerine Oil Refinery, will be responsible for removing all above ground tanks while the Lead Agency is responsible for removing all existing underground on-site improvements. Since the project includes demolition, the Lead Agency must comply with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. Please provide additional information regarding compliance with SCAQMD Rule 1403 in the Final EIR. Additionally, SCAQMD staff recommends that the Lead Agency include the emissions from demolition and hauling related activity in the Air Quality Analysis in the Final EIR, in order to avoid underestimating the project's air quality impacts.

**Response #5**

The above comment is incorrect in stating that the Lead Agency is responsible for the removal of the remaining substructures. In fact, the project Applicant is responsible for the removal of any substructures that remain. The removal transport and disposal of these materials will comply with all pertinent protocols. Demolition activities have been ongoing for several years and a number of governmental agencies, including the SCAQMD, have participated in these ongoing efforts and this involvement will continue throughout the site preparation phase. The Lead Agency, the Applicant, and the contractors will continue to cooperate with the SCAQMD.

**Comment #6**

Based on a review of the DEIR, the SCAQMD staff is concerned about the potential air quality impacts from VOC contaminated soils during remediating or extracting contaminated soil. Disturbing soils that may contain petroleum hydrocarbons are subject to the requirements of SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Rule 1166 should be incorporated during the development of the Final EIR. If remediation or any on-site activity involves equipment or operations which either emits or controls air pollution, SCAQMD staff should be consulted in advance of the project start to determine whether or not any permits or plans are required to be filed and approved by SCAQMD prior to start of the operation. Additionally, SCAQMD staff recommends that the Lead Agency include the emissions from soil excavation/remediation and hauling related activity in the Air Quality Analysis in the Final EIR. Furthermore, the Final EIR should discuss how the project will comply with SCAQMD Rule 402 – Public Nuisance if volatile organic compounds and/or odors are emitted during soil disturbance activities.

**Response #6**

The remediation of the site has been ongoing for more than two years. The SCAQMD has been involved in the oversight of the previous remediation activities and will continue to be involved in the future remediation. The ongoing demolition and site preparation activities will continue to comply with Rule 1403 that was identified in the above comment. The ongoing site remedial activities are detailed in the approved Remedial Action Plan that has been approved by all of the regulatory agencies involved.

**Comment #7**

In the Trip Generation Section, the Lead Agency estimates that the project will generate approximately 453 AM Peak Hour Passenger Car Equivalent (PCE) trips and 483 PM Peak Hour PCE trips. It is unclear what trip rates were used and how the PCE values were calculated in this section. Additionally, CalEEMod Trip Summary Information estimates 3,136 PCE Average Daily Trips but does not provide additional details on how this value was derived. The 20 percent truck trip rate use in the Traffic Study is inconsistent with the Trip Type/fleet mixture values used in CalEEMod. SCAQMD staff recommends that the Lead Agency provide additional trip generation details and use consistent values throughout the Final EIR.

**Response #7**

The trip generation rates used in the air quality analysis relied on the Institute of Transportation Engineers (ITE) rates identified in the CalEEMod computer program. These ITE rates are comparable to those rates used in the traffic study.

**Comment #8**

Since the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, SCAQMD staff recommends that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment *("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis")* can be found at: http ://www.aqmd.gov/home/regulation/ceqa/air-quality-analysishandbook/mobile-source-toxics-analysis.

**Response #8**

The greatest potential for airborne odor and VOC admissions are related to the previous refinery use, the ongoing demolition activities, and the site's remediation. The implementation of the proposed project will involve the elimination of the historic refinery use and the attendant contamination with the state of the art business park. Once operational, these emissions and odors will be eliminated. In addition, the proposed project's operation emissions will be below the SCAQMD's thresholds.

**Comment #9**

An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included. This will ensure that the health risks from the project are disclosed to the public.

**Response #9**

The analysis of construction and operation emissions indicated that construction emissions, for the most part, would be below the SCAQMD's threshold of significance. The one exception had to do with ROG emissions associated with the use of architectural coatings. The on-site emissions related to transport and construction equipment would be below the thresholds. In addition, the calculated operational emissions were also below thresholds that were identified as being significant (refer to Table 2-4). Given the previous use and the ongoing demolition and site remediation activities, the proposed project's implementation would result in a more environmentally superior alternative with respect to air quality.

**Comment #10**

Based on a review of the DEIR the Lead Agency determined that with mitigation measures, the proposed project will not result in significant air quality impacts during construction. SCAQMD staff recommends the following changes and additional measures be incorporated into the proposed project and FEIR to further reduce project impacts in addition to the measures included in the DEIR.

> ~~Mitigation Measure 7 (Construction Air Quality Impacts). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measure.~~

**Response #10**

The recommended revisions related to air quality mitigation had been incorporated into the EIR by reference. Please refer to Section 6.2 herein.

**Comment #11**

Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles) have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:

- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a

Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained the Lead Agency shall use trucks that meet EPA 2007 model year $NO_x$ emissions requirements.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.Kind.gov/home/programs/business/businessdetail?title=vehicle-engine-upgrades

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies .

**Response #11**

The appropriate recommended revisions related to air quality mitigation had been incorporated into the EIR by reference. Some of the recommended measures are not specifically applicable to the proposed project. Please refer to Section 6.2 herein.

**Comment #12**

SCAQMD staff recommends the addition of the following Mitigation Measures to further reduce project impacts during operation:

- Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

- Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors based on guidance from the California Air Resource Board (CARB) guidance.

- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.

- Design the site such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside of the facility.

- On-site equipment should be alternative fueled.

- Provide food options, fueling, truck repair, and/or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods.

- Improve traffic flow by signal synchronization.

- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.

- Because the proposed Project generates significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and project Applicant.

- At a minimum, require upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the occupant should also be required to accept and use them.

- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant $NO_x$ impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead Agency require the proposed facility and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Further, electrical hookups should be provided at the on-site truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use.

- In addition to the mobile source mitigation measures identified above, the SCAQMD staff recommends the following on-site area source mitigation measures below to reduce the project's regional air quality impacts from VOC, CO, $NO_x$, $PM_{10}$ and $PM_{2.5}$ emissions during operation. These mitigation measure should be incorporated pursuant to CEQA Guidelines §15126.4, §15369.5.

- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the project site to generate solar energy for the facility.

- Use light colored paving and roofing materials.

- Utilize only Energy Star heating, cooling, lighting devices, and appliances.

- Install light colored "cool" roofs and cool pavements.

- Limit the use of outdoor lighting to only that needed for safety and security purposes.

- Require use of electric or alternatively fueled sweepers with HEPA filters.

- Use of water-based or low VOC cleaning products.

**Response #12**

The appropriate recommended revisions related to air quality mitigation had been incorporated into the EIR by reference. Some of the recommended measures are not specifically applicable to the proposed project. Please refer to Section 6.2 herein.

## 6.2 REVISIONS TO THE DEIR

### 6.2.1 REVISIONS TO THE UTILITY SECTION OF THE DEIR

The following revisions were made to the Draft EIR by referenced based on the comments received by Adriana Raza, Customer Service Specialist, Facilities Planning Department County Sanitation Districts of Los Angeles County:

- SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 1 under Utilities Impacts, Environmental Settings column – The City of Santa Fe springs is located within the service are of the Sanitation District 18 of Los Angeles County.

- SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 3 under Utilities Impacts, Environmental Settings column – The information in this paragraph inaccurately depicts the Los Coyotes Water Reclamation Plant when it states, "The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 31/2 million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean." As mentioned in this same summary, the Los Coyotes WRP provides primary, secondary and tertiary for 37.5 million gallons of wastewater per day (mgd) and serves a population of approximately 370,000 people.

- SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 1 under Utilities Impacts, Environmental Impacts column – The Los Coyotes WRP currently processes an average flow of 21.2 mgd. The Joint Water Pollution Control Plant has a design capacity of 400 mgd and currently processes an average flow of 263.4 mgd. The Long Beach WRP currently processes an average flow of 15.6 mgd.

- SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 1 under Utilities Impacts, Environmental Impacts column – The paragraph also states, "The future development is projected to generate 130,188 gallons of effluent on a daily basis...." The expected average wastewater flow from the proposed project, a 1,210,800-square foot business park, is 242,160 gallons per day (gpd).

- SECTION 1.7.1 - TABLE 1-3 SUMMARY OF IMPACTS (CONTINUED), *page 29,* paragraph 3 under Utilities Impacts, Environmental Impacts column. This paragraph states, "The proposed project's sewer laterals will tic into the existing sewer main located in Florence Avenue and Lakeland Road." The Florence Trunk sewer connection information provided in the enclosed correspondence applies to the portion of the proposed project discharging to the local sewer line located in Lakeland Road. The portion of the proposed project scheduled to discharge directly to the Districts' 15–inch diameter Florence Avenue Trunk Sewer, located in Florence Avenue at Springdale Avenue, has a design capacity of 2.3 mgd and conveyed a peak flow of 0.6 mgd when last measured in 2013. A 6-inch diameter or smaller direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. An 8-inch diameter or larger direct connection to a

Districts' trunk sewer requires submittal of Sewer Plans for review and approval by the Districts. For additional information, please contact the Districts' Engineering Counter at extension 1205.

- SECTION 3.12.2, *page 161,* under Existing Conditions (Wastewater Treatment) – Please refer to the item nos. 2 and 3 above and adjust the information accordingly.

- SECTION 3.12.4.1, *page 163,* paragraph 1 under Impact Analysis: – Please refer to the item no. 4 above and adjust the information accordingly.

- SECTION 3.12.4.1 – TABLE 3-21 SEWAGE GENERATION (GALS./DAY), *page 163* –The expected average wastewater flow from Bldg. 1, a 403,634-square foot business structure, is 80,727 gpd; Bldg. 2, a 506,465-square foot business structure, is 101,293 gpd; Bldg. 3, a 506,465-square foot business structure, is 101,293 gpd.

### 6.2.2 REVISIONS TO THE AIR QUALITY MITIGATION SECTION OF THE DEIR

The following revisions were made to the Draft EIR by referenced based on the comments received by Jillian Wong, Ph.D., Program Supervisor, Planning, Rule Development & Area Sources, South Coast Air Quality Management District:

- SECTION 3.1 – Page 75 – 76. AIR QUALITY IMPACTS MITIGATION. Based on a review of the DEIR the Lead Agency determined that with mitigation measures, the proposed project will not result in significant air quality impacts during construction. SCAQMD staff recommends the following changes and additional measures be incorporated into the proposed project and FEIR to further reduce project impacts in addition to the measures included in the DEIR.

  ~~Mitigation Measure 7 (Construction Air Quality Impacts). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measure.~~

- SECTION 3.1 – Page 75 – 76. AIR QUALITY IMPACTS MITIGATION. Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles) have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:

  - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year $NO_x$ emissions requirements.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment.

- SECTION 3.1 – Page 75 – 76. AIR QUALITY IMPACTS MITIGATION. SCAQMD staff recommends the addition of the following Mitigation Measures to further reduce project impacts during operation:

  - Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

  - Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors based on guidance from the California Air Resource Board (CARB) guidance.

  - Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.

  - Design the site such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside of the facility.

  - On-site equipment should be alternative fueled.

  - ~~Provide food options, fueling, truck repair and or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods.~~

  - Improve traffic flow by signal synchronization.

  - Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.

- Because the proposed Project generates significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and project Applicant.

- At a minimum, require upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the occupant should also be required to accept and use them.

- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant $NO_x$ impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead Agency require the proposed facility and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use.

- SECTION 3.1 – Page 75 – 76. AIR QUALITY IMPACTS MITIGATION. In addition to the mobile source mitigation measures identified above, the SCAQMD staff recommends the following on-site area source mitigation measures below to reduce the project's regional air quality impacts from VOC, CO, $NO_x$, $PM_{10}$ and $PM_{2.5}$ emissions during operation. These mitigation measure should be incorporated pursuant to CEQA Guidelines §15126.4, §15369.5.

  - ~~Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.~~

  - Use light colored paving and roofing materials.

- Utilize only Energy Star heating, cooling, lighting devices, and appliances.
- Install light colored "cool" roofs and cool pavements.
- Limit the use of outdoor lighting to only that needed for safety and security purposes.
- ~~Require use of electric or alternatively fueled sweepers with HEPA filters.~~
- Use of water-based or low VOC cleaning products.

### 6.2.3 REVISIONS TO THE AIR QUALITY ANALYSIS SECTION OF THE DEIR

SECTION 3.2.4.2, Page 73, Table 3-3. The *maximum daily emissions* for NOx shown in the Draft EIR were incorrect. The correct number is 79.17 [pounds per day] and this change has been included in the table in this Final EIR.

### 6.2.4 REVISIONS TO THE TRAFFIC MITIGATION SECTION OF THE DEIR

SECTION 3.11.4, Page 157, Table 3-19. The following text and changes to Table 3-19 were requested by the City's traffic engineer. The additional text that will precede Table 3-19 is noted below:

> Based on the estimated trip generation, project distribution patterns, and trip assignment on the surrounding street system, weekday peak hour traffic generated by the proposed GLC Santa Fe Springs project would result in significant traffic impacts at seven (7) of the nine analyzed intersections during one or both of the AM and PM peak hours. Several proposed measures were developed to preemptively mitigate project peak hour traffic impacts during the opening year 2015. A list of the recommended improvements is provided below in Table 3-19. Several proposed measures were developed to preemptively mitigate project peak hour traffic impacts during the opening year 2015. A list of the recommended improvements is provided below in Table 3-19.

The only revisions to Table 3-19 include the identification of responsible parties that will implement the improvements to Florence Avenue at Orr and Day Road (Intersection #9). Caltrans will be the responsible for the following improvements to this intersection:

- Reconfigure all lane approaches per the I-605 Congestion Hot Spots Arterial Conceptual Plan:
  - Widen eastbound and westbound shoulders
  - Provide additional EB through lane on Florence Avenue
  - Provide additional WB through lane on Florence Avenue
  - Provide SB right-turn overlap phase
  - Construct eastbound/westbound downstream merge lanes

# SECTION 7.0 REFERENCES

## 7.1 PREPARERS

BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. Colima Road, Suite 206J
Hacienda Heights, California
(626) 336-0033

Marc Blodgett, Principal/Project Manager
Bryan Hamilton, Project Planner
Liesl Sullano, Project Planner

## 7.2 REFERENCES

Documents may be viewed at the offices of Blodgett/Baylosis Environmental Planning (*B/BEP*) at 16388 Colima Road, Suite 206J, Hacienda Heights, California 91745. The *B/BEP* office is open for business Monday through Friday, 8:00 AM to 5:00 PM. Review of reference information at *B/BEP* can be arranged by appointment. Please call (626) 336-0033.

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

California Department of Conservation, *Mineral Land Classification of Los Angeles County Area*, 1987.

California Department of Finance, *Population and Housing Estimates for California Cities*, January 2012.

California Division of Mines and Geology, *Seismic Hazards Mapping Program*, 2012.

California Department of Parks and Recreation, *California Historical Landmarks*, 2010.

California Department of Water Resources, *Well Water Data*. 2011. http://well.water.ca.gov/

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State Water Resources Control Board, National Pollutant Discharge Elimination System Requirements, 1990.

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U.S. Bureau of the Census, *2010 U.S. Census,* 2010.

U.S. Department of Agriculture, Soil Conservation Service, *Soil Survey of Los Angeles County, California,* 1976.

U.S. Environmental Protection Agency, *Noise from Construction Equipment Operations, Building Equipment and Home Appliances*, 1971.

U.S. Environmental Protection Agency, *Protective Noise Levels*, 1974.

U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

# APPENDIX A
# INITIAL STUDY AND NOTICE OF PREPARATION

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# NOTICE OF PREPARATION AND INITIAL STUDY

## GOODMAN LOGISTICS CENTER (GLC)
## 12345 LAKELAND ROAD & 12332 FLORENCE AVENUE
## SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

## OCTOBER 28, 2014

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## 1. INTRODUCTION AND PROJECT OVERVIEW

The City of Santa Fe Springs ("Santa Fe Springs") (referred to hereinafter as the *Lead Agency*) is reviewing a proposal to construct a new business park development totaling approximately 1,230,585 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) and was formerly occupied by the Powerine Oil Refinery. The proposed project will involve the construction of three new concrete tilt-up industrial warehouse buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet.[1] A detailed project description is provided in Section 6.

## 2. PURPOSE AND AUTHORITY OF THIS INITIAL STUDY

This Initial Study provides a preliminary evaluation of environmental impacts that may potentially result from the construction and subsequent operation of the proposed Goodman Logistics Center (GLC) Santa Fe Springs industrial park development. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide Santa Fe Springs with information needed to decide whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration for a project;
- To facilitate the proposed project's environmental assessment early in the design and development of a project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any new impacts associated with the proposed project.[2]

Pursuant to Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines, an Initial Study is prepared to provide the Lead Agency with information to use as the basis for determining the nature and extent of any required environmental analysis and review. The findings of this Initial Study indicate that the project may have a significant effect on the environment and that an EIR is required.

This Initial Study has been prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.) and Section 15070 of the State Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.).

[1] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[2] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act* as Amended 2000. (CEQA Guidelines) §15050.

The City of Santa Fe Springs is designated as the Lead Agency in accordance with Section 15050 of the CEQA Guidelines.[3] The environmental analysis indicated a number of issue areas would require further analysis in a draft Environmental Impact Report (DEIR). 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 acting in its capacity as Lead Agency. Copies of the Initial Study and the *Notice of Preparation (NOP)* will be forwarded to responsible agencies and will be made available to the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the NOP.

## 3. USE OF THIS INITIAL STUDY

This Initial Study is an informational document intended to inform Santa Fe Springs decision-makers, other responsible or interested agencies, and the general public of potential environmental effects of the project. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. In its capacity as the Lead Agency, Santa Fe Springs has determined that environmental clearance for the proposed project will require an EIR. This Initial Study has been included with the NOP that indicates an EIR is required for the proposed project. This Initial Study will be circulated for a period of 30 days for public and agency review. Comments received on the document will be taken into consideration during the preparation of the EIR for the proposed project.

## 4. PROJECT LOCATION

The proposed project site is located within the boundaries of the City of Santa Fe Springs. The City is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana. Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier), on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier), on the south by Cerritos and Norwalk, and on the west by Pico Rivera and Downey.

Major physiographic features located in the vicinity of the City include the San Gabriel River (located approximately 4.2 miles to the west of the site) and the Puente Hills (located approximately 6.8 miles to the north of the site). Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.[4] Other freeways that serve the area include the SR-91 Freeway and I-105 Freeway. The location of Santa Fe Springs in a regional context is shown in Exhibit 1. A Citywide map is provided in Exhibit 2.

[3] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act* as Amended 2000. (CEQA Guidelines) §15050.

[4] United States Geological Survey. *The National Map [Terra Server USA]. Santa Fe Springs, California.* July 1, 1998.

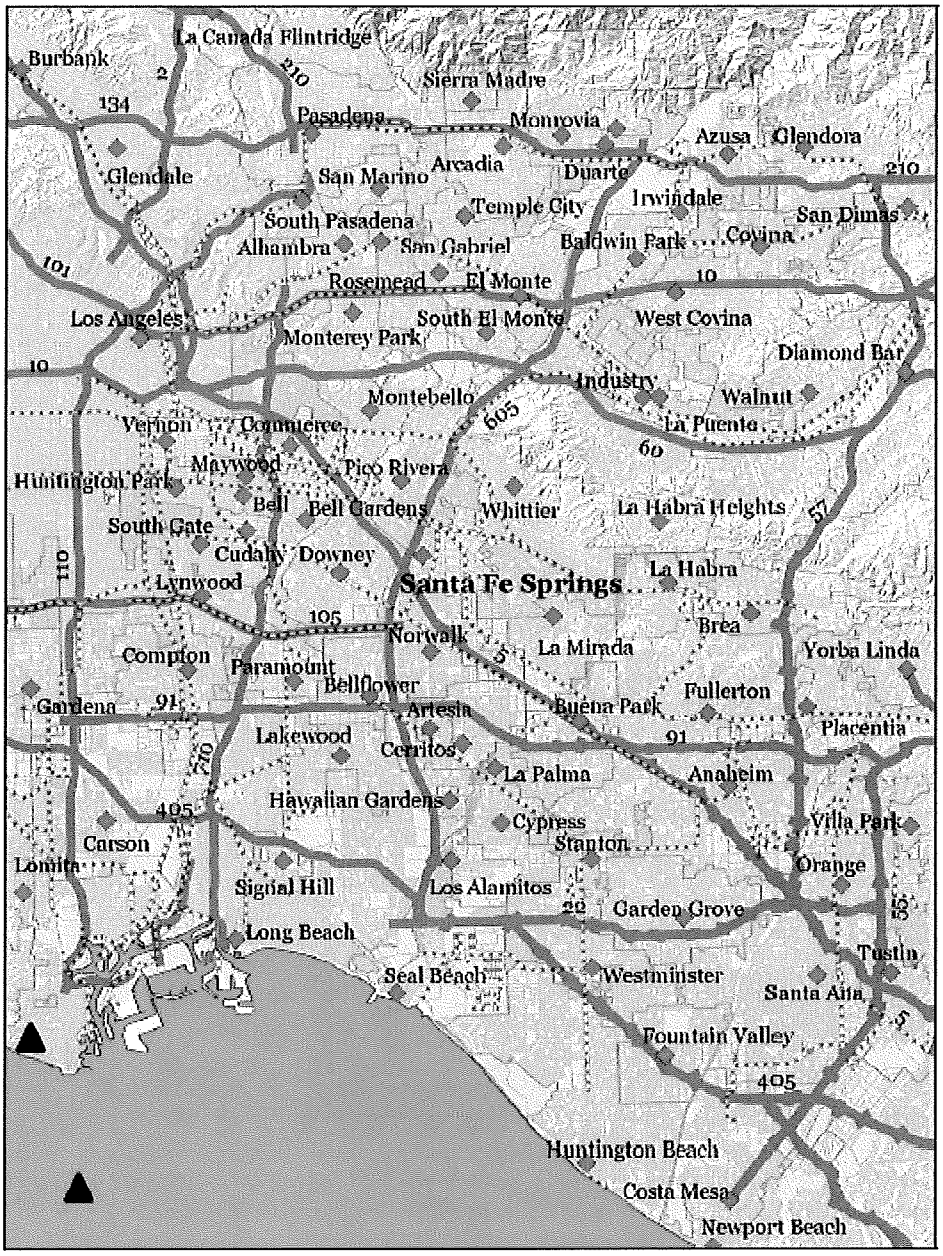



**EXHIBIT 1**
**REGIONAL LOCATION MAP**
SOURCE: QUANTUM GIS

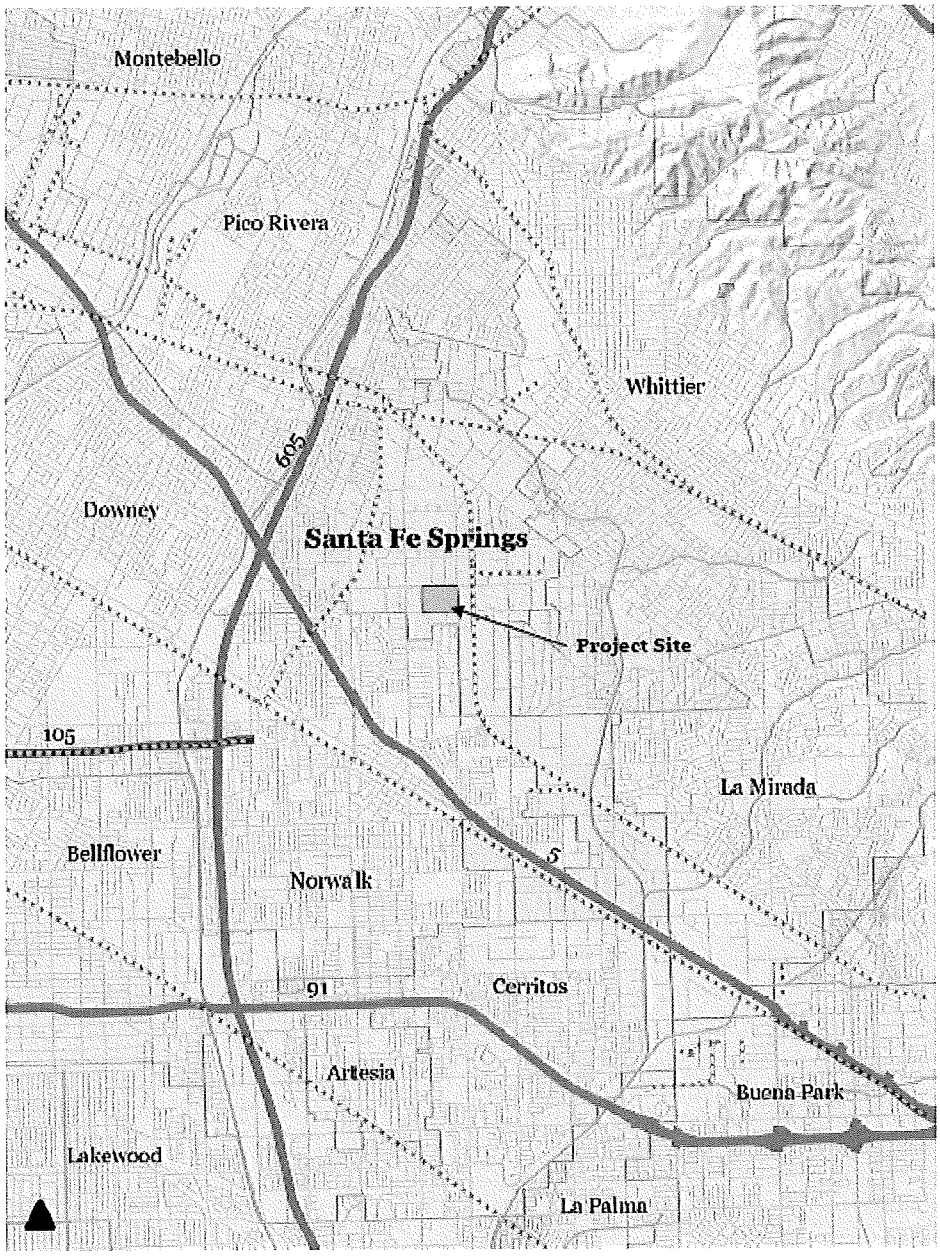



**EXHIBIT 2**
**PROJECT LOCATION IN THE CITY**
SOURCE: QUANTUM GIS

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The proposed project site is located in the central portion of the City. The project site's existing addresses include 12345 Lakeland Road and 12332 Florence Avenue.[5] The Los Angeles County Assessor's Parcel Numbers that are applicable to the project site include 8009-022-055; 8009-022-056; 8009-022-030; 8009-022-031; and 8009-022-29.[6] A vicinity map is provided in Exhibit 3.

## 5. ENVIRONMENTAL SETTING

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) and includes approximately 35-acres of land that was formerly occupied by the Powerine Oil Refinery. The remaining land area consisting of approximately 19.7-acres was formerly an oil refinery that was occupied by Ridgeline Energy Services (RDX). The refinery opened in the early 1930s and operated until 1995 when the refinery was closed. Ridgeline Energy Services will continue to operate a waste water treatment facility on an approximately 2-acre parcel located to the northwest of the project site.[7] A number of above-ground tanks and other structures are located within the project site. These above-ground improvements and all remaining substructures will be removed to accommodate the development. Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).
- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.
- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Avenue ROW.
- Various industrial uses abut the project site on the west side. As mentioned previously, a 1.96-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.[8]

The Zone designation that is applicable to the project site is *M-2, Heavy Manufacturing*.[9] The applicable General Plan designation is *Industrial*.[10]

---

[5] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[6] City of Santa Fe Springs, *Application for Development Plan Approval (DPA) [prepared for 12345 Lakeland Road and 12332 Florence Avenue.]* No Date

[7] Whittier Daily News (Real Estate Section). Former Powerine oil refinery site in Santa Fe Springs sold. April 22, 2014.

[8] Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

[9] City of Santa Fe Springs. Zoning Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696

[10] City of Santa Fe Springs. General Plan Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2695

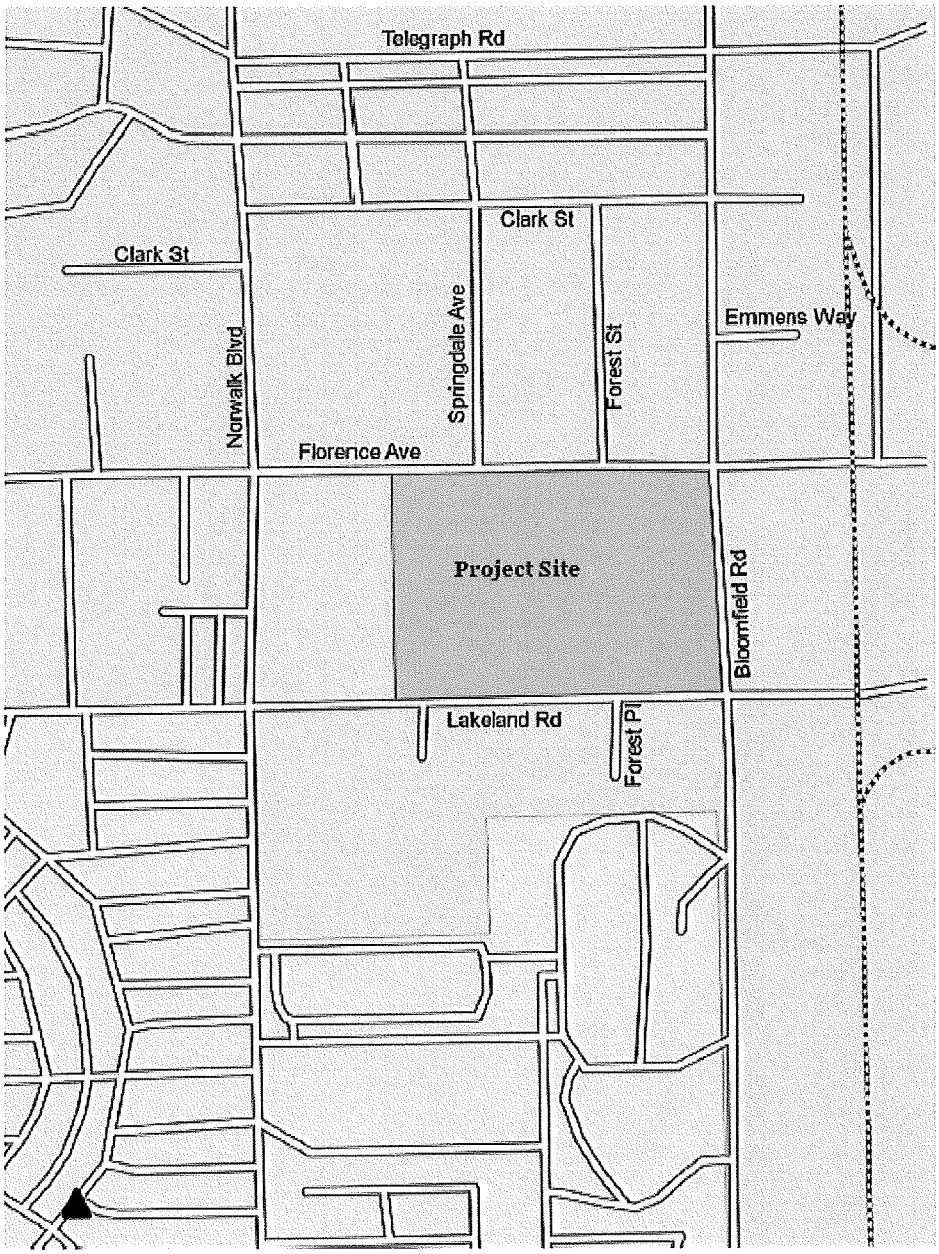



**EXHIBIT 3**
**VICINITY MAP**
SOURCE: QUANTUM GIS

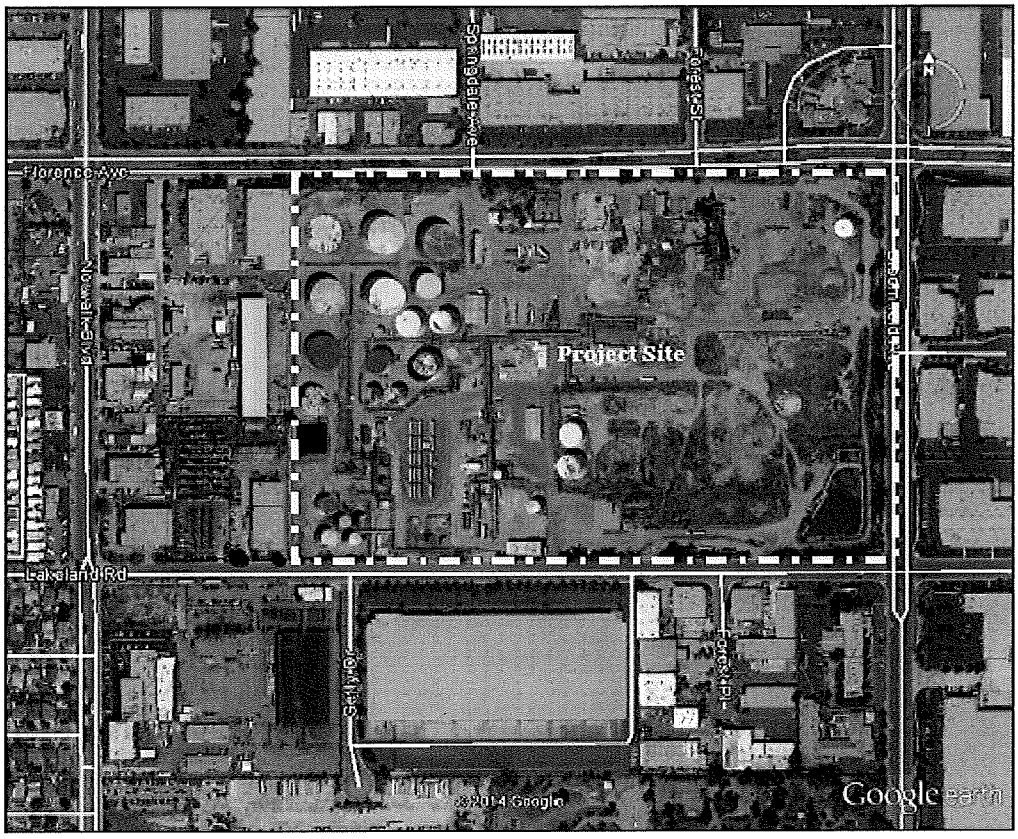



**EXHIBIT 4**
**AERIAL PHOTOGRAPH**
SOURCE: GOOGLE EARTH

# 6. PROJECT DESCRIPTION

The proposed project involves the construction of a new business park development totaling approximately 1,230,585 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet). The proposed project will involve the construction of three new concrete tilt-up industrial warehouse buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet.[11]

**Overview of Physical Characteristics**

The proposed project will involve the removal of the existing on-site improvements and any contaminated soils. In addition, Ridgeline Energy Services will continue to operate equipment in the northwestern portion of the property that will clean-up the existing contaminated groundwater. Once the site preparation phase has been completed, a new industrial business park development will be constructed. The site plan is illustrated in Exhibit 5. The key elements of the proposed project include the following:

- The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building3. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet.[12]

- Building 1 will be located in the eastern portion of the project site and will occupy a 16.74-acre parcel. This building will have a total floor area of 403,635 square feet. Of this total, 393,634 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 52 truck-high loading docks will be located along the building's west-facing elevation.[13]

- Building 2 will be located in the center of the project site and will occupy a 23.12-acre parcel. This building will have a total floor area of 506,465 square feet. Of this total, 496,465 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 100 truck-high loading docks will be provided with 52 loading docks provided along the east-facing and 48 loading docks provide along the west-facing elevations.[14]

- Building 3 will be located in the western portion of the project site and will occupy a 12.66-acre parcel. This building will have a total floor area of 300,700 square feet. Of this total, 290,700 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to

[11] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[12] Ibid.

[13] Ibid.

[14] Ibid.

offices (including mezzanine). A total of 41 truck-high loading docks will be located along the building's west-facing elevation.

- Employee, vendor, and visitor parking will be provided for each of the three buildings. The surface parking areas will be located along the northern and southern portions of the new buildings. As shown in Site Plan A1.1, a total of 1,725 parking spaces will be provided including 552 spaces for Building 1, 689 spaces for Building 2, and 415 spaces for Building 3.[15]

- Truck parking will be provided opposite the loading docks of each of the three buildings as shown in Site Plan A1.1B. A total of 286 truck parking spaces will be provided including 78 spaces for Building 1,147 spaces for Building 2, and 61 spaces for Building 3.[16] The truck parking and loading docks will be secured from public access by gates. The implementation of the project described in Site Plan A1.1B will require the approval of a modification permit.

- For maximum aesthetic value, landscaping will be provided along the project site's Lakeland Road, Florence Avenue, and Bloomfield Avenue frontages. In addition, landscaping will be provided in the parking areas and next to offices.[17]

The location and extent of the facility's buildings are illustrated in Exhibit 5 which is also the conceptual site plan. Optional site plan(s) will be included in the Draft EIR's alternatives analysis.

### Discretionary Approvals

The proposed project will require the following discretionary approvals from the City of Santa Fe Springs Planning Commission (recommendation) and City Council (approval or denial):

- The approval of a Development Plan Approval (DPA);
- Tentative Parcel Map (TPM);
- Modification Permit (MOD);
- The certification of the Final EIR prepared for the proposed project; and,
- The adoption of the mitigation monitoring and reporting program (MMRP) prepared for the proposed project.

Other permits will be required as part of the proposed project's approval. These other permits will include, but may not be limited to, a demolition permit, a building permit, and an electrical, mechanical and plumbing permit.

[15] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[16] Ibid.

[17] Ibid.

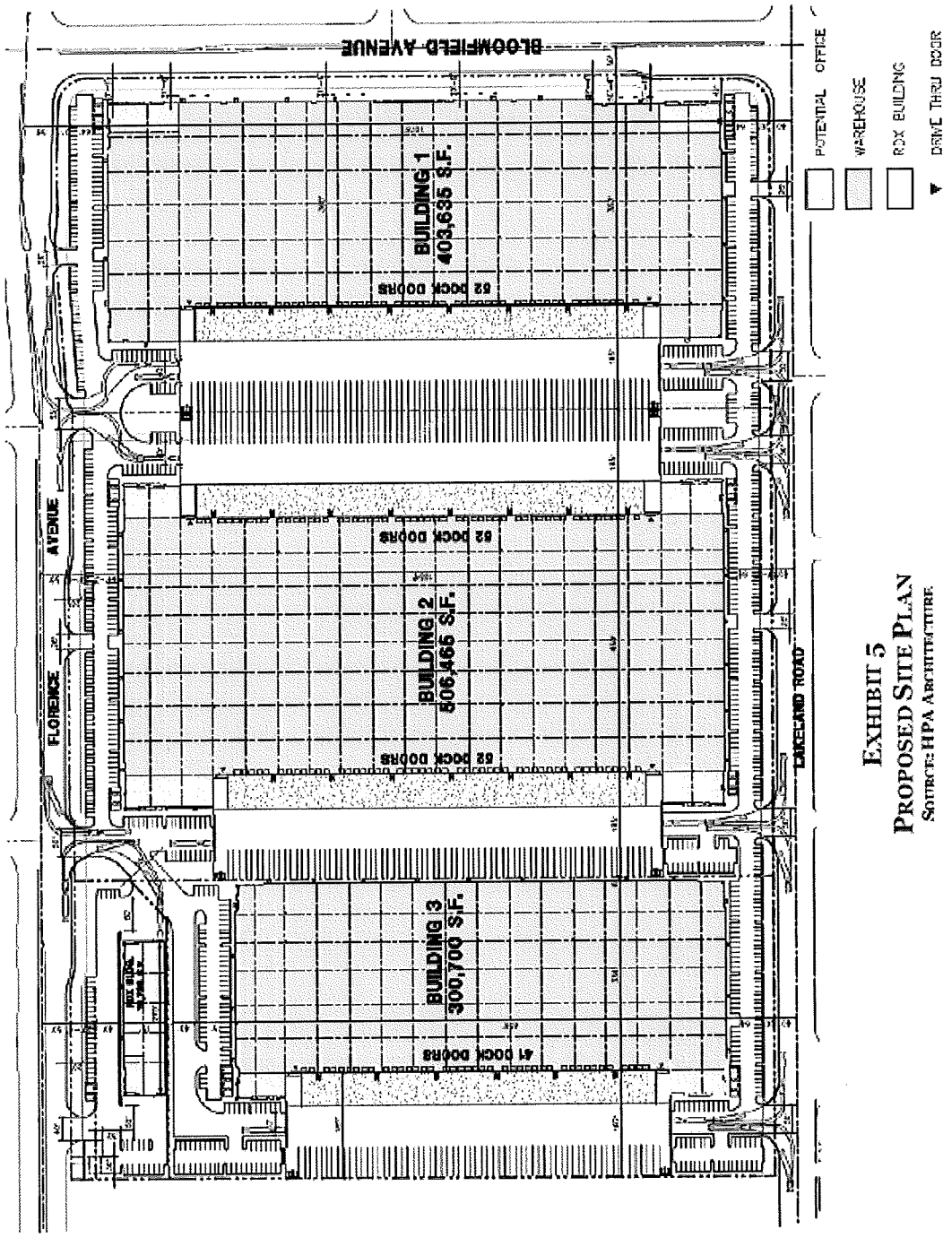



EXHIBIT 5
PROPOSED SITE PLAN
SOURCE: HPA ARCHITECTURE

# 7. 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;
- Agricultural/Forestry;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology & Soils;
- Greenhouse Gas Emissions;
- Hazards/Hazardous Materials;
- Hydrology & Water Quality;
- Land Use & Planning;
- Mineral Resources;
- Noise;
- Population & Housing;
- Public Services;
- Recreation;
- Transportation; and,
- Utilities.

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. Under each issue area, an analysis of impacts is provided in the form of questions and answers. 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 three 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.

- *Issue to be Evaluated in the DEIR.* The proposed project may have the potential to generate impacts that will have a significant impact on the environment and the affects and possible mitigation will be evaluated in the EIR.

| AESTHETIC IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project have a substantial adverse affect on a scenic vista? | | | X |
| B. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | | | X |
| C. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? | X | | |

**Environmental Determination**

A. No scenic highways or corridors are located in the immediate area. The project site is currently underutilized and is occupied by above ground tanks and other improvements related to the previous refinery use. The blighted appearance of the project site will be eliminated as part of the proposed project site's redevelopment. The nature and extent of the proposed improvements, including landscaping, building design, and new construction, will be described in the project description included in the DEIR. In addition, all pertinent City requirements related to property maintenance will be adhered to. *This issue will not be analyzed in the DEIR.*

B. The site has been fully developed in "heavy" manufacturing uses. No historic buildings or features are located on-site or in the surrounding area. In addition, there are no natural views in the area that would be affected as part of the proposed project's implementation. As a result, no significant adverse impact on significant views will result. *This issue will not be analyzed in the DEIR.*

C. The proposed project may operate 24-hours per day and there will be additional sources of lighting in the area. There are light-sensitive receptors located to the southwest of the project site, west of Norwalk Boulevard. *This issue will be analyzed in the DEIR.*

**Sources**


- California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov
- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov
- City of Santa Fe Springs. *Santa Fe Springs General Plan. Land Use Element.*
- United States Geological Survey. *The National Map [Terra Server USA]. Santa Fe Springs, California.* July 1, 1998.

| AGRICULTURE AND FORESTRY RESOURCES IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | X |
| B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract? | | | X |
| C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])? | | | X |
| D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? | | | X |
| E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use or the conversion of forestland to non-forest land use? | | | X |

**Environmental Determination**

A. No agricultural uses are located on-site or in the vicinity of the site. The site was previously occupied by heavy manufacturing uses. The project site consists of 54.69-acres (2,382,223 square feet) and includes approximately 35-acres of land that was formerly occupied by the Powerine Oil Refinery. The remaining land area consisting of approximately 19.7-acres was formerly occupied by Ridgeline Energy Services. A number of above-ground tanks and other structures are located within the project site. As a result, no impacts associated with the conversion of farmland to non-farmland are anticipated. *This issue will not be analyzed in the DEIR.*

B. No *active* agricultural activities are located within the project site nor are any such uses found in the adjacent parcels. The City's applicable General Plan and Zoning designations do not contemplate agricultural land uses on-site or in the surrounding area. In addition, the project site is not subject to a Williamson Act Contract. As a result, no impacts on existing or future Williamson Act Contracts will result from the approval and subsequent construction of the proposed project. *This issue will not be analyzed in the DEIR.*

C. 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 in the City or within this portion of Los Angeles County. The City's General Plan and Zoning Ordinance do not specifically provide for any forest land preservation. As a result, no impacts on forest lands or timber resources will result from the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

**Environmental Determination (continued)**

D. No forest lands are found within Santa Fe Springs nor does the applicable General Plan and Zoning land use designations provide for any forest land protection. Furthermore, no loss or conversion of existing forest lands will result from the implementation of the proposed project. As a result, no significant adverse impacts are anticipated with the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

E. No agricultural activities or farmland uses are located in the project site or within the adjacent properties. The proposed project will not involve the conversion of any existing producing farmland area to an urban use and no significant adverse impacts are anticipated. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. *The California Land Conservation [Williamson] Act, 2010 Status Report.* November 2010.
- California, State of. Department of Conservation. *Farmland Mapping and Monitoring Program.* July 13, 1995.
- United States Geological Survey. TerraServer USA. *The National Map. Santa Fe Springs, California.* July 1, 1979.

| AIR QUALITY IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project conflict with or obstruct implementation of the applicable air quality plan? | X | | |
| B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? | X | | |
| C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | X | | |
| D. Would the project expose sensitive receptors to substantial pollutant concentrations? | X | | |
| E. Would the project create objectionable odors affecting a substantial number of people? | X | | |

**Environmental Determination**

A. The proposed project will not affect any regional population, housing, and employment projections prepared for the City by the Southern California Association of Governments (SCAG). These three variables are used in the development of the AQMP's planning assumptions. Specific criteria for determining a project's conformity with the AQMP is defined in Chapter 12 of the Air Quality Management Plan (AQMP) and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. *Criteria 1* considers whether or not a project results in an increase in the frequency or severity of an existing air quality violation or contributes to the continuation of an existing air quality violation. *Criteria 2* considers whether or not a project exceeds the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation. The proposed project is consistent with the adopted City of Santa Fe Springs General Plan (Consistency Criteria 2) pursuant to the land use designation. As a result, the project would not be in conflict with, or result in an obstruction of, an applicable air quality plan and no adverse impacts are anticipated. The EIR will analyze the proposed project's short-term and long-term impacts. *This issue will be analyzed in the DEIR.*

B. The proposed project involves the construction and operation of a new business park consisting of three concrete tilt-up buildings. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet. The proposed project will result in both stationary and mobile emissions. The analysis will estimate these emissions to determine if there is a potential for a significant adverse impact. *This issue will be analyzed in the DEIR.*

C. The proposed project involves the construction of a new business park consisting of three concrete tilt-up buildings. The analysis will include an estimate of the daily construction-related emissions. The DEIR will also identify any requisite mitigation. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

D. Sensitive receptors refer to land uses or activities that are especially sensitive to poor air quality. Sensitive receptors found in the area include a mobile home park, located 110 feet to the west, and a residential neighborhood, located approximately 725 feet to the southwest of the project site. While these homes are separated from the project site by existing buildings and Norwalk Boulevard, the EIR analysis will determine if there is a potential for these receptors to be exposed air emissions. *This issue will be analyzed in the DEIR.*

E. The project site has been the source of odors in recent years associated with the previous Powerine refinery. During the demolition and site preparation phases, the sources of the odors will be removed. The analysis will focus on the effectiveness of mitigation measures to control odors during the demolition phases. *This issue will be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009]. Table 11-4.
- South Coast Air Quality Management District. *AQMD Rules and Regulation Handbook*. Rule 1155 adopted December 4, 2009.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

| BIOLOGICAL RESOURCES IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project have a substantial adverse effect 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 Game or U. S. Fish and Wildlife Service? | | | X |
| B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | X |
| 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? | | | X |
| D. Would the project have a substantial adverse effect in interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? | | | X |
| E. Would the project have a substantial adverse effect in conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance? | | | X |
| F. Would the project have a substantial adverse effect by conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? | | | X |

**Environmental Determination**

A. The City of Santa Fe Springs is urbanized and plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. The site does not contain, nor is it located adjacent to, any suitable habitat for any sensitive species. Thus, the proposed project will not have any adverse impact on sensitive plants or animals and no impacts are anticipated. *This issue will not be analyzed in the DEIR.*

B. The project site and the surrounding properties are developed and do not contain any natural or protected natural plant communities or habitats. The proposed project will not impact any Waters of the U.S. and no wetland resources will be affected. The surrounding area is presently developed, with no natural communities or habitats on-site or in the surrounding area. Thus, the proposed project will not affect any natural riparian habitats and no impacts are anticipated. *This issue will not be analyzed in the DEIR.*

**Environmental Determination (continued)**

C. No wetland or riparian areas are found in the surrounding areas. Therefore, no impacts on wetlands are expected with the proposed development. *This issue will not be analyzed in the DEIR.*

D. The animal species common to the site and the surrounding area are typical of those found in an urbanized setting. No areas of the City function as a wildlife movement corridor. No locally designated species are located within the City. In addition, no significant mature trees (Heritage Trees) will be impacted by the proposed project. Thus, no impact to local policies and programs related to resource management will result from the project's implementation. *This issue will not be analyzed in the DEIR.*

E. The proposed use and its implementation will not involve any removal of any protected or sensitive habitat. In addition, the project will not involve the removal of any Heritage Trees. New landscaping along the Bloomfield Avenue, Florence Avenue, Lakeland Road frontages and within the project site are proposed. Thus, no impacts on locally-designated species will occur as part of the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

F. As indicated previously, the project site is not located within an area governed by a habitat conservation or community conservation plan. As a result, no adverse impacts on local, regional, or State habitat conservation plans will result from the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

**Sources:**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of Fish and Wildlife, *Natural Diversity Database*, 2014.
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle.* Release Date March 25, 1999.

| CULTURAL RESOURCES IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| 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? | X | | |
| B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? | X | | |
| C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature? | | | X |
| D. Would the project disturb any human remains, including those interred outside of formal cemeteries? | | | X |

**Environmental Determination:**

A. There are no known historic structures or objects within the project site or in the adjacent area. The proposed project is not anticipated to have an adverse impact on any historic resource though this issue will be analyzed. *This issue will be analyzed in the DEIR.*

B. The project site has been previously developed and no archaeological resources were reported. Furthermore, the project site is not known to be historically or culturally significant to any group of residents. No archaeological or historical resources are expected to be found on-site due to past grading, excavation activities, and development. However, the DEIR will identify mitigation measures that will be adhered to in the event historic resources are encountered. *This issue will be analyzed in the DEIR.*

C. The potential for paleontological resources in the area is considered low, as no resources have been uncovered in the area. Thus, the proposed project will not adversely impact any paleontological resources. *This issue will not be analyzed in the DEIR.*

D. There are no cemeteries located in the immediate area that would be affected by the proposed project. In addition, the project site does not contain any religious or sacred structure. Thus, no impacts will occur with the implementation of the proposed project. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of State Parks, Office of Historic Preservation. www.parks.ca.gov. 2010.
- California, State of. Department of Conservation. State Office of Historic Preservation. 2010.
- McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

| GEOLOGY IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project result in or expose people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides? | X | | |
| B. Would the project result in or expose people to potential impacts involving substantial soil erosion or the loss of topsoil? | | | X |
| C. Would the project result in or expose people to potential impacts involving the location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | X | |
| D. Would the project result in or expose people to potential impacts involving the location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property? | | | X |
| E. Would the project result in or expose people to potential impacts involving 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 |

**Environmental Determination**

A. Numerous faults are found within the Los Angeles basin. However, most are of such length and orientation that they are considered to be of secondary importance to the region's major faults such as the Whittier-Elsinore, Newport-Inglewood, and San Andreas, in terms of generating major earthquakes. The project site is not located within an Alquist-Priolo Special Studies Zone, and a fault rupture hazard is unlikely. Given the seismicity of the area, the DEIR will characterize the potential impacts related to ground-shaking and liquefaction. *This issue will be analyzed in the DEIR.*

B. The proposed project will be constructed pursuant to the latest building code requirements. Limited excavation will be required for the structural supports. Given the developed character of the project site, no significant adverse impacts related to expansive soil erosion or loss of topsoil is anticipated. *This issue will not be analyzed in the DEIR.*

C. Recent studies completed by the Geological Survey (CGS) Seismic Hazard Zones Mapping Program indicate the project site is located outside of an area that is subject to potential liquefaction. Slope failure is not a hazard due to the area's level topography. As a result, the impacts due to potential unstable soils are less than significant. *This issue will not be analyzed in the DEIR.*

**Environmental Determination (continued)**

D. Given the developed character of the surrounding parcels, no significant adverse constraints related to expansive soils are anticipated. The soils that underlie the project site belong to the Hanford Soils Association. These soils do not represent a constraint to development according to the United States Department of Agriculture (USDA). The existing improvements within the surrounding properties also support this conclusion. As a result, no impacts are anticipated. *This issue will not be analyzed in the DEIR.*

E. No septic tanks will be used as part of the proposed project. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California Department of Conservation. http://www.conservation.ca.gov/Index/Pages/Index.aspx
- California Department of Conservation. *Seismic Hazard Zonation Program Data Access Page.* http://gmw.consrv.ca.gov
- California, State of. California Geological Survey. *Preliminary Map of Seismic Hazard Zones.* 2011.
- United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360,* 1985.
- United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Rev. 1969.

| GREENHOUSE GAS EMISSIONS IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | X | | |
| B. Would the project increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses? | X | | |

**Environmental Determination**

A. The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020. The proposed project's conformity with adopted regulations governing GHG emissions will require analysis. *This issue will be analyzed in the DEIR.*

B. AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in business as usual GHG emissions for the entire State. The amount of GHG emissions that will be directly or indirectly related to the proposed project's operation will be analyzed. *This issue will be analyzed in the DEIR.*

**Sources**

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

| HAZARDOUS MATERIALS IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | X | | |
| B. Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | X | | |
| C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | X | | |
| D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment? | X | | |
| E. Would the project be 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. Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? | | | X |
| G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | | | X |
| H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? | | | X |

**Environmental Determination**

A. The project site consists of 54.69-acres (2,382,223 square feet) and includes approximately 35-acres of land that was formerly occupied by the Powerine Oil Refinery. The remaining land area consisting of approximately 19.7-acres was formerly occupied by Ridgeline Energy Services. The refinery opened in the early 1930s and operated until 1995 when the refinery was closed. Ridgeline Energy Services will continue to operates a waste-water facility on an approximately 2-acre parcel located to the northwest of the project site. The on-site contamination is currently undergoing remediation. The analysis will characterize the potential risk and identify any required mitigation. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

B. The analysis will characterize the potential risk and identify any required mitigation. The analysis will also identify any sensitive receptors, including schools, located within ¼-mile of the proposed project site. *This issue will be analyzed in the DEIR.*

C. The on-site contamination is currently undergoing remediation. The project applicant oversaw the preparation of Phase I and Phase II studies. The analysis included in the DEIR will characterize the potential risk and identify any required mitigation. The analysis will characterize the potential risk and identify any required mitigation. *This issue will be analyzed in the DEIR.*

D. Previous refining operations included processing crude oil into several grades of fuel including kerosene, leaded gasoline and aviation fuel, unleaded gasoline, jet fuel, high and low-sulfur diesel, and fuel oil. The soils and groundwater have been impacted by past site operations. Soil and groundwater investigations are being conducted pursuant to Clean Up and Abatement Orders (CAO) issued by the Los Angeles Regional Water Quality Control Board to Powerine Oil Company (CENCO Refining Company) in 1985 and 1997. The DEIR will describe the nature and extent of historic contamination and the ongoing remediation efforts. *This issue will be analyzed in the DEIR.*

E. Fullerton Airport is located approximately 3.7 miles to the southeast of the project site. The Los Alamitos Airfield is located approximately 7.1 miles southwest of the project site. The El Monte Airport is located approximately 13.5 miles to the north of the site. The Long Beach Airport is located approximately 7.8 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 21.5 miles to the northwest. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area. *This issue will not be analyzed in the DEIR.*

F. The project site is not located within 2 miles of an operational private airport or airstrip. *This issue will not be analyzed in the DEIR.*

G. At no time will adjacent streets be completely closed to traffic during the proposed project's construction. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. *This issue will not be analyzed in the DEIR.*

H. The project site and the surrounding area is urbanized. No areas of native vegetation are found in the surrounding parcels and, as a result, there is no wildfire risk from off-site locations. *This issue will not be analyzed in the DEIR.*

**Sources**

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle.* Release Date March 25, 1999.
- United States Environmental Protection Agency. *Environfacts Database, Multisystem Search.* www.epa.gov/envirofw/

| HYDROLOGY AND WATER QUALITY IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project violate any water quality standards or waste discharge requirements? | X | | |
| B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | X | | |
| C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | | | X |
| D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site? | | | X |
| E. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | X | | |
| F. Would the project substantially degrade water quality? | X | | |
| 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? | | | X |
| H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | | | X |
| I. Would the project expose people or structures to a significant risk of flooding because of dam or levee failure? | | | X |
| J. Would the project result in inundation by seiche, tsunami, or mudflow? | | | X |

**Environmental Determination**

A. The proposed project will not generate excessive runoff to the storm water system and runoff will continue to occur from building roofs, parking areas, and other impervious surfaces. The proposed project will involve the installation of a new storm water detention basin. The nature and extent of potential water quality impacts (or lack of impact) along with any requisite mitigation will be described. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

B. Groundwater resources in the area consist of interlayered bedrock and aquifers, which are common in the Central Los Angeles groundwater basin. The project site is within a completely urbanized area and is not located near the shoreline or other water body. The nature and extent of potential water consumption impacts along with any requisite mitigation will be described. *This issue will be analyzed in the DEIR.*

C. The proposed project site was previously developed and was largely covered over with impervious surfaces. The proposed project's implementation will not result in any soil erosion or loss of topsoil following development. In addition, the proposed project will be required to adhere to all pertinent National Pollutant Discharge Elimination System requirements. *This issue will not be analyzed in the DEIR.*

D. There are no lakes or streams within the area that would be affected by the proposed project. No natural stream channels remain within the immediate area. In addition, there will not be any increase in storm water surface runoff conveyed to the existing storm drain system since water runoff requirements call for surface runoff to be impounded on-site. *This issue will not be analyzed in the DEIR.*

E. No surface water bodies are found within the adjacent parcels that would be affected by the proposed project. The quantity and direction of storm water runoff ultimately discharged into the existing storm drain system will not change from the existing levels. The pre-project and post-project hydrology will be analyzed. *This issue will be analyzed in the DEIR.*

F. Storm water runoff will not increase from the site or the surrounding area. The nature and extent of potential water quality impacts (or lack of impact) along with any requisite mitigation will be described. *This issue will be analyzed in the DEIR.*

G. The proposed project will not impede or redirect the flows of potential floodwater. Furthermore, the project site is not located within a designated flood hazard area, as defined by Federal Emergency Management Agency's (FEMA's) Flood Insurance Mapping Program (FIRM). Therefore, no impacts related to flood flows are associated with the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

H. As indicated previously, the project site is not located within a designated flood hazard area as identified by FEMA. The proposed project will not impede or redirect the flows of potential floodwater. Therefore, no flood-related impacts are associated with the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

I. The project site is not located within a designated flood hazard area as identified by FEMA. The proposed project site and the majority of the City are located within an area that could be subject to flows due to failure or overflow at the Whittier Narrows Reservoir and Hansen Dams. However, the majority of the City would experience similar conditions in the event of dam failure. The average floodwater depth is projected to be less than one foot. Virtually all of the urbanized portions of Los Angeles County are exposed to some form of potential inundation risk. As a result, no significant adverse impacts are anticipated. *This issue will not be analyzed in the DEIR.*

J. The City of Santa Fe Springs is located inland from the Pacific Ocean, and thus, the project site will not be exposed to the effects of a tsunami. No volcanoes are located near the City that would present seiche or volcanic hazards. As a result, no impacts related to seiche, tsunami or mudflow would result. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle.* Release Date March 25, 1999.
- United States. Federal Emergency Management Agency. Intranetix Viewer. http:// map1.msc.fema.gov /idms/IntraView

| LAND USE AND PLANNING IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project physically divide an established community, or otherwise result in an incompatible land use? | | | X |
| B. Would the project 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? | X | | |
| C. Would the project conflict with any applicable habitat conservation or natural community conservation plan? | | | X |

**Environmental Determination**

A. The proposed project will not result in any significant adverse environmental impacts related to the division of a residential community. No new roadways will be constructed that will divide or otherwise impede access to an existing residential neighborhood. Compatibility in terms of noise, traffic, aesthetics, and other issues are discussed under separate subsections in this Initial Study. *This issue will not be analyzed in the DEIR.*

B. The project site is currently zoned as *Heavy Manufacturing (M-2)*. Both the general plan and zoning designations for the surrounding properties generally correspond to the location and extent of surrounding land uses and development. No change in the general plan or zoning designations will be required to implement the proposed project. The analysis will focus on the proposed project's conformity with the applicable land use, adopted general plan and zoning requirements. *This issue will be analyzed in the DEIR.*

C. There are no Los Angeles County designated Significant Ecological Areas (SEAs) or other conservation planning areas located within the City of Santa Fe Springs that would be potentially affected by the proposed project's implementation. As a result, no impacts on habitat conservation plans or community conservation plans will occur. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Santa Fe Springs, City of. *Santa Fe Springs General Plan*. As amended 2012.
- Santa Fe Springs, City of. *Zoning Ordinance*. As amended 2012.
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle*. Release Date March 25, 1999.
- Los Angeles County. http://planning.lacounty.gov/sea/. Website accessed on October 20, 2014.

| MINERAL RESOURCES IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | | | X |
| B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | | | X |

**Environmental Determination**

A. Natural resources that are utilized by development include air, mineral, water, sand and gravel, timber, energy, and other resources used for construction and operation. According to maps prepared by the Los Angeles County Department of Public Works, the site is located outside of a Mineral Resource Zone. According to these maps, the project is not located within the vicinity of a site being used for aggregate production. The proposed project will not affect any current or historic mineral extraction activities. Thus, the project will not result in any significant adverse effects on mineral resources in the region and no impacts will occur. *This issue will not be analyzed in the DEIR.* The location and extent of any existing oil wells on-site will be addressed under Hazard Materials.

B. The resources and materials used as part of the proposed project's operation will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any significant adverse effects on mineral resources in the region. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of Conservation. *Oil, Gas, and Geothermal – District 1 Maps.* 2014
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle.* Release Date March 25, 1999.

| NOISE IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | X | | |
| B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels? | X | | |
| C. Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project? | X | | |
| D. Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project? | X | | |
| E. For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | X |
| F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | X |

**Environmental Determination**

A. Noise-sensitive land uses include nursing homes, libraries, schools, hospitals, homes, and other uses that are susceptible to loud noises due to the type of activities that are conducted in these areas (e.g., sleep, rest, concentration, study, relaxation, or listening). The nature and extent of potential noise impacts will be analyzed along with any required mitigation that will be effective in reducing the project's noise impacts. *This issue will be analyzed in the DEIR.*

B. Certain activities are particularly sensitive to noise. These include sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration. Hospitals and convalescent homes, churches, libraries, schools, and childcare facilities are also considered noise-sensitive uses. Finally, residential uses are considered to be noise-sensitive land uses. The nature and extent of potential noise impacts on nearby sensitive receptors will be analyzed. Mitigation measures that will be effective in reducing the project's noise impacts will also be identified. *This issue will be analyzed in the DEIR.*

C. The facility will likely operate seven days a week, 24 hours a day. The nature and extent of potential noise impacts will be analyzed along with any required mitigation that will be effective in reducing the project's noise impacts. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

D. The analysis will analyze the potential construction noise impacts and identify any required mitigation. *This issue will be analyzed in the DEIR.*

E. Fullerton Airport is located approximately 3.7 miles to the southeast of the project site. The Los Alamitos Airfield is located approximately 7.1 miles southwest of the project site. The El Monte Airport is located approximately 13.5 miles to the north of the site. The Long Beach Airport is located approximately 7.8 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 21.5 miles to the northwest. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport to people working in the project area. The proposed project will not expose persons to noise from a public use airport. As a result, no significant aircraft noise exposure impacts will occur. *This issue will not be analyzed in the DEIR.*

F. No private airports are located within two miles of the project site. As a result, the proposed project will not expose persons to excessive aircraft noise from operations at any private airport in the area. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.
- Santa Fe Springs, City of. *Final Environmental Impact Report [for the] City of Santa Fe Springs General Plan Update*. August 2007.
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California*. July 1, 1979.
- United States. Environmental Protection Agency. Protective Noise Levels. 1971.

| POPULATION AND HOUSING IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | | | X |
| B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | X |
| C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | X |

**Environmental Determination**

A. The proposed project will not result in any growth inducing impacts that would affect local housing, population, or employment growth projections. The additional employment is considered to be a beneficial impact given the area's high unemployment rate. *This issue will not be analyzed in the DEIR.*

B. There are no dwelling units located on, or persons residing within, the project site. As a result, the proposed project will not involve the removal of any units and no displacement of existing housing units will result. *This issue will not be analyzed in the DEIR.*

C. No housing units will be displaced as part of the proposed project's implementation. As a result, no persons will be displaced as part of the project's implementation and no replacement housing will be required. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of Finance. *Demographic Research Unit. Report E-5 Population and Housing Estimates.* January 2012.
- State of California, Employment Development Department. *Current Labor Market Information. May 2012.*
- United States. Bureau of the Census. *American Fact-finder, 2000 Census.*

| PUBLIC SERVICES IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in fire protection services? | X | | |
| B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in police protection services? | X | | |
| C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in school services? | | X | |
| D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in other governmental services? | | | X |

**Environmental Determination**

A. The City of Santa Fe Springs 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 proposed use will be subject to review and approval by the Los Angeles County Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. *This issue will be analyzed in the DEIR.*

B. The City of Santa Fe Springs Department of Police Services (DPS) is responsible for the management of all law enforcement services within the City. The proposed use will operate 24 hours a day. The proposed project's impact on the demand for services will be analyzed. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

C. The proposed project may impact local school enrollments since parents are permitted to enroll their children near their workplace via intra-district transfers. The project Applicant will be required to pay any applicable school development fees. As a result, the impacts on schools resulting from the proposed project's implementation will be less than significant. *This issue will not be analyzed in the DEIR.*

D. No new governmental services such as libraries, park, etc., will be needed to implement the proposed project. As a result, the proposed project will not result in any impact on existing governmental services. *This issue will not be analyzed in the DEIR.*

**Sources**


- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Los Angeles County. Los Angeles County Fire Department. Hometown Fire Stations. http://fire.lacounty.gov/HometownFireStations/ HometownFireStations.asp
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California.* July 1, 1979.

| RECREATION IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | X | |
| B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | | | X |

**Environmental Determination**

A. The project site is privately owned and is not being used for publicly sanctioned recreational activities. There are no City parks located in close proximity to the proposed project site. The nearest park to the project site is Little Lake Park located approximately ½ mile feet to the west. The proposed project will not create a direct demand for park facilities based on the proposed use. As a result, the potential impacts are less than significant. *This issue will not be analyzed in the DEIR.*

B. The proposed project will not affect existing park facilities in the City. The proposed project site is not located immediately adjacent to any existing park, nor is it utilized for any recreational use. Additionally, no new employment generation will result from the proposed use. As a result, no impacts upon recreational facilities are anticipated. *This issue will not be analyzed in the DEIR.*

**Sources**

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California.* July 1, 1979.

| TRANSPORTATION IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | X | | |
| B. Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways? | X | | |
| C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? | | | X |
| 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)? | X | | |
| E. Would the project result in inadequate emergency access? | X | | |
| 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? | X | | |

**Environmental Determination**

A. A traffic study is being prepared that will assess the proposed project's traffic generation and the attendant level of service impacts. *This issue will be analyzed in the DEIR.*

B. The Los Angeles County *Congestion Management Program* (CMP) indicates that a traffic analysis is required at designated CMP intersections if it is anticipated that a proposed project would contribute 50 or more vehicle trips to the intersection during either the morning or afternoon peak hours. A traffic study is being prepared that will assess the proposed project's traffic generation and the attendant level of service impacts on CMP facilities. *This issue will be analyzed in the DEIR.*

C. The proposed project would not result in any changes in air traffic patterns. As a result, no significant adverse impacts will occur. *This issue will not be analyzed in the DEIR.*

D. The traffic analysis will analyze the potential construction and access impacts and identify any required mitigation. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

E. Emergency access to the properties surrounding the site will not change with the approval of the proposed project. The DEIR will evaluate potential access-related impacts to and within the project site. The DEIR will include an evaluation of roadway and driveway widths and their ability to accommodate larger emergency vehicles. Other issues that will be analyzed include turning radii and the number of access points. *This issue will be analyzed in the DEIR.*

F. The Metropolitan Transit Authority (MTA) provides bus services on most of the adjacent arterial roadways in the City. The traffic analysis will evaluate the proposed project's impact on transit stops and patronage. *This issue will be analyzed in the DEIR.*

**Sources**

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California.* July 1, 1979.

| UTILITIES IMPACTS | Issue to be Evaluated in DEIR | Less Than Significant Impact | No Impact |
|---|---|---|---|
| A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | X | | |
| 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? | X | | |
| 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? | X | | |
| 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? | X | | |
| E. Would the project result in a determination by the 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. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? | X | | |
| G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? | X | | |

**Environmental Determination**

A. The wastewater that will be generated as part of the proposed project's implementation will be analyzed. *This issue will be analyzed in the DEIR.*

B. The County Sanitation Districts maintain and operate the sewer system in the City of Santa Fe Springs. The project site is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the Los Angeles County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. The projected effluent that would be generated by the proposed use will be analyzed. *This issue will be analyzed in the DEIR.*

C. No additional off-site flood control infrastructure will be required to accommodate the proposed use. No change in the quantity of storm water runoff will result from the proposed project's implementation. However, the analysis will be completed to ensure that surface water runoff is not polluted during construction and future project operations. *This issue will be analyzed in the DEIR.*

**Environmental Determination (continued)**

D. The analysis will estimate the water consumption that will occur as part of the facility's operation. *This issue will be analyzed in the DEIR.*

E. The project site is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. The proposed project's impact on the available treatment capacity will be evaluated. *This issue will be analyzed in the DEIR.*

F. The analysis will include a discussion of the proposed project's impact on local landfill capacity or other waste disposal facilities. The project's conformity with these regulations will be evaluated. *This issue will be analyzed in the DEIR.*

G. The proposed project, like all other development in Santa Fe Springs, will be required to adhere to City and County ordinances related to waste reduction and recycling. The project's conformity with these regulations will be evaluated. *This issue will be analyzed in the DEIR.*

**Sources**

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

## 8. SCOPE OF EIR ANALYSIS

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Aesthetics | ☐ | Agriculture & Forest Resources | ☒ | Air Quality |
| ☐ | Biological Resources | ☐ | Cultural Resources | ☐ | Geology/Soils |
| ☒ | Greenhouse Gas Emissions | ☒ | Hazards & Hazardous Materials | ☒ | Hydrology/Water Quality |
| ☒ | Land Use/Planning | ☐ | Mineral Resources | ☒ | Noise |
| ☐ | Population/Housing | ☒ | Public Services | ☐ | Recreation |
| ☒ | Transportation/Traffic | ☒ | Utilities/Service Systems | ☒ | Mandatory Findings of Significance |

On the basis of the environmental analysis and review completed as part of this Initial Study's preparation:

| | |
|---|---|
| ☐ | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| ☒ | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| ☐ | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| ☐ | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

Planner _____ Date _____

This Initial Study determined the environmental issues that warranted further analysis in the DEIR. Those specific issues that will be analyzed in the DEIR are listed below.

*Aesthetics Impact (C).* Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?

*Air Quality Impact (A).* Would the project conflict with or obstruct implementation of the applicable air quality plan?

*Air Quality Impact (B).* Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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

*Air Quality Impact (D).* Would the project expose sensitive receptors to substantial pollutant concentrations?

*Air Quality Impact (E).* Would the project create objectionable odors affecting a substantial number of people?

*Cultural Resources 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?

*Cultural Resources Impacts (B).* Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

*Geology Impacts (A).* Would the project result in or expose people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides?

*Greenhouse Gas Emissions Impact (A).* Would the project result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

*Greenhouse Gas Emissions Impact (B).* Would the project increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?

*Hazardous Materials Impact (A).* Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

*Hazardous Materials Impact (B).* Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

*Hazardous Materials Impact (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?

*Hazardous Materials Impact (D).* Would the project be located on a site, which 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?

*Hydrology and Water Quality Impact (A).* Would the project violate any water quality standards or waste discharge requirements?

*Hydrology and Water Quality Impact (B).* Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

*Hydrology and Water Quality Impact (E).* Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff

*Hydrology and Water Quality Impact (F).* Would the project substantially degrade water quality?

*Land Use and Planning Impact (B).* Would the project 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?

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

*Noise Impact (B).* Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?

*Noise Impact (C).* Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?

*Noise Impact (D).* Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?

*Public Services Impact (A).* Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in fire protection services?

*Public Services Impact (B).* Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in police protection services?

*Transportation Impact (A).* Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

*Transportation Impact (B).* Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?

*Transportation Impact (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)?

*Transportation Impact (E).* Would the project result in inadequate emergency access?

*Transportation Impact (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?

*Utilities Impact (A).* Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

*Utilities Impact (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?

*Utilities Impact (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?

*Utilities Impact (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?

*Utilities Impact (E).* Would the project result in a determination by the 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?

*Utilities Impact (F).* Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

*Utilities Impact (G).* Would the project comply with Federal, State, and local statutes and regulations related to solid waste?

# 9 REFERENCES

## PREPARERS

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(626) 336-0033

Marc Blodgett, Project Manager
Bryan Hamilton, Planner
Liesl Sullano, Planner

# APPENDIX B
# COMPUTER WORKSHEETS
# (AIR EMISSIONS AND NOISE)

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SFSP 019 Cenco EIR
Los Angeles-South Coast County, Summer

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 403.63 | 1000sqft | 9.27 | 403,634.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 506.46 | 1000sqft | 11.63 | 506,465.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 300.70 | 1000sqft | 6.90 | 300,700.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2017 |
| Utility Company | Southern California Edison | | | | |
| CO2 Intensity (lb/MWhr) | 630.89 | CH4 Intensity (lb/MWhr) | 0.029 | N2O Intensity (lb/MWhr) | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -
Land Use - Square footage numbers provided by Applicant and discussed in the DEIR.
Construction Phase - The construction time table was discussed in Section 2.4 of the DEIR.
Grading - The total acres distrubed figures were provided by the applicant.
Architectural Coating - Figure needed to be updated per CEQA requirements.



| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 250.00 | 100.00 |
| tblArchitecturalCoating | EF_Nonresidential_Interior | 250.00 | 100.00 |
| tblConstructionPhase | NumDays | 35.00 | 66.00 |
| tblConstructionPhase | NumDays | 440.00 | 132.00 |
| tblConstructionPhase | NumDays | 30.00 | 66.00 |
| tblConstructionPhase | NumDays | 45.00 | 43.00 |
| tblConstructionPhase | NumDays | 35.00 | 43.00 |
| tblConstructionPhase | NumDays | 20.00 | 43.00 |
| tblConstructionPhase | NumDays | 440.00 | 132.00 |
| tblConstructionPhase | NumDays | 440.00 | 131.00 |
| tblConstructionPhase | PhaseEndDate | 8/1/2017 | 7/31/2017 |
| tblConstructionPhase | PhaseEndDate | 12/2/2016 | 12/1/2016 |
| tblConstructionPhase | PhaseEndDate | 6/2/2017 | 6/1/2017 |
| tblConstructionPhase | PhaseStartDate | 6/2/2017 | 6/1/2017 |
| tblConstructionPhase | PhaseStartDate | 6/2/2016 | 6/1/2016 |
| tblConstructionPhase | PhaseStartDate | 12/2/2016 | 12/1/2016 |
| tblGrading | AcresOfGrading | 107.50 | 62.72 |
| tblLandUse | LandUseSquareFeet | 403,630.00 | 403,634.00 |
| tblLandUse | LandUseSquareFeet | 506,460.00 | 506,465.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2017 |

## 2.0 Emissions Summary

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2015 | 8.0651 | 79.1707 | 79.6466 | 0.1444 | 18.2675 | 3.8044 | 21.3578 | 9.9840 | 3.5001 | 12.8271 | 0.0000 | 13,568.96 38 | 13,568.96 38 | 1.5509 | 0.0000 | 13,609.93 33 |
| 2016 | 14.6829 | 97.3726 | 147.8919 | 0.2887 | 13.8485 | 4.5841 | 18.4326 | 3.7204 | 4.2940 | 8.0143 | 0.0000 | 26,570.74 57 | 26,570.74 57 | 2.0552 | 0.0000 | 26,614.19 81 |
| 2017 | 170.8029 | 65.1541 | 84.6902 | 0.1557 | 7.0924 | 3.2140 | 10.3064 | 1.9049 | 2.9912 | 4.8960 | 0.0000 | 15,410.66 62 | 15,410.66 62 | 1.7036 | 0.0000 | 15,446.44 17 |
| Total | 193.5508 | 241.6973 | 312.2288 | 0.6018 | 39.2083 | 11.6026 | 50.0967 | 16.6093 | 10.7852 | 26.7375 | 0.0000 | 55,550.37 57 | 55,550.37 57 | 5.7097 | 0.0000 | 55,670.57 31 |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2015 | 8.0651 | 79.1707 | 79.6466 | 0.1444 | 18.2675 | 3.8044 | 21.3578 | 9.9840 | 3.5001 | 12.8271 | 0.0000 | 13,568.96 38 | 13,568.96 38 | 1.5509 | 0.0000 | 13,609.93 33 |
| 2016 | 14.6829 | 97.3726 | 147.8919 | 0.2887 | 13.8485 | 4.5841 | 18.4326 | 3.7204 | 4.2940 | 8.0143 | 0.0000 | 26,570.74 57 | 26,570.74 57 | 2.0552 | 0.0000 | 26,614.19 81 |
| 2017 | 170.8029 | 65.1541 | 84.6902 | 0.1557 | 7.0924 | 3.2140 | 10.3064 | 1.9049 | 2.9912 | 4.8960 | 0.0000 | 15,410.66 62 | 15,410.66 62 | 1.7036 | 0.0000 | 15,446.44 17 |
| Total | 193.5508 | 241.6973 | 312.2288 | 0.6018 | 39.2083 | 11.6026 | 50.0967 | 16.6093 | 10.7852 | 26.7375 | 0.0000 | 55,550.37 57 | 55,550.37 57 | 5.7097 | 0.0000 | 55,670.57 31 |



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

**2.2 Overall Operational**

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 31.6737 | 1.1500e-003 | 0.1260 | 1.0000e-005 | | 4.5000e-004 | 4.5000e-004 | | 4.5000e-004 | 4.5000e-004 | | 0.2660 | 0.2660 | 7.4000e-004 | | 0.2805 |
| Energy | 0.0326 | 0.2960 | 0.2486 | 1.7800e-003 | | 0.0226 | 0.0226 | | 0.0226 | 0.0226 | | 355.1417 | 355.1417 | 6.8100e-003 | 6.5100e-003 | 357.3030 |
| Mobile | 12.4295 | 40.9075 | 163.0216 | 0.4331 | 28.5402 | 0.6192 | 29.1594 | 7.6318 | 0.5698 | 8.2016 | | 36,589.4345 | 36,589.4345 | 1.4452 | | 37,019.7833 |
| Total | 44.1358 | 41.2047 | 163.3962 | 0.4349 | 28.5402 | 0.8421 | 29.1823 | 7.6318 | 0.5928 | 8.2246 | | 37,944.8412 | 37,944.8412 | 1.4527 | 6.5100e-003 | 37,377.5868 |

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 31.6737 | 1.1500e-003 | 0.1260 | 1.0000e-005 | | 4.5000e-004 | 4.5000e-004 | | 4.5000e-004 | 4.5000e-004 | | 0.2660 | 0.2660 | 7.4000e-004 | | 0.2805 |
| Energy | 0.0326 | 0.2960 | 0.2486 | 1.7800e-003 | | 0.0226 | 0.0226 | | 0.0226 | 0.0226 | | 355.1417 | 355.1417 | 6.8100e-003 | 6.5100e-003 | 357.3030 |
| Mobile | 12.4295 | 40.9075 | 163.0216 | 0.4331 | 28.5402 | 0.6192 | 29.1594 | 7.6318 | 0.5698 | 8.2016 | | 36,589.4345 | 36,589.4345 | 1.4452 | | 37,019.7833 |
| Total | 44.1358 | 41.2047 | 163.3962 | 0.4349 | 28.5402 | 0.8421 | 29.1823 | 7.6318 | 0.5928 | 8.2246 | | 37,944.8412 | 37,944.8412 | 1.4527 | 6.5100e-003 | 37,377.5868 |



| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 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 | 5/1/2015 | 7/31/2015 | 5 | 66 | |
| 2 | Site Preparation | Site Preparation | 8/1/2015 | 9/30/2015 | 5 | 43 | |
| 3 | Grading | Grading | 10/1/2015 | 11/30/2015 | 5 | 43 | |
| 4 | Building Construction | Building Construction | 12/1/2015 | 6/1/2016 | 5 | 132 | |
| 5 | Building Construction Building Number 2 | Building Construction | 6/1/2016 | 12/1/2016 | 5 | 132 | |
| 6 | Building Construction Building Number 3 | Building Construction | 12/1/2016 | 6/1/2017 | 5 | 131 | |
| 7 | Paving | Paving | 6/1/2017 | 7/31/2017 | 5 | 43 | |
| 8 | Architectural Coating | Architectural Coating | 8/1/2017 | 10/31/2017 | 5 | 66 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 52.72**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,816,199; Non-Residential Outdoor: 605,400 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Demolition | Excavators | 3 | 8.00 | 162 | 0.38 |

| | | | | | |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Excavators | 2 | 8.00 | 162 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 255 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 361 | 0.48 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Building Construction Building Number 2 | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction Building Number 3 | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction Building Number 2 | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction Building Number 3 | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction Building Number 2 | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction Building Number 3 | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction Building Number 2 | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction Building Number 3 | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction Building Number 2 | Welders | 1 | 8.00 | 46 | 0.45 |

| | | | | | |
|---|---|---|---|---|---|
| Building Construction Building Number 3 | Welders | 1 | 8.00 | 46 | 0.45 |

Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 509.00 | 198.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 102.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction Building Number 2 | 9 | 509.00 | 198.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction Building Number 3 | 9 | 509.00 | 198.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2015

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.5083 | 48.3629 | 36.0738 | 0.0399 | | 2.4508 | 2.4508 | | 2.2558 | 2.2558 | | 4,127.193 4 | 4,127.193 4 | 1.1188 | | 4,160.888 6 |
| Total | 4.6083 | 48.3629 | 36.0738 | 0.0399 | | 2.4508 | 2.4508 | | 2.2558 | 2.2558 | | 4,127.193 4 | 4,127.193 4 | 1.1188 | | 4,160.888 6 |

**3.2 Demolition - 2015**

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0740 | 0.0930 | 1.1469 | 2.1800e-003 | 0.1677 | 1.6800e-003 | 0.1693 | 0.0445 | 1.5300e-003 | 0.0460 | | 190.7132 | 190.7132 | 0.0109 | | 190.9418 |
| Total | 0.0740 | 0.0930 | 1.1469 | 2.1800e-003 | 0.1677 | 1.6800e-003 | 0.1693 | 0.0445 | 1.5300e-003 | 0.0460 | | 190.7132 | 190.7132 | 0.0109 | | 190.9418 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.6083 | 48.3629 | 36.0738 | 0.0399 | | 2.4608 | 2.4608 | | 2.2868 | 2.2868 | 0.0000 | 4,127.193 4 | 4,127.193 4 | 1.1188 | | 4,160.688 8 |
| Total | 4.6083 | 48.3629 | 36.0738 | 0.0399 | | 2.4608 | 2.4608 | | 2.2868 | 2.2868 | 0.0000 | 4,127.193 4 | 4,127.193 4 | 1.1188 | | 4,160.688 8 |



**3.2 Demolition - 2015**

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0740 | 0.0930 | 1.1469 | 2.1800e-003 | 0.1677 | 1.6800e-003 | 0.1693 | 0.0445 | 1.5300e-003 | 0.0460 | | 190.7132 | 190.7132 | 0.0109 | | 190.9418 |
| Total | 0.0740 | 0.0930 | 1.1469 | 2.1800e-003 | 0.1677 | 1.6800e-003 | 0.1693 | 0.0445 | 1.5300e-003 | 0.0460 | | 190.7132 | 190.7132 | 0.0109 | | 190.9418 |

**3.3 Site Preparation - 2015**

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 6.2609 | 56.8897 | 42.6318 | 0.0391 | | 3.0883 | 3.0883 | | 2.8412 | 2.8412 | | 4,111.744 4 | 4,111.744 4 | 1.2275 | | 4,137.622 5 |
| Total | 6.2609 | 56.8897 | 42.6318 | 0.0391 | 18.0663 | 3.0883 | 21.1546 | 9.9307 | 2.8412 | 12.7719 | | 4,111.744 4 | 4,111.744 4 | 1.2275 | | 4,137.622 5 |

**3.3 Site Preparation - 2015**

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0888 | 0.1116 | 1.3763 | 2.6200e-003 | 0.2012 | 2.0100e-003 | 0.2032 | 0.0534 | 1.8400e-003 | 0.0552 | | 228.8559 | 228.8559 | 0.0131 | | 229.1301 |
| Total | 0.0888 | 0.1116 | 1.3763 | 2.6200e-003 | 0.2012 | 2.0100e-003 | 0.2032 | 0.0534 | 1.8400e-003 | 0.0552 | | 228.8559 | 228.8559 | 0.0131 | | 229.1301 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 6.2609 | 56.6897 | 42.6318 | 0.0391 | | 3.0883 | 3.0883 | | 2.8412 | 2.8412 | 0.0000 | 4,111.744 4 | 4,111.744 4 | 1.2276 | | 4,137.622 4 |
| Total | 6.2609 | 56.6897 | 42.6318 | 0.0391 | 18.0663 | 3.0883 | 21.1546 | 9.9307 | 2.8412 | 12.7719 | 0.0000 | 4,111.744 4 | 4,111.744 4 | 1.2276 | | 4,137.622 4 |



**3.3 Site Preparation - 2015**

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0888 | 0.1116 | 1.3763 | 2.6200e-003 | 0.2012 | 2.0100e-003 | 0.2032 | 0.0534 | 1.8400e-003 | 0.0552 | | 228.8559 | 228.8559 | 0.0131 | | 229.1301 |
| Total | 0.0888 | 0.1116 | 1.3763 | 2.6200e-003 | 0.2012 | 2.0100e-003 | 0.2032 | 0.0534 | 1.8400e-003 | 0.0552 | | 228.8559 | 228.8559 | 0.0131 | | 229.1301 |

**3.4 Grading - 2015**

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.3223 | 0.0000 | 7.3223 | 3.4506 | 0.0000 | 3.4506 | | | 0.0000 | | | 0.0000 |
| Off-Road | 6.7751 | 79.0467 | 50.8400 | 0.0618 | | 3.8022 | 3.8022 | | 3.4980 | 3.4980 | | 6,456.243 3 | 6,456.243 3 | 1.9354 | | 6,526.908 0 |
| Total | 6.7751 | 79.0467 | 50.8400 | 0.0618 | 7.3223 | 3.8022 | 11.1245 | 3.4506 | 3.4980 | 6.9486 | | 6,456.243 3 | 6,456.243 3 | 1.9354 | | 6,526.908 0 |

**3.4 Grading - 2015**

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0956 | 0.1240 | 1.5292 | 2.9100e-003 | 0.2235 | 2.2300e-003 | 0.2258 | 0.0593 | 2.0500e-003 | 0.0613 | | 254.2843 | 254.2843 | 0.0145 | | 254.5891 |
| Total | 0.0956 | 0.1240 | 1.5292 | 2.9100e-003 | 0.2235 | 2.2300e-003 | 0.2258 | 0.0593 | 2.0500e-003 | 0.0613 | | 254.2843 | 254.2843 | 0.0145 | | 254.5891 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.3223 | 0.0000 | 7.3223 | 3.4506 | 0.0000 | 3.4506 | | | 0.0000 | | | 0.0000 |
| Off-Road | 6.7761 | 79.0467 | 60.8400 | 0.0918 | | 3.8022 | 3.8022 | | 3.4980 | 3.4980 | 0.0000 | 9,486.243 3 | 9,486.243 3 | 1.9364 | | 9,526.909 0 |
| Total | 6.7761 | 79.0467 | 60.8400 | 0.0918 | 7.3223 | 3.8022 | 11.1245 | 3.4506 | 3.4980 | 6.9486 | 0.0000 | 9,486.243 3 | 9,486.243 3 | 1.9364 | | 9,526.909 0 |



**3.4 Grading - 2015**

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0956 | 0.1240 | 1.5292 | 2.9100e-003 | 0.2235 | 2.2300e-003 | 0.2258 | 0.0593 | 2.0500e-003 | 0.0613 | | 254.2843 | 254.2843 | 0.0145 | | 254.5891 |
| Total | 0.0956 | 0.1240 | 1.5292 | 2.9100e-003 | 0.2235 | 2.2300e-003 | 0.2258 | 0.0593 | 2.0500e-003 | 0.0613 | | 254.2843 | 254.2843 | 0.0145 | | 254.5891 |

**3.5 Building Construction - 2015**

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6591 | 30.0299 | 18.7446 | 0.0268 | | 2.1167 | 2.1167 | | 1.9904 | 1.9904 | | 2,689.677 1 | 2,689.677 1 | 0.6748 | | 2,703.748 3 |
| Total | 3.6591 | 30.0299 | 18.7446 | 0.0268 | | 2.1167 | 2.1167 | | 1.9904 | 1.9904 | | 2,689.677 1 | 2,689.677 1 | 0.6748 | | 2,703.748 3 |

### 3.5 Building Construction - 2015

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6959 | 19.5782 | 21.9831 | 0.0436 | 1.2343 | 0.3261 | 1.5624 | 0.3511 | 0.3017 | 0.6528 | | 4,407.851 3 | 4,407.851 3 | 0.0354 | | 4,408.694 6 |
| Worker | 2.5101 | 3.1555 | 38.9190 | 0.0740 | 5.6894 | 0.0668 | 5.7463 | 1.5089 | 0.0521 | 1.5610 | | 6,471.535 3 | 6,471.535 3 | 0.3693 | | 6,479.291 3 |
| Total | 4.4060 | 22.7337 | 60.9021 | 0.1176 | 6.9237 | 0.3850 | 7.3087 | 1.8600 | 0.3538 | 2.2138 | | 10,879.38 87 | 10,879.38 87 | 0.4047 | | 10,887.98 59 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6691 | 30.0299 | 18.7445 | 0.0268 | | 2.1167 | 2.1167 | | 1.9904 | 1.9904 | 0.0000 | 2,689.677 1 | 2,689.677 1 | 0.8748 | | 2,703.748 3 |
| Total | 3.6691 | 30.0299 | 18.7445 | 0.0268 | | 2.1167 | 2.1167 | | 1.9904 | 1.9904 | 0.0000 | 2,689.677 1 | 2,689.677 1 | 0.8748 | | 2,703.748 3 |



### 3.5 Building Construction - 2016

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6959 | 19.5782 | 21.9831 | 0.0436 | 1.2343 | 0.3261 | 1.5624 | 0.3511 | 0.3017 | 0.6528 | | 4,407.851 3 | 4,407.851 3 | 0.0354 | | 4,408.694 6 |
| Worker | 2.5101 | 3.1555 | 38.9190 | 0.0740 | 5.6894 | 0.0668 | 5.7463 | 1.5089 | 0.0521 | 1.5610 | | 6,471.535 3 | 6,471.535 3 | 0.3693 | | 6,479.291 3 |
| Total | 4.4060 | 22.7337 | 60.9021 | 0.1176 | 6.9237 | 0.3850 | 7.3087 | 1.8600 | 0.3538 | 2.2138 | | 10,879.38 87 | 10,879.38 87 | 0.4047 | | 10,887.98 59 |

### 3.5 Building Construction - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.6063 | 18.5065 | 0.0268 | | 1.9674 | 1.9674 | | 1.8455 | 1.8455 | | 2,689.256 4 | 2,689.256 4 | 0.8820 | | 2,703.189 0 |
| Total | 3.4062 | 28.6063 | 18.5065 | 0.0268 | | 1.9674 | 1.9674 | | 1.8455 | 1.8455 | | 2,689.256 4 | 2,689.256 4 | 0.8820 | | 2,703.189 0 |

**3.5 Building Construction - 2016**

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6582 | 17.3267 | 20.1302 | 0.0435 | 1.2349 | 0.2709 | 1.5057 | 0.3513 | 0.2491 | 0.6004 | | 4,360.3681 | 4,360.3681 | 0.0320 | | 4,361.0403 |
| Worker | 2.2670 | 2.8832 | 35.3052 | 0.0740 | 5.6894 | 0.0538 | 5.7432 | 1.5089 | 0.0495 | 1.5583 | | 6,255.7183 | 6,255.7183 | 0.3405 | | 6,262.6597 |
| Total | 3.9252 | 20.1799 | 55.4353 | 0.1176 | 6.9242 | 0.3247 | 7.2489 | 1.8602 | 0.2986 | 2.1587 | | 10,616.0864 | 10,616.0864 | 0.3726 | | 10,623.8100 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | 0.0000 | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |
| Total | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | 0.0000 | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |



**3.5 Building Construction - 2016**

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6582 | 17.3267 | 20.1302 | 0.0435 | 1.2349 | 0.2709 | 1.5057 | 0.3513 | 0.2491 | 0.6004 | | 4,360.3681 | 4,360.3681 | 0.0320 | | 4,361.0403 |
| Worker | 2.2670 | 2.8832 | 35.3052 | 0.0740 | 5.6894 | 0.0538 | 5.7432 | 1.5089 | 0.0495 | 1.5583 | | 6,255.7183 | 6,255.7183 | 0.3405 | | 6,262.6597 |
| Total | 3.9252 | 20.1799 | 55.4353 | 0.1176 | 6.9242 | 0.3247 | 7.2489 | 1.8602 | 0.2986 | 2.1587 | | 10,616.0864 | 10,616.0864 | 0.3726 | | 10,623.8100 |

**3.6 Building Construction Building Number 2 - 2016**

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |
| Total | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | | 2,669.2864 | 2,669.2864 | 0.6620 | | 2,683.1890 |

**3.6 Building Construction Building Number 2 - 2016**

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6582 | 17.3267 | 20.1302 | 0.0436 | 1.2348 | 0.2709 | 1.5057 | 0.3513 | 0.2491 | 0.6004 | | 4,360.368 1 | 4,360.368 1 | 0.0320 | | 4,361.040 3 |
| Worker | 2.2670 | 2.8532 | 35.3092 | 0.0740 | 5.6894 | 0.0538 | 5.7432 | 1.5089 | 0.0495 | 1.5583 | | 6,255.718 3 | 6,255.718 3 | 0.3405 | | 6,262.669 7 |
| Total | 3.9252 | 20.1799 | 55.4393 | 0.1176 | 6.9242 | 0.3247 | 7.2489 | 1.8602 | 0.2986 | 2.1587 | | 10,616.08 64 | 10,616.08 64 | 0.3726 | | 10,623.81 00 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | 0.0000 | 2,669.286 4 | 2,669.286 4 | 0.6820 | | 2,683.189 0 |
| Total | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | 0.0000 | 2,669.286 4 | 2,669.286 4 | 0.6820 | | 2,683.189 0 |



**3.6 Building Construction Building Number 2 - 2016**

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6582 | 17.3267 | 20.1302 | 0.0436 | 1.2348 | 0.2709 | 1.5057 | 0.3513 | 0.2491 | 0.6004 | | 4,360.368 1 | 4,360.368 1 | 0.0320 | | 4,361.040 3 |
| Worker | 2.2670 | 2.8532 | 35.3092 | 0.0740 | 5.6894 | 0.0538 | 5.7432 | 1.5089 | 0.0495 | 1.5583 | | 6,255.718 3 | 6,255.718 3 | 0.3405 | | 6,262.669 7 |
| Total | 3.9252 | 20.1799 | 55.4393 | 0.1176 | 6.9242 | 0.3247 | 7.2489 | 1.8602 | 0.2986 | 2.1587 | | 10,616.08 64 | 10,616.08 64 | 0.3726 | | 10,623.81 00 |

**3.7 Building Construction Building Number 3 - 2016**

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | | 2,669.286 4 | 2,669.286 4 | 0.6820 | | 2,683.189 0 |
| Total | 3.4062 | 28.5063 | 18.5066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | | 2,669.286 4 | 2,669.286 4 | 0.6820 | | 2,683.189 0 |

**3.7 Building Construction Building Number 3 - 2016**

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6652 | 17.3267 | 20.1302 | 0.0435 | 1.2349 | 0.2709 | 1.5057 | 0.3513 | 0.2491 | 0.6004 | | 4,360.358 1 | 4,360.358 1 | 0.0320 | | 4,361.040 3 |
| Worker | 2.2570 | 2.8532 | 35.3092 | 0.0740 | 5.6894 | 0.0538 | 5.7432 | 1.5089 | 0.0496 | 1.5583 | | 6,255.718 3 | 6,255.718 3 | 0.3405 | | 6,263.669 7 |
| Total | 3.9222 | 20.1799 | 55.4393 | 0.1176 | 6.9242 | 0.3247 | 7.2489 | 1.8602 | 0.2986 | 2.1587 | | 10,616.08 64 | 10,616.08 64 | 0.3726 | | 10,623.81 00 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.4062 | 28.5063 | 18.6066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | 0.0000 | 2,669.286 4 | 2,669.286 4 | 0.8620 | | 2,683.189 0 |
| Total | 3.4062 | 28.5063 | 18.6066 | 0.0268 | | 1.9674 | 1.9674 | | 1.8486 | 1.8486 | 0.0000 | 2,669.286 4 | 2,669.286 4 | 0.8620 | | 2,683.189 0 |



**3.7 Building Construction Building Number 3 - 2016**

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.6652 | 17.3267 | 20.1302 | 0.0435 | 1.2349 | 0.2709 | 1.5057 | 0.3513 | 0.2491 | 0.6004 | | 4,360.358 1 | 4,360.358 1 | 0.0320 | | 4,361.040 3 |
| Worker | 2.2570 | 2.8532 | 35.3092 | 0.0740 | 5.6894 | 0.0538 | 5.7432 | 1.5089 | 0.0496 | 1.5583 | | 6,255.718 2 | 6,255.718 3 | 0.3405 | | 6,263.669 7 |
| Total | 3.9222 | 20.1799 | 55.4393 | 0.1176 | 6.9242 | 0.3247 | 7.2489 | 1.8602 | 0.2986 | 2.1587 | | 10,616.08 64 | 10,616.08 64 | 0.3726 | | 10,623.81 00 |

**3.7 Building Construction Building Number 3 - 2017**

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | | 2,639.805 2 | 2,639.805 3 | 0.8497 | | 2,653.449 0 |
| Total | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | | 2,639.805 2 | 2,639.805 3 | 0.8497 | | 2,653.449 0 |

**3.7 Building Construction Building Number 3 - 2017**

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.5255 | 15.7955 | 18.8958 | 0.0435 | 1.2353 | 0.2413 | 1.4766 | 0.3515 | 0.2219 | 0.5735 | | 4,290.737 8 | 4,290.737 8 | 0.0310 | | 4,291.388 3 |
| Worker | 2.0373 | 2.6805 | 31.9915 | 0.0740 | 5.6894 | 0.0516 | 5.7410 | 1.5069 | 0.0475 | 1.5564 | | 6,021.610 1 | 6,021.610 1 | 0.3147 | | 6,028.219 6 |
| Total | 3.5627 | 18.4760 | 50.8913 | 0.1174 | 6.9247 | 0.2929 | 7.2176 | 1.8584 | 0.2695 | 2.1299 | | 10,312.34 80 | 10,312.34 80 | 0.3457 | | 10,319.60 79 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1261 | 0.0268 | | 1.7612 | 1.7612 | | 1.6730 | 1.6730 | 0.0000 | 2,639.805 3 | 2,639.805 3 | 0.8497 | | 2,663.449 0 |
| Total | 3.1024 | 26.4057 | 18.1261 | 0.0268 | | 1.7612 | 1.7612 | | 1.6730 | 1.6730 | 0.0000 | 2,639.805 8 | 2,639.805 8 | 0.8497 | | 2,663.449 0 |



**3.7 Building Construction Building Number 3 - 2017**

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.5255 | 15.7955 | 18.8958 | 0.0435 | 1.2353 | 0.2413 | 1.4766 | 0.3515 | 0.2219 | 0.5735 | | 4,290.737 8 | 4,290.737 8 | 0.0310 | | 4,291.388 3 |
| Worker | 2.0373 | 2.6805 | 31.9915 | 0.0740 | 5.6894 | 0.0516 | 5.7410 | 1.5069 | 0.0475 | 1.5564 | | 6,021.610 1 | 6,021.610 1 | 0.3147 | | 6,028.219 6 |
| Total | 3.5627 | 18.4760 | 50.8913 | 0.1174 | 6.9247 | 0.2929 | 7.2176 | 1.8584 | 0.2695 | 2.1299 | | 10,312.34 80 | 10,312.34 80 | 0.3457 | | 10,319.60 79 |

**3.8 Paving - 2017**

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2984 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | | 2,281.058 8 | 2,281.058 8 | 0.6989 | | 2,295.736 0 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.9074 | 20.2984 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | | 2,281.058 8 | 2,281.058 8 | 0.6989 | | 2,295.736 0 |

**3.8 Paving - 2017**

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0600 | 0.0761 | 0.9428 | 2.1800e-003 | 0.1677 | 1.5200e-003 | 0.1692 | 0.0445 | 1.4000e-003 | 0.0459 | | 177.4541 | 177.4541 | 9.2800e-003 | | 177.6489 |
| Total | 0.0600 | 0.0761 | 0.9428 | 2.1800e-003 | 0.1677 | 1.5200e-003 | 0.1692 | 0.0445 | 1.4000e-003 | 0.0459 | | 177.4541 | 177.4541 | 9.2800e-003 | | 177.6489 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2954 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | 0.0000 | 2,281.058 8 | 2,281.058 8 | 0.6989 | | 2,295.736 0 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Total | 1.9074 | 20.2954 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | 0.0000 | 2,281.058 8 | 2,281.058 8 | 0.6989 | | 2,295.736 0 |



**3.8 Paving - 2017**

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0600 | 0.0761 | 0.9428 | 2.1800e-003 | 0.1677 | 1.5200e-003 | 0.1692 | 0.0445 | 1.4000e-003 | 0.0459 | | 177.4541 | 177.4541 | 9.2800e-003 | | 177.6489 |
| Total | 0.0600 | 0.0761 | 0.9428 | 2.1800e-003 | 0.1677 | 1.5200e-003 | 0.1692 | 0.0445 | 1.4000e-003 | 0.0459 | | 177.4541 | 177.4541 | 9.2800e-003 | | 177.6489 |

**3.9 Architectural Coating - 2017**

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 170.0633 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8881 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| Total | 170.3948 | 2.1850 | 1.8881 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |

**3.9 Architectural Coating - 2017**

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.4083 | 0.5171 | 6.4109 | 0.0148 | 1.1401 | 0.0103 | 1.1505 | 0.3024 | 9.5200e-003 | 0.3119 | | 1,206.6881 | 1,206.6881 | 0.0631 | | 1,208.0126 |
| Total | 0.4083 | 0.5171 | 6.4109 | 0.0148 | 1.1401 | 0.0103 | 1.1505 | 0.3024 | 9.5200e-003 | 0.3119 | | 1,206.6881 | 1,206.6881 | 0.0631 | | 1,208.0126 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 170.0823 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1650 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | 0.0000 | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| Total | 170.3946 | 2.1650 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | 0.0000 | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |



**3.9 Architectural Coating - 2017**

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.4083 | 0.5171 | 6.4109 | 0.0148 | 1.1401 | 0.0103 | 1.1505 | 0.3024 | 9.5200e-003 | 0.3119 | | 1,206.6881 | 1,206.6881 | 0.0631 | | 1,208.0126 |
| Total | 0.4083 | 0.5171 | 6.4109 | 0.0148 | 1.1401 | 0.0103 | 1.1505 | 0.3024 | 9.5200e-003 | 0.3119 | | 1,206.6881 | 1,206.6881 | 0.0631 | | 1,208.0126 |

## 4.0 Operational Detail - Mobile

**4.1 Mitigation Measures Mobile**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 12.4295 | 40.9078 | 163.0216 | 0.4331 | 28.5402 | 0.6152 | 29.1554 | 7.6318 | 0.5658 | 8.2016 | | 36,569.4346 | 36,569.4346 | 1.4452 | | 37,019.7833 |
| Unmitigated | 12.4295 | 40.9078 | 163.0216 | 0.4331 | 28.5402 | 0.6152 | 29.1554 | 7.6318 | 0.5658 | 8.2016 | | 36,569.4346 | 36,569.4346 | 1.4452 | | 37,019.7833 |

**4.2 Trip Summary Information**

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Unrefrigerated Warehouse-No Rail | 1,045.40 | 1,045.40 | 1045.40 | 4,480,296 | 4,480,296 |
| Unrefrigerated Warehouse-No Rail | 1,311.73 | 1,311.73 | 1311.73 | 5,621,709 | 5,621,709 |
| Unrefrigerated Warehouse-No Rail | 778.81 | 778.81 | 778.81 | 3,337,772 | 3,337,772 |
| Total | 3,135.95 | 3,135.95 | 3,135.95 | 13,439,777 | 13,439,777 |

**4.3 Trip Type Information**

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Unrefrigerated Warehouse-No | 16.60 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 16.60 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.532559 | 0.058242 | 0.178229 | 0.125155 | 0.036934 | 0.006273 | 0.016761 | 0.032323 | 0.002478 | 0.003154 | 0.003685 | 0.000544 | 0.001663 |

## 5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

**5.1 Mitigation Measures Energy**



| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0326 | 0.2960 | 0.2486 | 1.7800e-003 | | 0.0226 | 0.0226 | | 0.0226 | 0.0226 | | 355.1417 | 355.1417 | 6.8100e-003 | 6.5100e-003 | 357.3030 |
| NaturalGas Unmitigated | 0.0326 | 0.2960 | 0.2486 | 1.7800e-003 | | 0.0226 | 0.0226 | | 0.0226 | 0.0226 | | 355.1417 | 355.1417 | 6.8100e-003 | 6.5100e-003 | 357.3030 |

**5.2 Energy by Land Use - NaturalGas**

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Unrefrigerated Warehouse-No Rail | 1006.32 | 0.0109 | 0.0997 | 0.0839 | 5.9000e-004 | | 7.6000e-003 | 7.6000e-003 | | 7.6000e-003 | 7.6000e-003 | | 118.3906 | 118.3906 | 2.2700e-003 | 2.1700e-003 | 119.1111 |
| Unrefrigerated Warehouse-No Rail | 1262.69 | 0.0136 | 0.1238 | 0.1040 | 7.4000e-004 | | 9.4100e-003 | 9.4100e-003 | | 9.4100e-003 | 9.4100e-003 | | 148.5522 | 148.5522 | 2.8500e-003 | 2.7200e-003 | 149.4563 |
| Unrefrigerated Warehouse-No Rail | 749.69 | 8.0800e-003 | 0.0735 | 0.0617 | 4.4000e-004 | | 5.5900e-003 | 5.5900e-003 | | 5.5900e-003 | 5.5900e-003 | | 88.1569 | 88.1569 | 1.6900e-003 | 1.6200e-003 | 88.7356 |
| Total | | 0.0326 | 0.2960 | 0.2486 | 1.7700e-003 | | 0.0226 | 0.0226 | | 0.0226 | 0.0226 | | 355.1417 | 355.1417 | 6.8100e-003 | 6.5100e-003 | 357.3030 |

**5.2 Energy by Land Use - NaturalGas**

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Unrefrigerated Warehouse-No Rail | 1.00532 | 0.0109 | 0.0997 | 0.0829 | 5.9000e-004 | | 7.5000e-003 | 7.5000e-003 | | 7.5000e-003 | 7.5000e-003 | | 118.3906 | 118.3906 | 2.2700e-003 | 2.1700e-003 | 119.1111 |
| Unrefrigerated Warehouse-No Rail | 1.26259 | 0.0136 | 0.1238 | 0.1040 | 7.4000e-004 | | 9.4100e-003 | 9.4100e-003 | | 9.4100e-003 | 9.4100e-003 | | 148.6522 | 148.6522 | 2.8500e-003 | 2.7200e-003 | 149.4583 |
| Unrefrigerated Warehouse-No Rail | 0.74959 | 8.0800e-003 | 0.0735 | 0.0617 | 4.4000e-004 | | 5.5900e-003 | 5.5900e-003 | | 5.5900e-003 | 5.5900e-003 | | 88.1569 | 88.1569 | 1.6900e-003 | 1.6200e-003 | 88.7355 |
| Total | | 0.0326 | 0.2969 | 0.2486 | 1.7700e-003 | | 0.0226 | 0.0226 | | 0.0226 | 0.0226 | | 355.1417 | 355.1417 | 6.8100e-003 | 6.5100e-003 | 357.3050 |

## 6.0 Area Detail

**6.1 Mitigation Measures Area**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 31.6737 | 1.1900e-003 | 0.1260 | 1.0000e-005 | | 4.6000e-004 | 4.6000e-004 | | 4.6000e-004 | 4.6000e-004 | | 0.2650 | 0.2650 | 7.4000e-004 | | 0.2805 |
| Unmitigated | 31.6737 | 1.1900e-003 | 0.1260 | 1.0000e-005 | | 4.6000e-004 | 4.6000e-004 | | 4.6000e-004 | 4.6000e-004 | | 0.2650 | 0.2650 | 7.4000e-004 | | 0.2805 |



**6.2 Area by SubCategory**

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 7.6978 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 23.9739 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0122 | 1.1900e-003 | 0.1260 | 1.0000e-005 | | 4.6000e-004 | 4.6000e-004 | | 4.6000e-004 | 4.6000e-004 | | 0.2650 | 0.2650 | 7.4000e-004 | | 0.2805 |
| Total | 31.6797 | 1.1900e-003 | 0.1260 | 1.0000e-005 | | 4.6000e-004 | 4.6000e-004 | | 4.6000e-004 | 4.6000e-004 | | 0.2650 | 0.2650 | 7.4000e-004 | | 0.2805 |

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 | 7.6978 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 23.9739 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0122 | 1.1900e-003 | 0.1260 | 1.0000e-005 | | 4.6000e-004 | 4.6000e-004 | | 4.6000e-004 | 4.6000e-004 | | 0.2650 | 0.2650 | 7.4000e-004 | | 0.2805 |
| Total | 31.6797 | 1.1900e-003 | 0.1260 | 1.0000e-005 | | 4.6000e-004 | 4.6000e-004 | | 4.6000e-004 | 4.6000e-004 | | 0.2650 | 0.2650 | 7.4000e-004 | | 0.2805 |

## 7.0 Water Detail

**7.1 Mitigation Measures Water**

## 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

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 2042 | 2042 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 510 | 510 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 73 |
| **Night LAeq is** | 67 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 1897 | 1897 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 474 | 474 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 73 |
| **Night LAeq is** | 67 |

| Data on road | | | |
|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | |
| Motorcycles per hour | 0 | 0 | |
| Cars per hour | 3257 | 3257 | |
| Speed cars | 35 | 35 | ○ kilometers per hour ◉ miles per hour |
| Number of vans/hr | 0 | 0 | |
| Number of heavy trucks/hr | 814 | 814 | |
| Speed trucks | 35 | 35 | |
| Road surface *help* | Smooth asfalt | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 75 |
| **Night LAeq is** | 69 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 2750 | 2750 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 687 | 687 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 75 |
| **Night LAeq is** | 68 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 842 | 842 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 211 | 211 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt ▾ | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 69 |
| **Night LAeq is** | 63 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 2125 | 2125 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 531 | 531 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 73 |
| **Night LAeq is** | 67 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 1958 | 1958 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 490 | 490 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 73 |
| **Night LAeq is** | 67 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 3345 | 3345 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 836 | 836 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 75 |
| **Night LAeq is** | 69 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 2826 | 2826 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 706 | 706 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt ▼ | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from **center** of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 75 |
| **Night LAeq is** | 68 |

| Data on road | | | | |
|---|---|---|---|---|
| **Road traffic input data** help | **Day: 7.00-22.00** | **Night: 22.00-7.00** | | |
| Motorcycles per hour | 0 | 0 | | |
| Cars per hour | 994 | 994 | | |
| Speed cars | 35 | 35 | ○ kilometers per hour | ◉ miles per hour |
| Number of vans/hr | 0 | 0 | | |
| Number of heavy trucks/hr | 249 | 249 | | |
| Speed trucks | 35 | 35 | | |
| Road surface *help* | Smooth asfalt ▾ | | | |

| data on geometry *help* | |
|---|---|
| Heigth of road | 0 |
| Horizontal distance in meters from center of road<br>*Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level* | 50 |
| Heigth of house or observer | 5 |
| View angle (127 grad= full view) | 127 |
| Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing) | 0 |
| Percentage reflection from opposite side (0=no surface; 1= all reflective). | 0 |
| Distance to reflective surface on opposite side | 0 |
| Heigth of reflecting object (must be at least 5 m) | 0 |
| Distance to intersection | 0 |
| **Calculated Noise Level (Ldn)**<br>*(Or fill in (>40) if you want to calculate distance; distance must be set to zero)* | 70 |
| **Night LAeq is** | 64 |

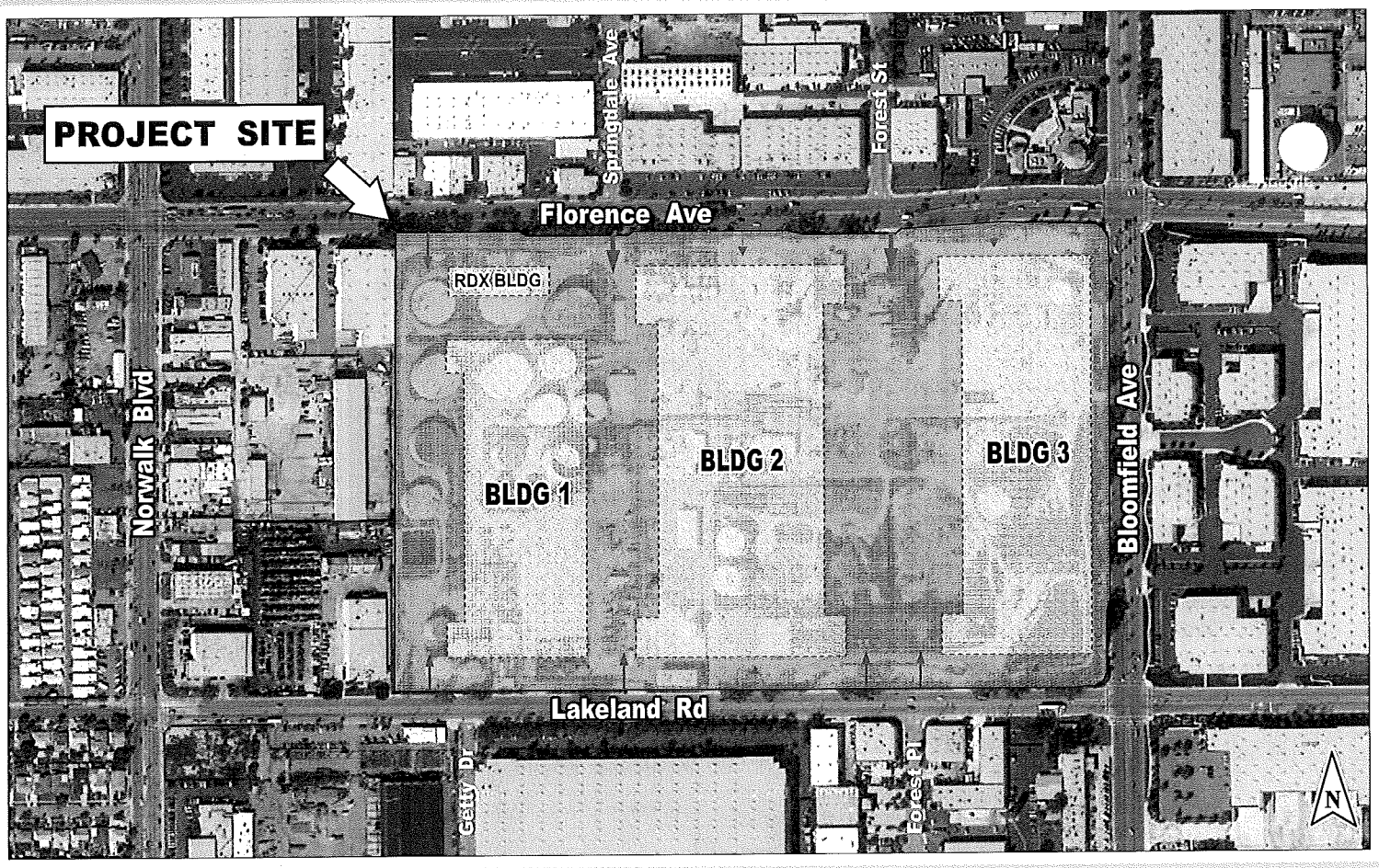
# TRAFFIC IMPACT STUDY

**For**

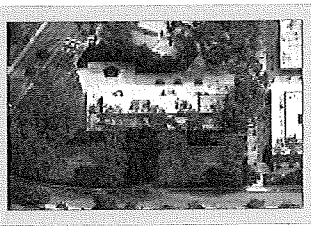
## GLC SANTA FE SPRINGS PROJECT

**Located at**

## WEST OF BLOOMFIELD AVENUE BETWEEN FLORENCE AVENUE & LAKELAND ROAD
## CITY OF SANTA FE SPRINGS, CA




**Prepared for:**




**City of Santa Fe Springs**
**Public Works Department**
11710 Telegraph Road
Santa Fe Springs, CA 90670


**Prepared by:**




**MINAGAR & ASSOCIATES, INC.**
**Traffic Engineering – Transportation Planning – ITS – CEM**
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Tel: (949)727-3399 • Fax: (949)727-4418
Web: www.minagarinc.com
E-mail: minagarf@minagarinc.com


21 Years of Excellence

April 24, 2014

# Traffic Impact Study

FOR

## GLC SANTA FE SPRINGS PROJECT

LOCATED

## WEST OF BLOOMFIELD AVENUE BETWEEN FLORENCE AVENUE AND LAKELAND ROAD CITY OF SANTA FE SPRINGS, CA

**PREPARED FOR:**

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APRIL 24, 2014

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## EXECUTIVE SUMMARY

The project applicant, Goodman Birtcher North America, is planning to renovate an existing 54.7-acre vacant industrial site in the City of Santa Fe Springs and develop 1,203,965 square feet of warehousing and associated office use, and a 19,786 square-foot building for occupation by RDX Technologies Corporation to operate an industrial wastewater treatment facility. The "GLC Santa Fe Springs" project site is located at the southwest corner of Florence Avenue and Bloomfield Avenue. The site is bounded by Florence Avenue to the north, Bloomfield Avenue to the east, Lakeland Road to the south, and existing industrial uses to the west. Surrounding and adjacent uses include primarily heavy manufacturing (M-2), with some M-2 planned development areas commercial and residential uses to the west of the project site.

The GLC Santa Fe Springs project will generate passenger car and truck trips during the weekday morning and afternoon peak hours, including 379 vehicle trips in the AM peak hour and 483 vehicle trips in the PM peak hour. Two out of the nine study intersections surrounding the project site are currently operating at satisfactory Levels of Service (i.e., LOS "D" or better during both peak hours), under Existing Year 2014 conditions. The remaining seven intersections are operating at deficient LOS "E" or "F" during either one or both of the weekday AM and PM peak hours.

Year 2015 baseline traffic conditions were estimated by adjusting the Existing Year 2014 traffic volumes upwards by a conservative one percent (1%) annual growth factor to account for potential growth in the ambient traffic base. With this assumed traffic growth, the analysis shows that all nine study area intersections will continue to operate at their Existing Year 2014 Levels of Service.

Project Completion conditions (Year 2015 Plus Project) incorporate the addition of generated AM and PM peak hour trips from the proposed project site during the project opening year of 2015. An analysis of this scenario reveals that the project would generate significant traffic impacts during one or more weekday AM/PM peak hours at seven of the nine study intersections, including:

- Bloomfield Avenue at Lakeland Road
- Bloomfield Avenue at Florence Avenue
- Bloomfield Avenue at Telegraph Road
- Norwalk Boulevard at Florence Avenue
- Pioneer Boulevard at Florence Avenue
- Pioneer Boulevard at Telegraph Road
- Orr And Day Road at Florence Avenue

Mitigation measures for significantly impacted intersections were developed in order to preemptively reduce project-related traffic impacts to levels of insignificance. Proposed mitigation measures include traffic and street improvements such as signal modification, raised

center median modifications, installation of additional left-turn lanes, traffic signing and re-striping, intersection lane geometry reconfiguration and some related relocation of median trees and street lighting to accommodate the reconstruction of raised center dividers.

Based on the findings of the traffic impact study, the application of the proposed mitigation measures, as discussed comprehensively in the *Conclusions and Recommendations* section, would reduce project traffic impacts to less-than-significant levels and allow the GLC Santa Fe Springs Development, as proposed, to comply with the Transportation and Circulation Elements of the City of Santa Fe Springs' General Plan, as well as the transportation and traffic requirements of the California Environmental Quality Act (CEQA).

Supporting technical documents and worksheets for the traffic impact analyses are provided in the attached appendices.

## INTRODUCTION

Minagar & Associates, Inc. (MAI) has prepared the following analysis to identify potential short-term and long-range traffic impacts of the proposed GLC Santa Fe Springs (herein after, the "Project"). The proposed project is located west of Bloomfield Avenue between Florence Avenue and Lakeland Road, on approximately 55 acres of an existing manufacturing site currently not in use. The proposed project includes the development of four (4) detached buildings on the site, cumulatively including 1,223,750 square feet of warehousing and associated office space, and 19,786 square feet of industrial wastewater treatment facility. ***Table 1*** summarizes the significant features of the project.

**TABLE 1**
**Project Information Summary**

| **Location:** West of Bloomfield Avenue between Florence Avenue and Lakeland Road<br>City of Santa Fe Springs, CA 90670 | | |
|---|---|---|
| **Total Project Building Area** | **Proposed Building Land Use** | **Proposed Site Access**** |
| 1,223,751 SF | Warehouse: 1,173,965 SF<br>Light Industrial: 19,786 SF<br>Office/Mezzanine: 15,000 SF<br>Office: 15,000 SF | Florence Avenue—5 Driveways<br>2x 26' driveways (RIRO) 1x 40' driveway (RIRO)<br>1x 50' driveway (RIRO) 1x 55' driveway (RIRO)<br>Lakeland Road—6 Driveways<br>2x 26' driveways 4x 40' driveways |

* For traffic impact analysis purposes, office and mezzanine uses are counted as ancillary to the proposed primary warehousing and light industrial building areas.
** RIRO: Right-in/right-out access only

***Figure 1*** shows the vicinity of the project site in relation to the regional transportation system and adjacent land uses.

***Figure 2*** depicts the proposed Project Site Plan.

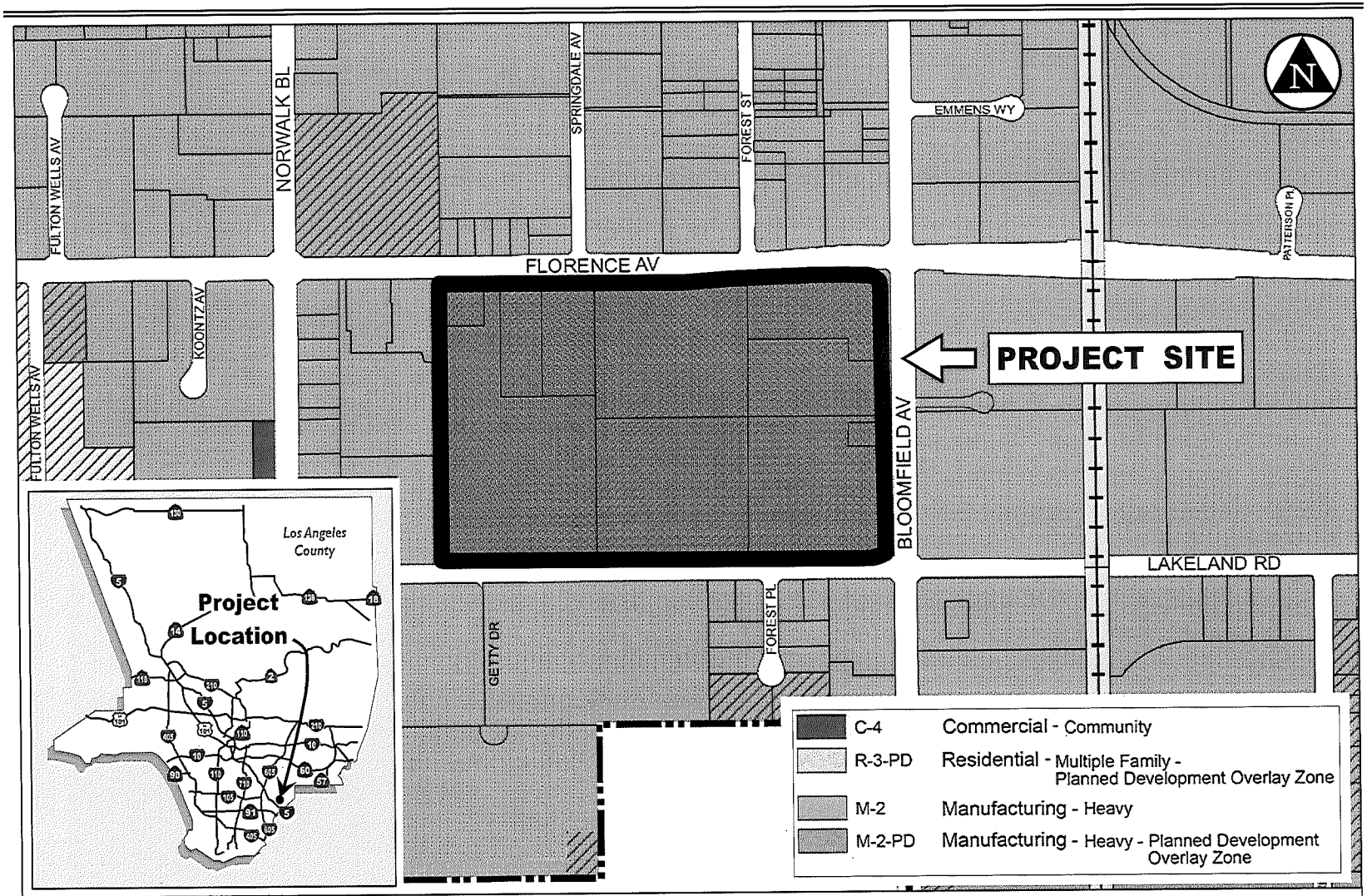
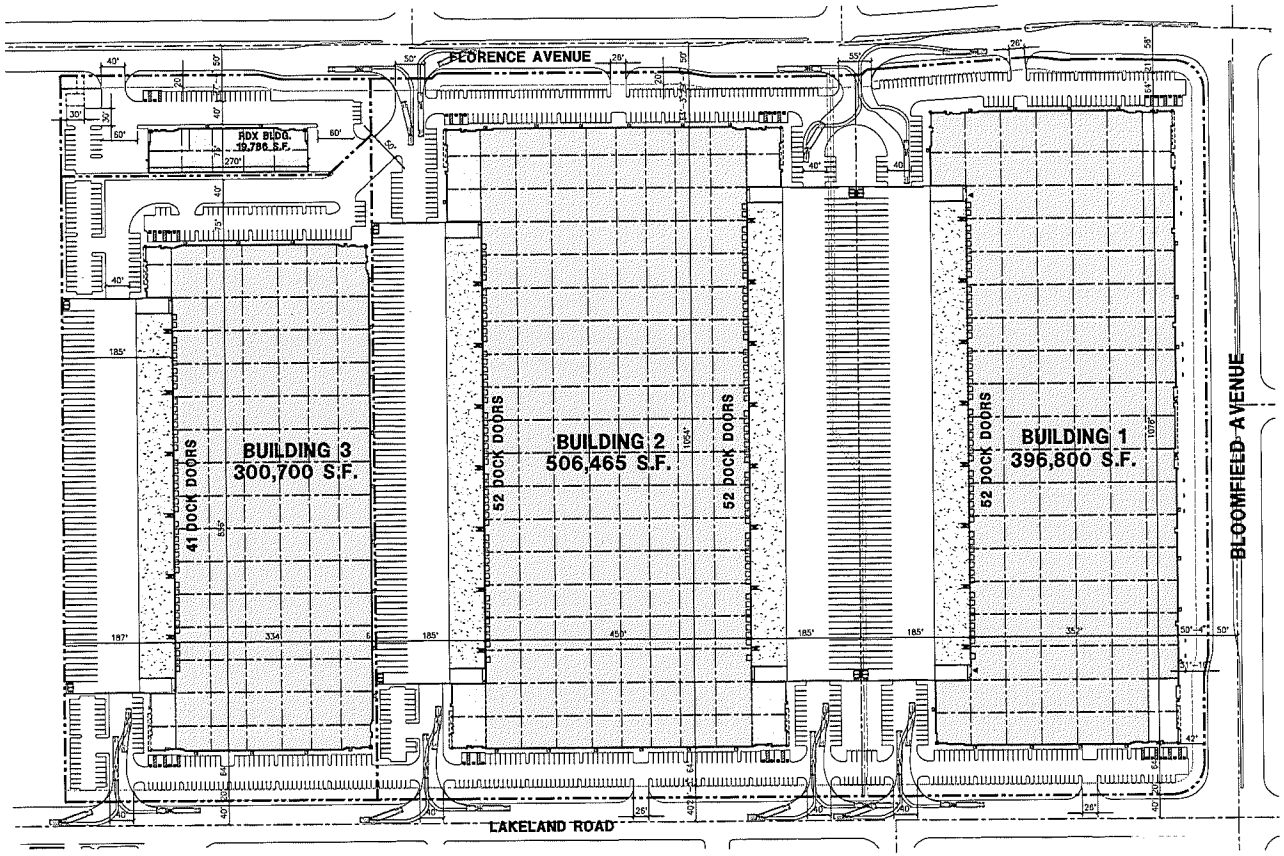
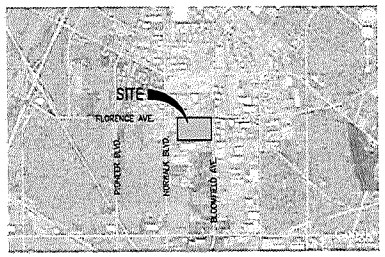



**FIGURE 1**
**Regional Location, Project Vicinity & Surrounding Zoning**




## Aerial Map




## Legend

- POTENTIAL OFFICE
- WAREHOUSE
- RDX BUILDING
- ▼ DRIVE THRU DOOR

## Tabulation

| Project Data | Building 1 | Building 2 | Building 3 | RDX Bldg. | Total |
|---|---|---|---|---|---|
| Site area (in sq.ft.) | 729,314 | 1,007,128 | 560,219 | 85,562 | 2,382,223 s.f |
| Site area (in acres) | 16.74 | 23.12 | 12.86 | 1.96 | 54.69 |
| Building area | | | | | |
| Office | 5,000 | 5,000 | 5,000 | | 15,000 s.f |
| Office/Mezzanine | 5,000 | 5,000 | 5,000 | | 15,000 s.f |
| Warehouse | 386,800 | 496,465 | 290,700 | 19,786 | 1,193,751 s.f. |
| Total building area | 396,800 | 506,465 | 300,700 | 19,786 | 1,223,751 s.f. |
| Coverage | 54.41% | 50.29% | 53.68% | 23.12% | 51.37% |
| Auto parking required | | | | | |
| 1st 20,000sf @ 1:500 sf | 40 | 40 | 40 | 40 | 120 stalls |
| Over 20,000sf @ 1:750 sf | 503 | 649 | 375 | 0 | 1,527 stalls |
| Total parking required | 543 | 689 | 415 | 40 | 1,687 stalls |
| Note: This parking calculation is allowed provided incidental office area does not exceed 15% of gross building area | | | | | |
| Auto parking provided | | | | | |
| Standard parking (8.5' x 19') | 109 | 192 | 159 | 34 | 494 stalls |
| Compact parking (7.5' x 15') 25% allowed | 111 | 156 | 75 | 5 | 347 stalls |
| Handicap (9' x 19') | 11 | 14 | 8 | 2 | 35 stalls |
| Auto parking provided sub-total | 231 | 362 | 242 | 41 | 835 stalls |
| Standard auto parking provided striped in triple tandem in lieu of trailer stalls | 240 | 462 | 189 | | 891 stalls |
| Auto parking provided total | 471 | 824 | 431 | 41 | 1,767 stalls |
| Trailer parking provided (10' x 53') | 80 | 154 | 63 | | 297 stalls |
| Zoning Ordinance for City | | | | | |
| Zoning designation: M-2 | | | | | |
| Setbacks | | | | | |
| Front: 30' * | | | | | |
| Side: 25' * | | | | | |
| Rear: N/A * | | | | | |
| Landscape Requirement | | | | | |
| 25 s.f. per lineal foot of frontage and | | | | | |
| 6% of total parking | | | | | |
| Building Height * | 42' | 42' | 42' | 42' | |

* Any building with height greater than setback distance shall have setback increased by 1 ft. for each foot of building height beyond setback distance

north

1" = 80'
0 80 160 240

Conceptual Site Plan

# GLC Santa Fe Springs

Santa Fe Springs, CA

April 23, 2014/Job #14064

Revised Site Plan

HPA architecture
18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

Goodman Birtcher

Project traffic impacts were analyzed for the following scenarios:

- Existing Year 2014 Conditions. Recent AM and PM peak period traffic counts collected in 2013 and adjusted for Year 2014 Existing Conditions.

- Year 2015 Without Project. Comprised of the Existing Year 2014 traffic base projected upward by a compound annual ambient growth rate of 1% to the anticipated project opening year 2015, excluding the addition of proposed project traffic.

Project Completion (Year 2015 Plus Project). Comprised of the Opening Year 2015 base traffic conditions, plus the addition of AM and PM peak hour trips generated by the proposed project.

## LEVEL OF SERVICE METHODOLOGY

The scope of the study area boundaries, analysis scenarios and traffic growth assumptions were developed under the general direction of City of Santa Fe Springs staff, with due consideration for the City's existing and future transportation and circulation setting. Level of Service (LOS) performance measures were evaluated under the latest County of Los Angeles Department of Public Works Traffic Impact Analysis Guidelines, and the most current version of the Los Angeles County Congestion Management Program (CMP, 2010). The City of Santa Fe Springs targets a minimum LOS "D" (i.e., volume-to-capacity, or V/C ratio, not exceeding 0.90) as the minimum performance standard for city intersections.

To determine peak-hour intersection LOS conditions for signalized intersections, the intersection capacity utilization (ICU) methodology was used. In general terms, the ICU methodology calculates the efficiency of an intersection to handle traffic volumes and movements given certain geometric configuration, lane capacity and signal operation conditions. The ICU method compares V/C ratios of critical conflicting movement for traffic entering the intersection with the approach lane configurations and roadway capacities serving this traffic, resulting in a decimal value expressed in terms of the intersection's overall volume-to-capacity.

The resulting numeric ICU values correspond to a range of level of service (LOS) grades, where, for example, LOS "A" (ICU <0.61) represents free-flow conditions and LOS "F" (ICU >1.00) represents overcapacity conditions. Intersection ICU calculation summaries for each study intersection and analysis scenario are included in the sections below, along with the evaluation parameters adopted by the City of Santa Fe Springs. In accordance with the TIA guidelines, a +0.100 clearance (lost time) factor was also applied, along with a standard flow rate of 1,600 vehicles per hour per lane (2,880 for dual left-turn lanes) for all scenarios.

Supporting data on the intersection LOS determined in the traffic analysis are included under ***Appendix B*** (ICU worksheets) and ***Appendix C*** (HCM worksheets).

## Significance Criteria

In accordance with the County of Los Angeles Guidelines for the Preparation of Traffic Impact Analyses (TIA), a "before" and "after" Level of Service (LOS) analysis was prepared to determine the significance of traffic impacts generated by the project on the surrounding transportation system. A "significant impact" is defined as either degrading an intersection's Level of Service from an acceptable LOS ("D" or better) to an unacceptable LOS ("E" or "F"), and/or meeting the significance criteria summarized below.

**TABLE 2**
**ICU Level of Service Criteria for Signalized Intersections**

| Service | ICU | Description |
|---|---|---|
| A | < 0.61 | At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation. |
| B | 0.61 – 0.70 | LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles. |
| C | 0.71 – 0.80 | In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait though more than one red signal indication, and back-ups may develop behind turning vehicles. |
| D | 0.81 – 0.90 | LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups. |
| E | 0.91 – 1.00 | LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles). |
| F | > 1.00 | LOS F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable, V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions. |

Source: "LOS for Arterial Intersections," L.A. County Congestion Management Program, 2010.

**TABLE 3**
**Signalized Intersections**
**Traffic Impact Significance Thresholds**

| Pre-Project V/C (Level of Service) | | Project-Related increase in V/C |
|---|---|---|
| >0.70 to 0.80 | (C) | 0.04 or more |
| >0.80 to 0.90 | (D) | 0.02 or more |
| > 0.90 | (E to F) | 0.01 or more |

**TABLE 4**
**Unsignalized Intersections**
**Traffic Impact Significance Thresholds**

| Pre-Project Level of Service (LOS) | Project-Related increase in Average Total Delay |
|---|---|
| C or better | 5 seconds/vehicle or more |
| D | 4 seconds/vehicle or more |
| E or F | 3 seconds/vehicle or more |

Based on the above established criteria, if a project is found to cause a significant traffic impact on a subject study intersection or unsignalized driveway, then feasible mitigation measures must be provided in order to reduce the expected traffic impacts to levels of insignificance.

## NO PROJECT CONDITIONS

### Existing Setting

The following discussion provides an overview of the regional and local transportation and circulation system in the vicinity of the project site.

***Interstate 5 (I-5)*** is located approximately 1.5 miles to the west of the project site, and provides regional access to the area by connecting the City of Santa Fe Springs to adjacent cities, northerly to the greater Los Angeles area and southerly to Orange County. Within the project study area, I-5 is oriented in a northwest-southeast direction and provides access to the project site via interchanges at Telegraph Road and Bloomfield Avenue. Other nearby interchanges include Orr And Day Road/Florence Avenue, Norwalk Boulevard, Pioneer Boulevard and the I-5/I-605 confluence. The freeway currently provides three northbound and four southbound mixed-use lanes in the vicinity of the project.

***Interstate 605 (I-605)*** provides regional access to the area from Long Beach to its northerly terminus in the San Gabriel Valley. I-605 is oriented northeast-southwest through the City of Santa Fe Springs, and provides access to the site via interchanges at Telegraph Road and Florence Avenue. The freeway currently provides three (3) mixed-use lanes and one (1) HOV lane in each direction in the vicinity of the I-5/I-605 confluence near the project site.

***Florence Avenue*** is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Florence Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving east-west between the City of Downey (to the west) and unincorporated L.A. County (to the east). Florence Avenue has freeway interchanges at both I-5 and I-605, and will provide direct ingress and egress to the project on the north side of the site in the eastbound direction only.

***Telegraph Road*** is a six-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Telegraph Road is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, and serves northwest/southeast traffic from unincorporated L.A. County to the east, and runs adjacent to the I-5 between the Cities of Pico Rivera and Downey to the west. Telegraph Road provides sub-regional access from the San Gabriel Valley area to the project site via the freeway interchange at I-605.

**Bloomfield Avenue** is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Bloomfield Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving north/south traffic between the Cities of Norwalk (to the south) and Whittier (to the north), where Bloomfield Avenue becomes Santa Fe Springs Road. Between the central and southerly meandered city boundary lines, Bloomfield Avenue provides regional access from Orange County via the I-5 Freeway near Firestone Boulevard. The proposed project abuts Bloomfield Avenue along the easterly boundary of the project; however, no direct access to the site will be provided from Bloomfield Avenue.

**Lakeland Road** is a two-lane undivided roadway with some on-street parking along its length, and a curb-to-curb width of 64 feet. Lakeland Road is classified as a Secondary Arterial in the City of Santa Fe Springs' General Plan, serving primarily local traffic between Pioneer Boulevard to the west, and Carmenita Road to the east. Lakeland Road will provide direct access to the project on the south side of the site.

### Study Area Intersections

Based on the anticipated land use, project trip distributions and size of the project, along with the prior consultation with the City of Santa Fe Springs, the following locations have been included in the project study area. All nine intersections are currently signalized.

1.) Bloomfield Avenue at Lakeland Road
2.) Bloomfield Avenue at Florence Avenue
3.) Bloomfield Avenue at Telegraph Road
4.) Norwalk Boulevard at Lakeland Road
5.) Norwalk Boulevard at Florence Avenue
6.) Norwalk Boulevard at Telegraph Road
7.) Pioneer Boulevard at Florence Avenue
8.) Pioneer Boulevard at Telegraph Road
9.) Orr And Day Road at Florence Avenue

***Figure 3*** shows the locations of the above intersections with respect to the project study area, including the existing traffic controls and lane geometrics at each intersection approach.

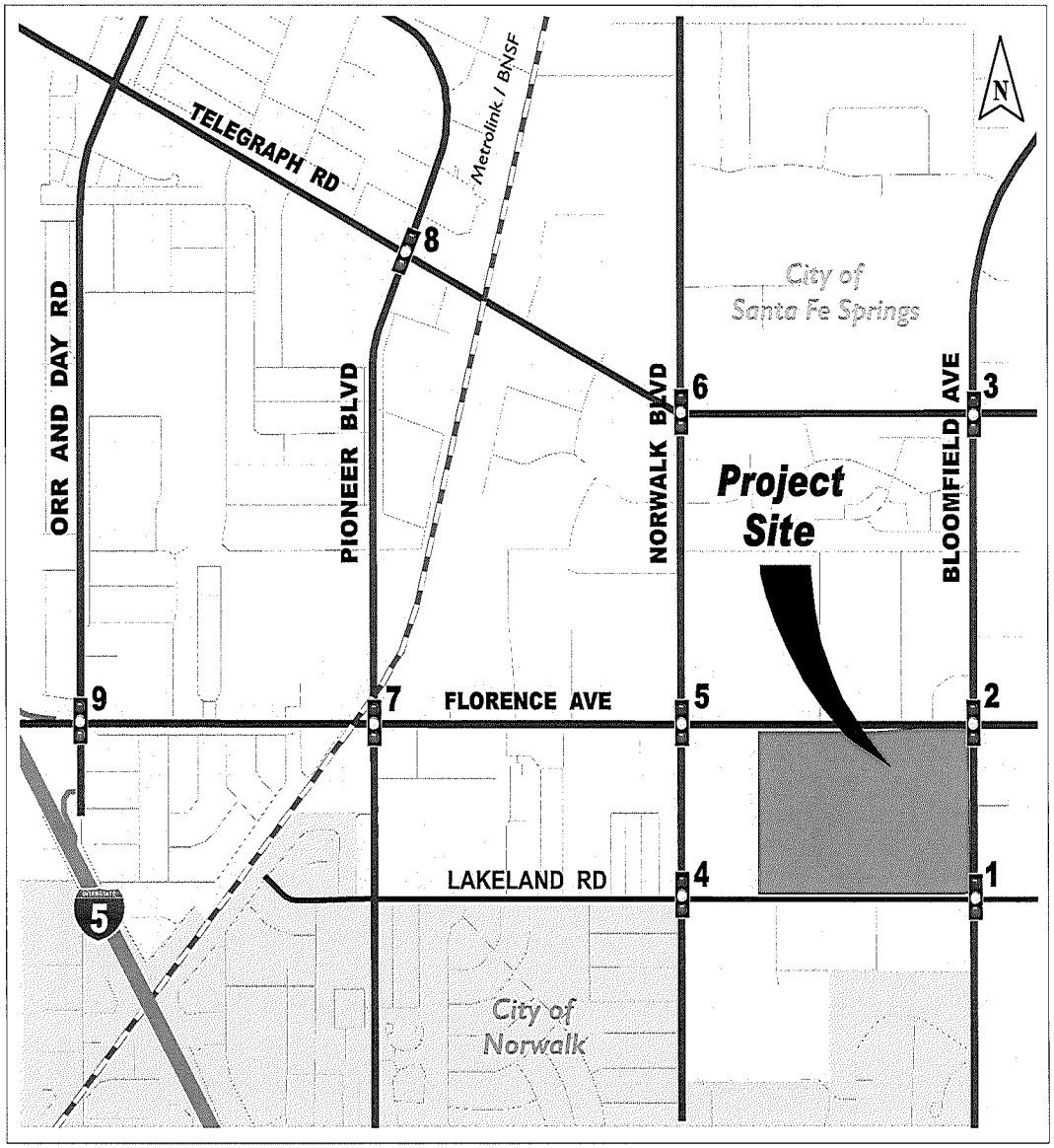
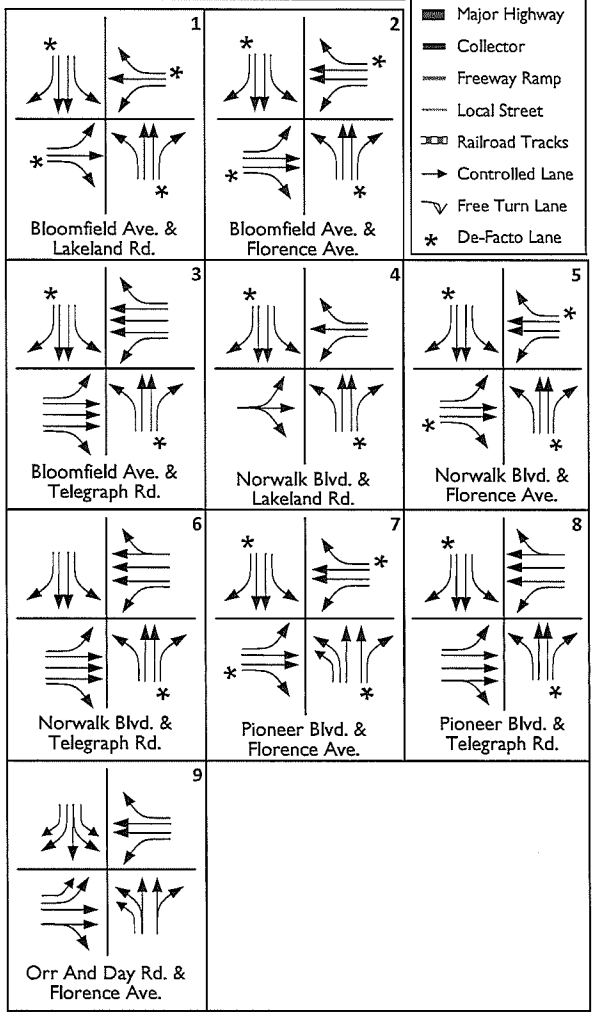



**FIGURE 3**
**Study Intersections, Existing Traffic Controls and Lane Geometrics**




**LEGEND:**

- Signalized Intersection
- Unsignalized Intersection
- Major Highway
- Collector
- Freeway Ramp
- Local Street
- Railroad Tracks
- Controlled Lane
- Free Turn Lane
- De-Facto Lane

## Existing Levels of Service

Existing Year 2014 intersection levels of service were determined by analyzing weekday morning (AM) and afternoon (PM) peak period traffic counts collected by Minagar & Associates, Inc. at each of the nine study area intersections in February 2013. Year 2013 traffic volumes were conservatively increased by a factor of 1% to represent the Existing Year 2014 condition. The measured peak traffic hour periods at each intersection are summarized in ***Table 5.*** Intersection turning movement traffic count data sheets, along with peak-hour traffic calculations, are provided under ***Appendix A***.

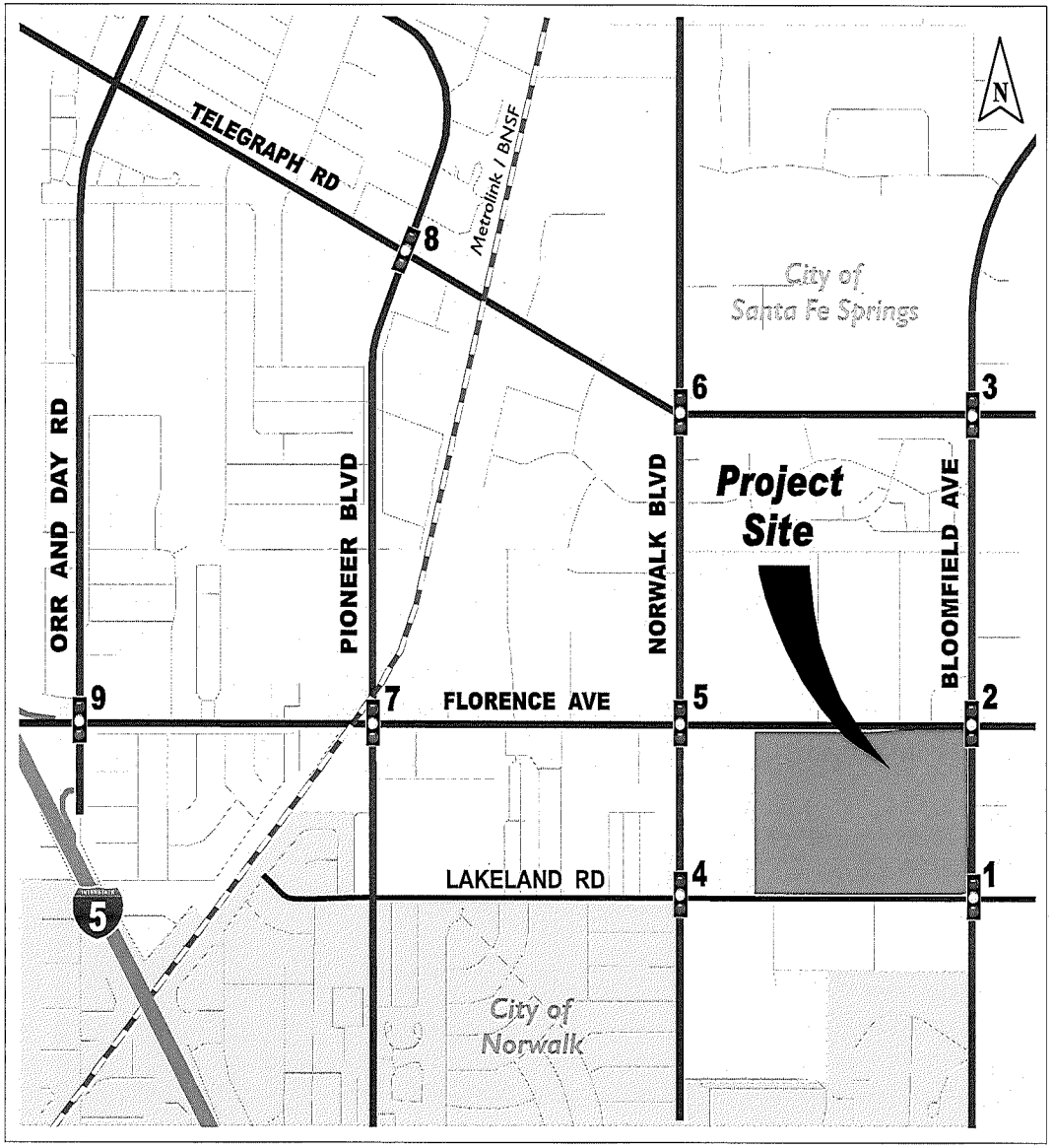
**TABLE 5**
**AM/PM Peak Hours at 9 Study Area Intersections**

| Intersection | AM | PM |
|---|---|---|
| 1. Bloomfield Avenue at Lakeland Road | 7:30 to 8:30 | 4:45 to 5:45 |
| 2. Bloomfield Avenue at Florence Avenue | 7:15 to 8:15 | 4:45 to 5:45 |
| 3. Bloomfield Avenue at Telegraph Road | 7:45 to 8:45 | 4:15 to 5:15 |
| 4. Norwalk Boulevard at Lakeland Road | 7:30 to 8:30 | 4:30 to 5:30 |
| 5. Norwalk Boulevard at Florence Avenue | 7:15 to 8:15 | 4:45 to 5:45 |
| 6. Norwalk Boulevard at Telegraph Road | 7:30 to 8:30 | 4:00 to 5:00 |
| 7. Pioneer Boulevard at Florence Avenue | 7:30 to 8:30 | 4:00 to 5:00 |
| 8. Pioneer Boulevard at Telegraph Road | 7:30 to 8:30 | 4:45 to 5:45 |
| 9. Orr And Day Road at Florence Avenue | 7:15 to 8:15 | 4:30 to 5:30 |
| **Average Peak Hour** | **7:30 to 8:30** | **4:30 to 5:30** |

The existing peak-hour traffic conditions throughout the study area are illustrated in ***Figures 4A and 4B***. Existing intersection LOS are shown in Table 6. As shown in the table, two of the nine study area intersections are operating at satisfactory LOS "D" or better during both of the weekday AM and PM peak hours, under Existing Year 2014 conditions. The remaining seven study area intersections operate at LOS "E" or "F" during one or both peak hours of the day.

**TABLE 6**
**Existing (Year 2014) Intersection Level of Service**

| Location | | | LOS Analysis | | |
|---|---|---|---|---|---|
| No. | Intersection | Control | Peak Hour | Existing Year 2014 | |
| | | | | V/C | LOS |
| 1 | Bloomfield Avenue at Lakeland Road | Signal | AM | 0.759 | C |
| | | | PM | 0.839 | D |
| 2 | Bloomfield Avenue at Florence Avenue | Signal | AM | 1.257 | F |
| | | | PM | 1.233 | F |
| 3 | Bloomfield Avenue at Telegraph Road | Signal | AM | 0.916 | E |
| | | | PM | 0.824 | D |
| 4 | Norwalk Boulevard at Lakeland Road | Signal | AM | 0.405 | A |
| | | | PM | 0.410 | A |
| 5 | Norwalk Boulevard at Florence Avenue | Signal | AM | 1.015 | F |
| | | | PM | 1.259 | F |
| 6 | Norwalk Boulevard at Telegraph Road | Signal | AM | 1.112 | F |
| | | | PM | 0.941 | E |
| 7 | Pioneer Boulevard at Florence Avenue | Signal | AM | 1.119 | F |
| | | | PM | 1.062 | F |
| 8 | Pioneer Boulevard at Telegraph Road | Signal | AM | 0.920 | E |
| | | | PM | 1.024 | F |
| 9 | Orr And Day Road at Florence Avenue | Signal | AM | 1.342 | F |
| | | | PM | 1.327 | F |




## FIGURE 4A
**Existing (Year 2014) Traffic Volumes**
**AM Peak Hour**

**LEGEND:**
- Signalized Intersection
- Unsignalized Intersection
- Major Highway
- Collector
- Freeway Ramp
- Local Street
- Railroad Tracks
- Controlled Lane
- Free Turn Lane
- De-Facto Lane

1 — Bloomfield Ave. & Lakeland Rd.: 69 931 84 / 44 372 95 / 137 225 93 / 69 924 36

2 — Bloomfield Ave. & Florence Ave.: 71 778 43 / 96 2018 96 / 233 1167 137 / 89 1131 97

3 — Bloomfield Ave. & Telegraph Rd.: 216 813 84 / 262 1455 85 / 311 729 97 / 102 799 39

4 — Norwalk Blvd. & Lakeland Rd.: 259 844 88 / 118 201 111 / 44 248 55 / 32 1076 155

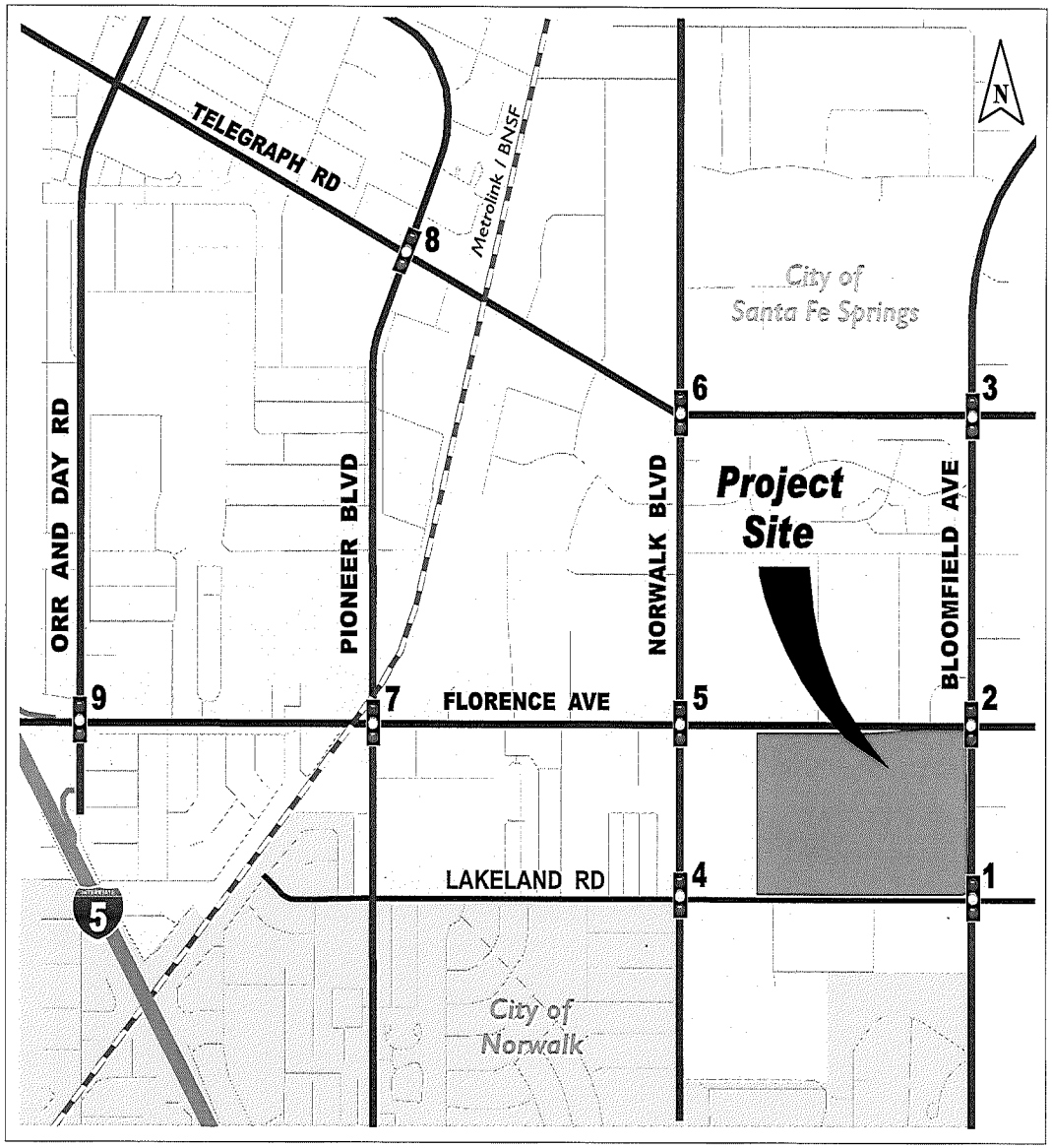
5 — Norwalk Blvd. & Florence Ave.: 104 745 102 / 106 1150 168 / 241 1140 220 / 275 989 134

6 — Norwalk Blvd. & Telegraph Rd.: 130 664 111 / 52 1731 92 / 435 1003 279 / 259 482 57

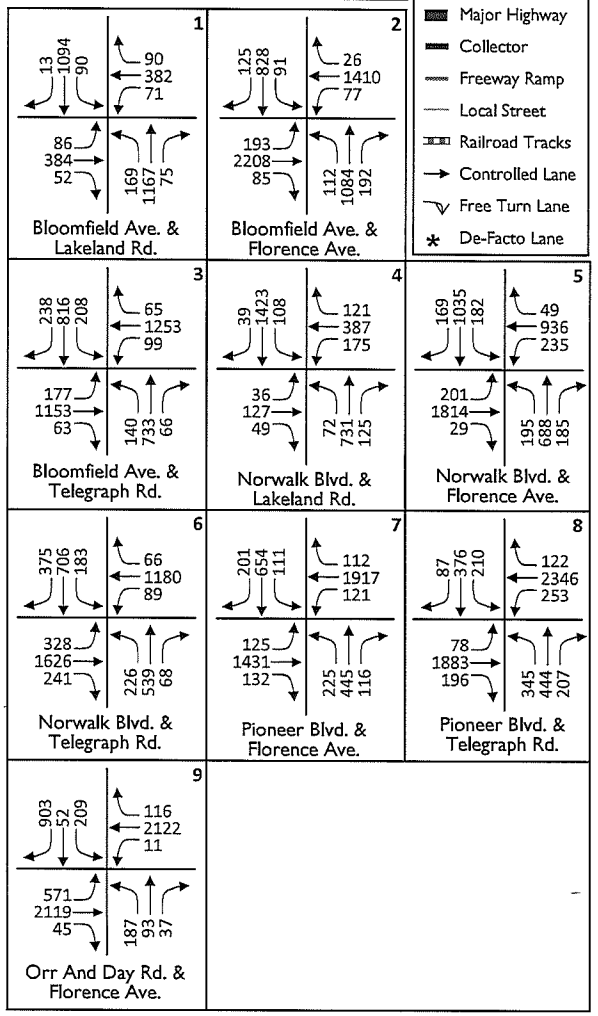
7 — Pioneer Blvd. & Florence Ave.: 221 783 254 / 107 1608 232 / 176 1018 109 / 358 797 99

8 — Pioneer Blvd. & Telegraph Rd.: 35 248 225 / 156 2326 156 / 105 1787 154 / 212 308 146

9 — Orr And Day Rd. & Florence Ave.: 1162 66 242 / 170 1955 10 / 482 1541 156 / 230 340 77




## FIGURE 4B
**Existing (Year 2014) Traffic Volumes**
**PM Peak Hour**



## Year 2015 Without Project Level of Service

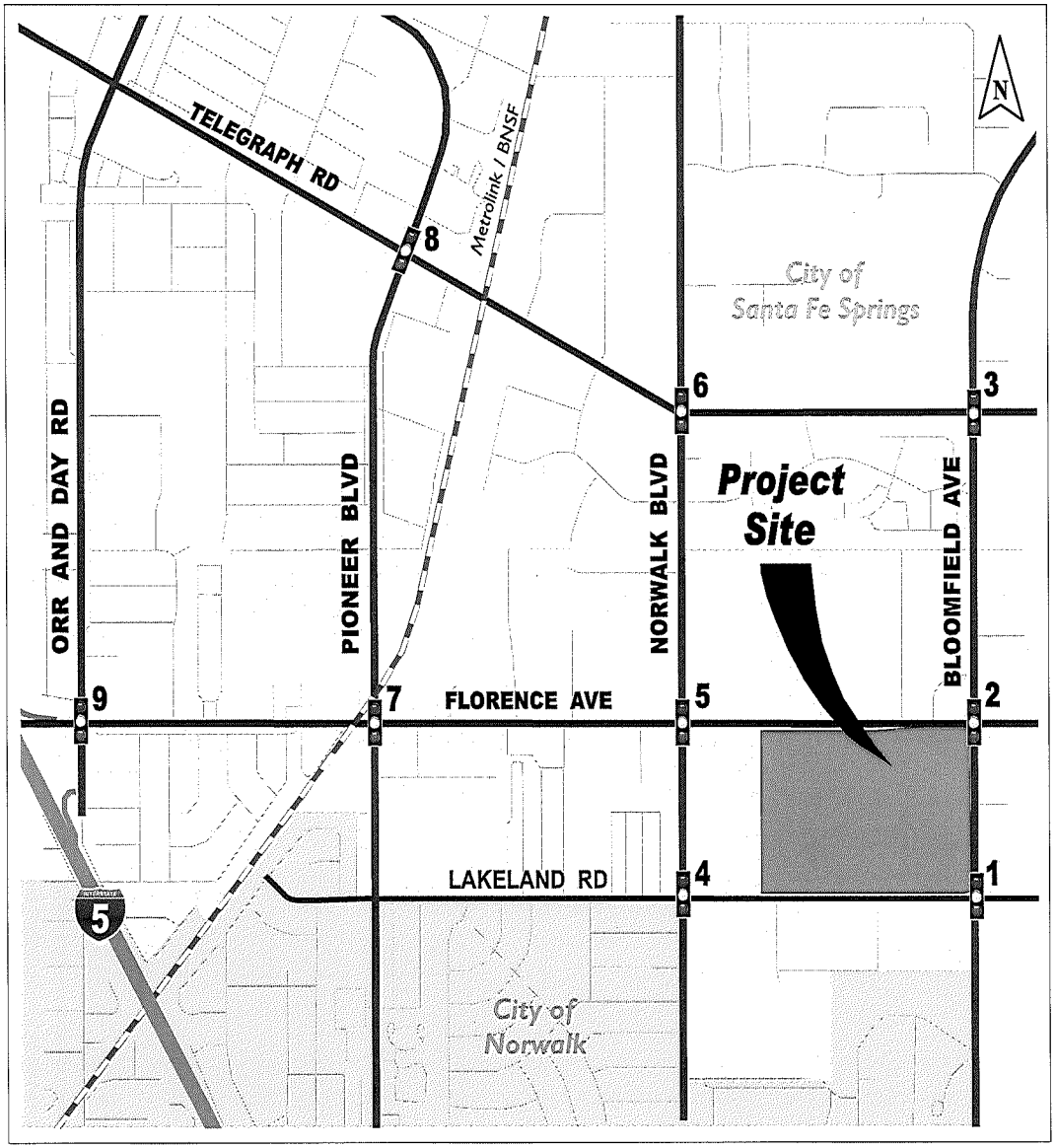
The Year 2015 condition provides an analysis of traffic conditions associated with growth in the study area over the next year into 2015. A comparison of traffic volumes collected by Minagar & Associates, Inc. in the City of Santa Fe Springs in 2008, 2012 and 2013 shows that the many of the City's major arterial intersections have experienced a cumulatively gradual decline in peak hour traffic over the last few years. In order to provide a conservative analysis for the project, however, a growth rate of one percent (1%) per year was applied to the existing traffic volumes to develop the Year 2015 forecast condition. Year 2015 peak-hour traffic conditions throughout the study are illustrated in ***Figures 5A and 5B***. Year 2015 intersection LOS is shown in ***Table 7***.

As shown in Table 7, all study area intersections will continue to operate at their current Levels of Service under this condition.

**TABLE 7**
**Year 2015 (Without Project) Intersection Level of Service**

| Location | | | LOS Analysis | | |
|---|---|---|---|---|---|
| No. | Intersection | Control | Peak Hour | Year 2015* Without Project | |
| | | | | V/C | LOS |
| 1 | Bloomfield Avenue at Lakeland Road | Signal | AM | 0.766 | C |
| | | | PM | 0.847 | D |
| 2 | Bloomfield Avenue at Florence Avenue | Signal | AM | 1.268 | F |
| | | | PM | 1.244 | F |
| 3 | Bloomfield Avenue at Telegraph Road | Signal | AM | 0.924 | E |
| | | | PM | 0.831 | D |
| 4 | Norwalk Boulevard at Lakeland Road | Signal | AM | 0.407 | A |
| | | | PM | 0.413 | A |
| 5 | Norwalk Boulevard at Florence Avenue | Signal | AM | 1.024 | F |
| | | | PM | 1.271 | F |
| 6 | Norwalk Boulevard at Telegraph Road | Signal | AM | 1.123 | F |
| | | | PM | 0.948 | E |
| 7 | Pioneer Boulevard at Florence Avenue | Signal | AM | 1.130 | F |
| | | | PM | 1.072 | F |
| 8 | Pioneer Boulevard at Telegraph Road | Signal | AM | 0.927 | E |
| | | | PM | 1.034 | F |
| 9 | Orr And Day Road at Florence Avenue | Signal | AM | 1.355 | F |
| | | | PM | 1.340 | F |

* Estimated ambient annual growth of 1% per City direction




## FIGURE 5A
**Year 2015 (Without Project)**
**Traffic Volumes – AM Peak Hour**

**LEGEND:**
- Signalized Intersection
- Unsignalized Intersection
- Major Highway
- Collector
- Freeway Ramp
- Local Street
- Railroad Tracks
- Controlled Lane
- Free Turn Lane
- De-Facto Lane

1 Bloomfield Ave. & Lakeland Rd.: 69, 941, 85 / 45, 375, 96 / 139, 227, 94 / 69, 933, 37

2 Bloomfield Ave. & Florence Ave.: 71, 785, 44 / 97, 2,038, 263 / 236, 1,178, 139 / 90, 1,143, 98

3 Bloomfield Ave. & Telegraph Rd.: 218, 821, 85 / 264, 1,470, 86 / 314, 737, 98 / 103, 807, 40

4 Norwalk Blvd. & Lakeland Rd.: 30, 853, 89 / 119, 203, 112 / 45, 251, 55 / 33, 1,086, 156

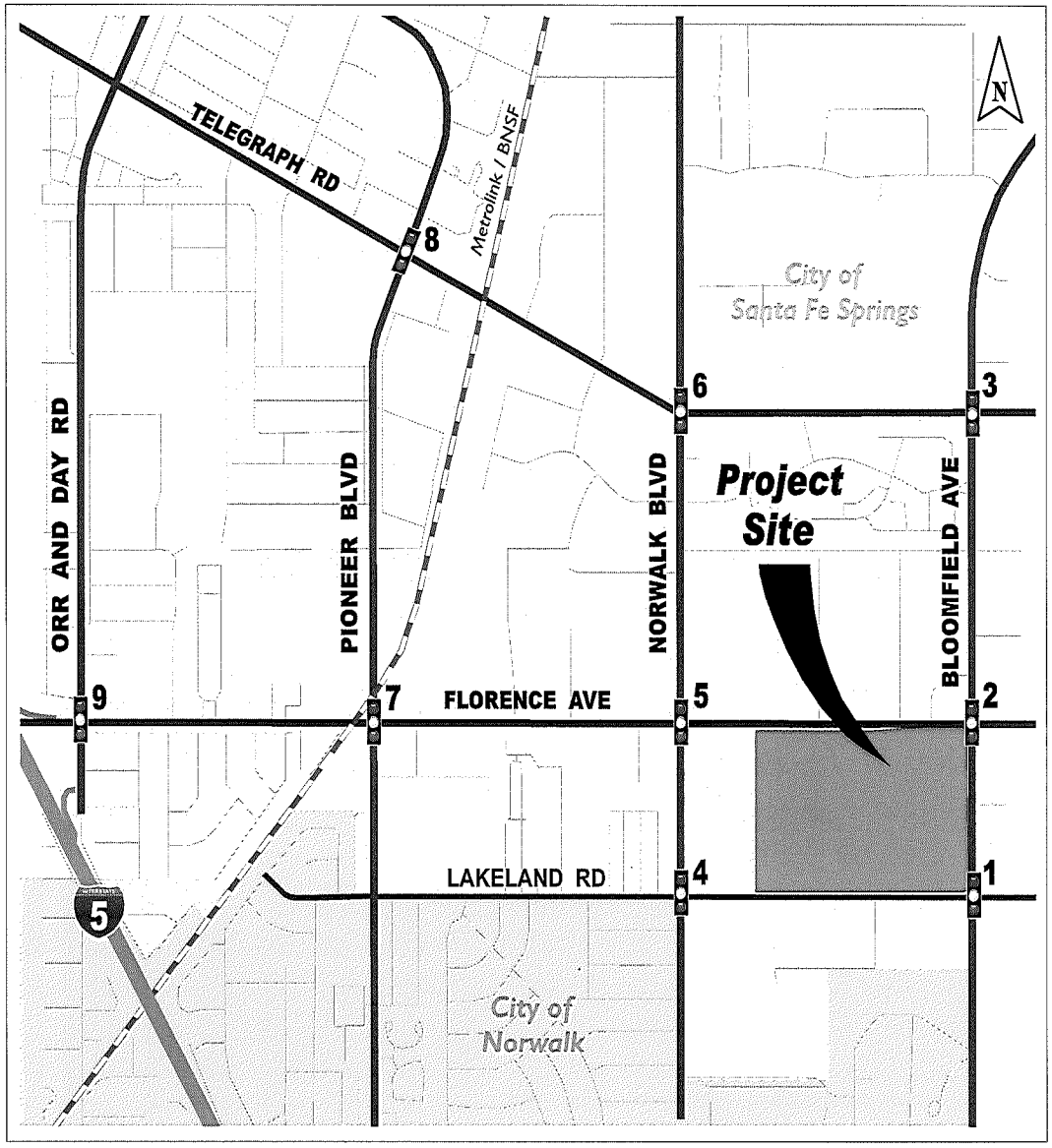
5 Norwalk Blvd. & Florence Ave.: 105, 753, 103 / 107, 1,162, 169 / 244, 1,152, 222 / 277, 999, 136

6 Norwalk Blvd. & Telegraph Rd.: 132, 670, 112 / 52, 1,748, 93 / 440, 1,013, 282 / 261, 487, 57

7 Pioneer Blvd. & Florence Ave.: 223, 791, 256 / 108, 1,625, 235 / 177, 1,028, 110 / 361, 805, 100

8 Pioneer Blvd. & Telegraph Rd.: 36, 251, 227 / 157, 2,349, 157 / 106, 1,805, 155 / 214, 311, 148

9 Orr And Day Rd. & Florence Ave.: 1,173, 66, 245 / 171, 1,975, 10 / 487, 1,557, 157 / 233, 344, 78




## FIGURE 5B
**Year 2015 (Without Project)**
**Traffic Volumes – PM Peak Hour**

**LEGEND:**
- Signalized Intersection
- Unsignalized Intersection
- Major Highway
- Collector
- Freeway Ramp
- Local Street
- Railroad Tracks
- Controlled Lane
- Free Turn Lane
- De-Facto Lane

1 — Bloomfield Ave. & Lakeland Rd.: 13, 1,105, 91 / 91, 386, 71 / 87, 388, 52 / 170, 1,178, 75

2 — Bloomfield Ave. & Florence Ave.: 126, 836, 92 / 27, 1,424, 78 / 195, 2,230, 86 / 113, 1,095, 194

3 — Bloomfield Ave. & Telegraph Rd.: 238, 816, 208 / 65, 1,253, 99 / 177, 1,153, 63 / 140, 733, 66

4 — Norwalk Blvd. & Lakeland Rd.: 40, 1,437, 109 / 122, 391, 176 / 37, 129, 50 / 72, 739, 126

5 — Norwalk Blvd. & Florence Ave.: 170, 1,046, 184 / 50, 946, 238 / 203, 1,832, 30 / 197, 695, 187

6 — Norwalk Blvd. & Telegraph Rd.: 378, 713, 185 / 66, 1,191, 90 / 332, 1,642, 244 / 229, 545, 68

7 — Pioneer Blvd. & Florence Ave.: 203, 661, 112 / 113, 1,936, 122 / 126, 1,445, 134 / 227, 450, 117

8 — Pioneer Blvd. & Telegraph Rd.: 88, 379, 212 / 123, 2,370, 155 / 79, 1,901, 198 / 349, 449, 209

9 — Orr And Day Rd. & Florence Ave.: 912, 52, 211 / 117, 2,143, 11 / 576, 2,140, 46 / 189, 94, 38

## PROJECT IMPACT ANALYSIS

### Project Trip Generation

The project trip generation was determined using standardized trip rates from the Institute of Transportation Engineer (ITE), Trip Generation, 9th Edition. ITE Codes 150 (Warehousing) and 110 (Light Industrial) were applied in the analysis to estimate the inbound and outbound traffic generated by the project. The project trip generation is shown in ***Table 8***.

**TABLE 8**
**Project Trip Generation**

| Proposed Building and ITE Land Use [2] | | Vehicular Trip Rates [1] (Trips/KSFGFA) | | | | | |
|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | | PM Peak Hour | | |
| | | Total | In | Out | Total | In | Out |
| Buildings 1#, #2 and #3 — Warehousing (#150) | | 0.30 | 79% | 21% | 0.32 | 25% | 75% |
| RDX Building — Light Industrial Use (#110) | | 0.92 | 88% | 12% | 0.97 | 12% | 88% |
| **Land Use** | **PCE and Modal Split Adjustment [3]** | **Peak Hour Trip Generation** | | | | | |
| | | AM Peak Hour | | | PM Peak Hour | | |
| | | Total | In | Out | Total | In | Out |
| Warehousing (1,203,965 SF) | Warehousing base | 361 | 285 | 76 | 385 | 96 | 289 |
| | PV Split = 80% | 289 | 228 | 61 | 308 | 77 | 231 |
| | PCE=1.0 | **289** | **228** | **61** | **308** | **77** | **231** |
| | Truck Split = 20% | 72 | 57 | 15 | 77 | 19 | 58 |
| | PCE=2.0 | **144** | **114** | **30** | **154** | **38** | **116** |
| Light Industrial (19,786 SF) | Light Industrial base | 18 | 16 | 2 | 19 | 2 | 17 |
| | PV Split = 80% | 16 | 14 | 2 | 17 | 2 | 15 |
| | PCE=1.0 | **16** | **14** | **2** | **17** | **2** | **15** |
| | Truck Split = 20% | 2 | 2 | 0 | 2 | 0 | 2 |
| | PCE=2.0 | **4** | **4** | **0** | **4** | **0** | **4** |
| Total Project Base Trips: | | 379 | 301 | 78 | 404 | 98 | 306 |
| **Total PCE Trips:** | | **453** | **360** | **93** | **483** | **117** | **366** |

KSFGFA: 1,000 square feet of the gross/effective building area, per land use type
PV: Passenger Vehicles
[1] *Trip Generation*, ITE 9th Ed. (2008) V.II Trip Generator Rates #110 and #150
[2] Listed land uses include ancillary office space within the primary building area
[3] Passenger Car Equivalent (PCE) factor of 2.0 used for 20% of warehouse trips, per HCM intersection capacity analysis methods and ITE's land trip generation guidelines for "Warehousing" land use.

The proposed project is forecast to generate a total of 379 AM peak hour trips, and 404 PM peak hour trips. The ITE's data was used to calculate the anticipated truck mix for the proposed warehouse use. The percent of trucks anticipated during the AM and PM peak hours was then adjusted upwardly by a Passenger Car Equivalence (PCE) ratio of 2.0 passenger cars per truck, to account for the operational impacts of trucks on the intersection ICU ratings. Project peak hour trips were therefore converted to passenger car equivalents for the intersection LOS analysis, resulting in an increase in project trips to 453 AM peak hour PCE trips and 483 PM peak hour PCE trips.

## Project Trip Distribution and Assignment

Project trips were distributed to the study area roadway network using existing traffic distribution characteristics, the projected project site accessibility for trucks and passenger cars, and an analysis of the logical routes from surrounding origin and destination zones for trucks passenger car trips for each proposed project land use. Based on this method, it was determined that 40 percent of trucks (50% of PCs) will access the site on the north side via Florence Avenue, and 60 percent of trucks (50% of PCs) will access the site on the south via Lakeland Drive. The project's AM and PM generated trips were then assigned to the surrounding transportation system using these distribution patterns for each of the study area intersections, as shown in the ***Figures 6 and 7***.

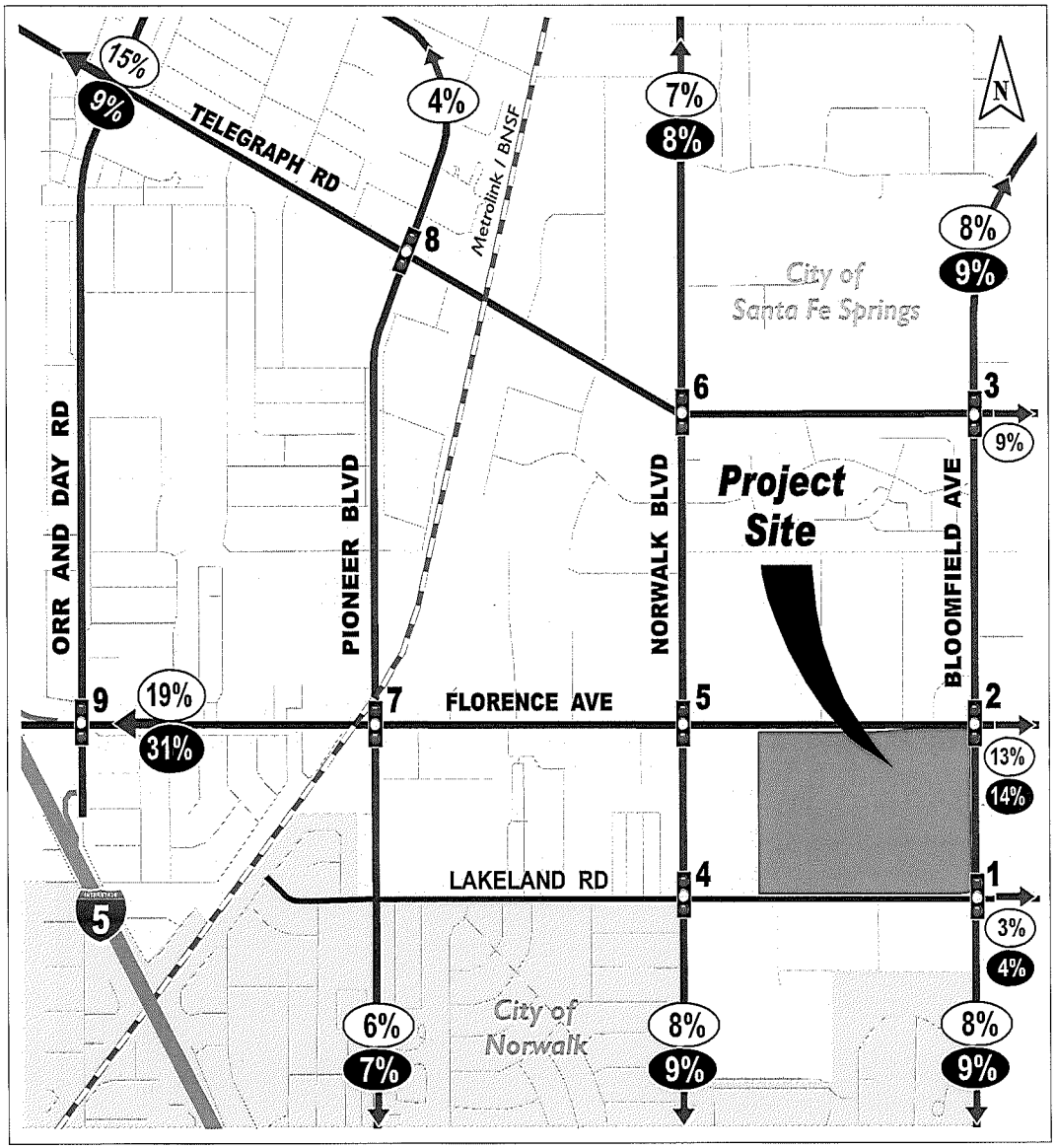
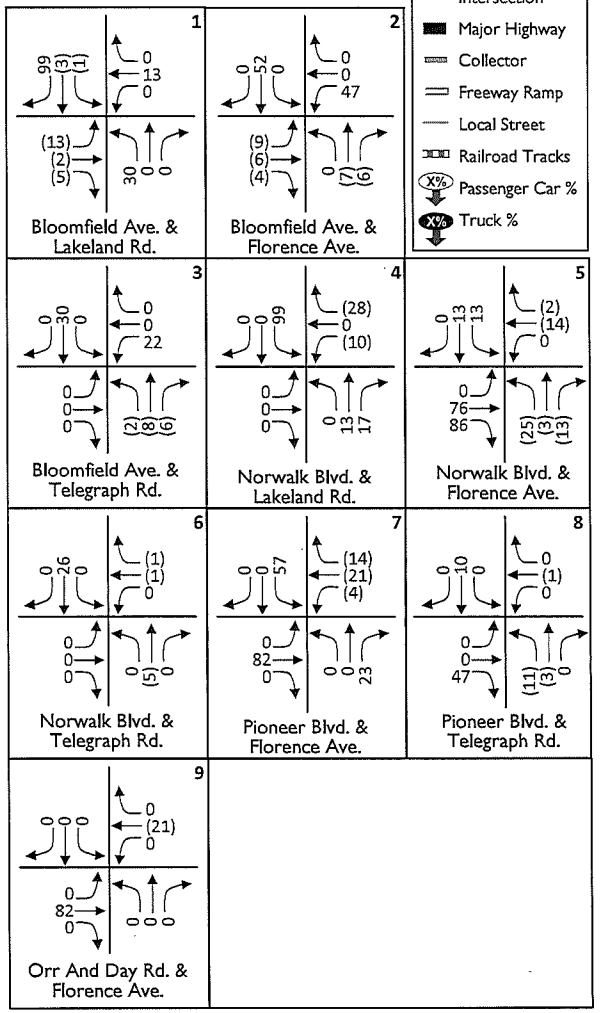



**FIGURE 6**
**Project Trip Generation**
**AM Peak Hour**



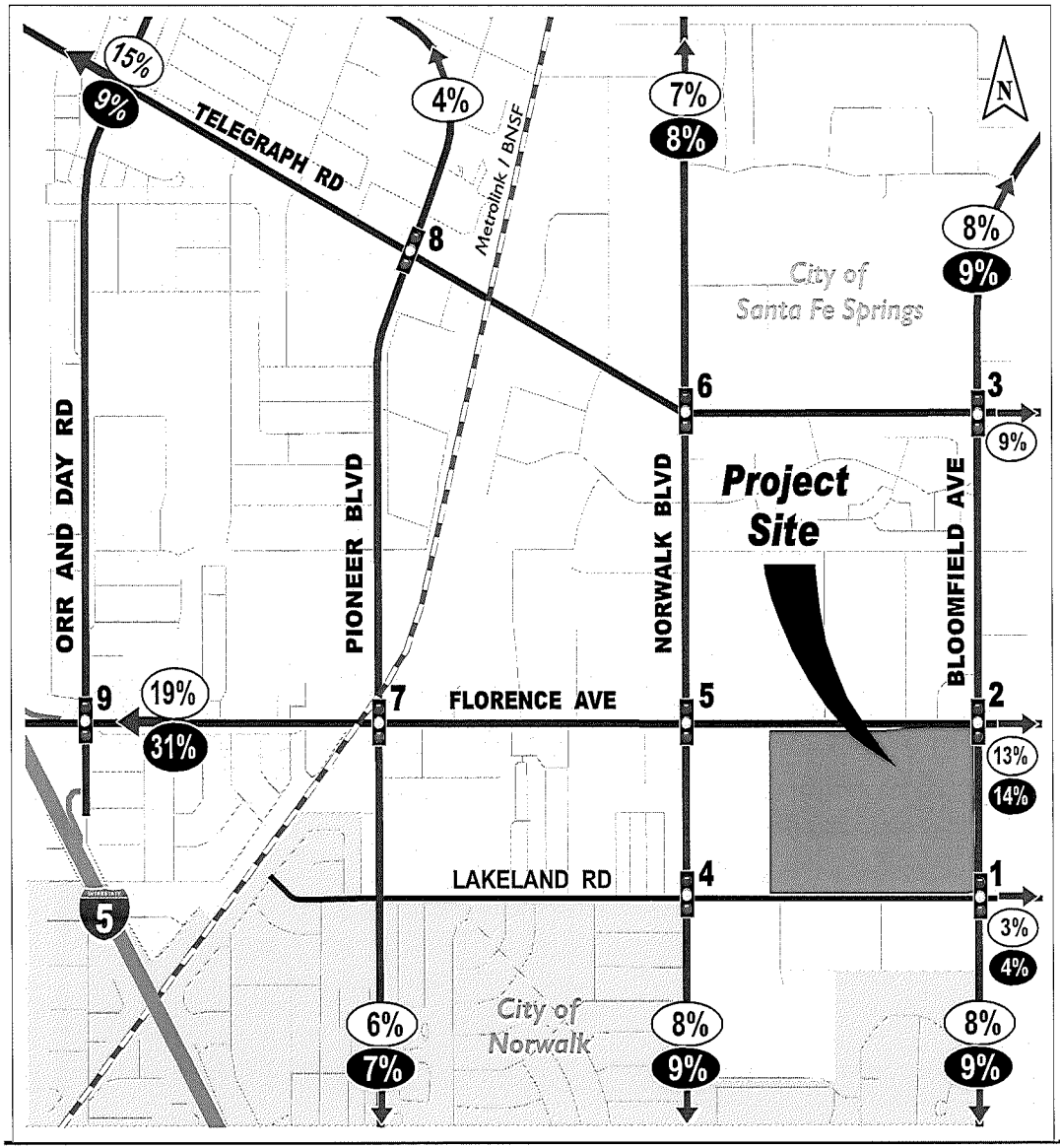
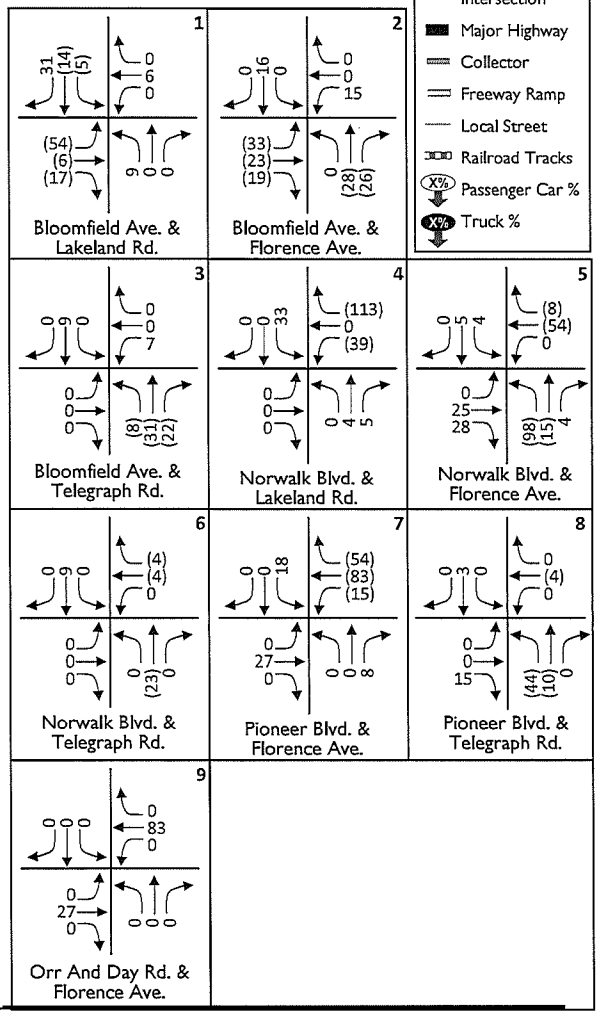



**FIGURE 7**
**Project Trip Generation**
**PM Peak Hour**



## Project Completion (Year 2015 With Project) Conditions

The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation. Project Completion Year 2015 intersection LOS is shown in ***Table 9***. As shown in Table 9, all study area intersections will operate at their pre-project Year 2015 Levels of Service with the addition of the proposed project's AM and PM peak hour trips.

**TABLE 9**
**Year 2015 (With Project) Intersection Level of Service**

| Location | | | LOS Analysis | | |
|---|---|---|---|---|---|
| No. | Intersection | Control | Peak Hour | Year 2015 + Project | |
| | | | | V/C | LOS |
| 1 | Bloomfield Avenue at Lakeland Road | Signal | AM | 0.795 | C |
| | | | PM | 0.895 | D |
| 2 | Bloomfield Avenue at Florence Avenue | Signal | AM | 1.277 | F |
| | | | PM | 1.270 | F |
| 3 | Bloomfield Avenue at Telegraph Road | Signal | AM | 0.935 | E |
| | | | PM | 0.841 | D |
| 4 | Norwalk Boulevard at Lakeland Road | Signal | AM | 0.414 | A |
| | | | PM | 0.458 | A |
| 5 | Norwalk Boulevard at Florence Avenue | Signal | AM | 1.048 | F |
| | | | PM | 1.342 | F |
| 6 | Norwalk Boulevard at Telegraph Road | Signal | AM | 1.131 | F |
| | | | PM | 0.950 | E |
| 7 | Pioneer Boulevard at Florence Avenue | Signal | AM | 1.172 | F |
| | | | PM | 1.098 | F |
| 8 | Pioneer Boulevard at Telegraph Road | Signal | AM | 0.929 | E |
| | | | PM | 1.065 | F |
| 9 | Orr And Day Road at Florence Avenue | Signal | AM | 1.362 | F |
| | | | PM | 1.366 | F |

## Impact Significance

A comparison of "Pre-Project" and "With Project" traffic conditions was performed in order to determine the significance of potential traffic impacts due to project on the surrounding study area intersections. Using the City's adopted significance thresholds, intersection volume-to-capacity ratios, delays, and LOS results which reflect the Year 2015 traffic conditions without the proposed GLC Santa Fe Springs project were compared with Year 2015 conditions with project traffic.

***Table 10*** summarizes this comparison to illustrate the changes in ICU, delays, and LOS at each study area intersection, and to indicate potential significant traffic impacts caused by the project's peak hour traffic during the opening year, 2015. The results summarized in Table 10 reveal that the following seven (7) study intersections would be significantly impacted during one or both of the weekday AM/PM peak hours due to the addition of the project traffic:

- Bloomfield Avenue at Lakeland Road (PM peak hour)
- Bloomfield Avenue at Florence Avenue (PM peak hour)
- Bloomfield Avenue at Telegraph Road (AM peak hour)
- Norwalk Boulevard at Florence Avenue (AM and PM peak hours)
- Pioneer Boulevard at Florence Avenue (AM and PM peak hours)
- Pioneer Boulevard at Telegraph Road (PM peak hour)
- Orr And Day Road at Florence Avenue (PM peak hour)

Based upon the findings of the impact analysis, the proposed project would not significantly impact traffic operations at the intersections of Norwalk Boulevard at Lakeland Road (Intersection #4) and Norwalk Boulevard at Telegraph Road (Intersection #6) in the Year 2015. Proposed project mitigation measures for the remaining intersection are summarized in the *Conclusions and Recommendations* section, below.

## Congestion Management Compliance

The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. The nearest CMP-monitored roadways near the project are Imperial Highway and Artesia Boulevard, both located to the south of the project area. Both CMP arterials are located outside of the study area; therefore, a CMP analysis is not required for this traffic impact study.

**TABLE 10**
**Summary of LOS Analysis and Project Impact Significance**

| Location | | LOS Analysis | | | | | | | Project Impacts | |
|---|---|---|---|---|---|---|---|---|---|---|
| No. | Intersection | Peak Hour | Existing Year 2014 | | Build-out Year (2015) | | | | V/C Change with Project (2015) | Significant Impact? |
| | | | | | Without Project* | | With Project | | | |
| | | | V/C | LOS | V/C | LOS | V/C | LOS | | |
| 1 | Bloomfield Ave. at Lakeland Rd. | AM | 0.759 | C | 0.766 | C | 0.795 | C | +0.029 | No |
| | | PM | 0.839 | D | 0.847 | D | 0.895 | D | **+0.048** | **Yes** |
| 2 | Bloomfield Ave. at Florence Ave. | AM | 1.257 | F | 1.268 | F | 1.277 | F | +0.009 | No |
| | | PM | 1.223 | F | 1.244 | F | 1.256 | F | **0.012** | **Yes** |
| 3 | Bloomfield Ave. at Telegraph Rd. | AM | 0.916 | E | 0.924 | E | 0.935 | E | **+0.011** | **Yes** |
| | | PM | 0.824 | D | 0.831 | D | 0.841 | D | +0.010 | No |
| 4 | Norwalk Blvd. at Lakeland Rd. | AM | 0.405 | A | 0.407 | A | 0.414 | A | +0.007 | No |
| | | PM | 0.410 | A | 0.413 | A | 0.458 | A | +0.048 | No |
| 5 | Norwalk Blvd. at Florence Ave. | AM | 1.015 | F | 1.024 | F | 1.048 | F | **+0.024** | **Yes** |
| | | PM | 1.259 | F | 1.271 | F | 1.342 | F | **+0.071** | **Yes** |
| 6 | Norwalk Blvd. at Telegraph Rd. | AM | 1.112 | F | 1.123 | F | 1.131 | F | +0.008 | No |
| | | PM | 0.941 | E | 0.948 | E | 0.950 | E | +0.002 | No |
| 7 | Pioneer Blvd. at Florence Ave. | AM | 1.119 | F | 1.130 | F | 1.172 | F | **+0.042** | **Yes** |
| | | PM | 1.062 | F | 1.072 | F | 1.098 | F | **+0.026** | **Yes** |
| 8 | Pioneer Blvd. at Telegraph Rd. | AM | 0.920 | E | 0.927 | E | 0.929 | E | +0.002 | No |
| | | PM | 1.024 | F | 1.034 | F | 1.065 | F | **+0.031** | **Yes** |
| 9 | Orr And Day Rd. at Florence Ave. | AM | 1.342 | F | 1.355 | F | 1.362 | F | +0.007 | No |
| | | PM | 1.327 | F | 1.340 | F | 1.366 | F | **+0.026** | **Yes** |

* Estimated ambient annual growth of 1% per City direction

Highlighted cells indicate a projected significant traffic impact due to project and/or cumulative conditions. Significant Impact criteria thresholds include one or more of the following:

- Project-related Level of Service decrease from LOS D or better to LOS E/F
- Project-related v/c increase ≥0.04 for LOS "C" Pre-Project conditions
- Project-related v/c increase ≥0.02 for LOS "D" Pre-Project conditions
- Project-related v/c increase ≥ 0.01 for LOS "E/F" Pre-Project conditions

## CONCLUSIONS AND RECOMMENDATIONS

- The proposed project consists of 1,223,751 SF of warehousing and 19,786 SF of light industrial uses. The project site is bounded by Bloomfield Avenue Drive on the east, Florence Avenue on the north, Lakeland Drive on the south, and existing manufacturing uses on the west.

- The proposed project will generate a weekday average of 379 AM peak hour trips and 483 PM peak hour trips. Since a portion of the warehouse trips will consist of heavy vehicle traffic, a Passenger Car Equivalent (PCE) ratio was applied to the truck mix from the total project trip generation, resulting in an adjusted generation of 453 PCE project trips in the AM peak hour, and 483 PCE project trips in the PM peak hour.

- A total of nine signalized intersections were analyzed within the vicinity of the project site. Two of the nine intersections were determined to be operating at satisfactory Levels of Service (LOS) under existing (Year 2014) conditions, while the remaining seven intersections are currently operating under deficient LOS "E" or "F" conditions during one or both of the AM and PM peak hours of the day.

- Based on the estimated trip generation, project distribution patterns, and trip assignment on the surrounding street system, weekday peak hour traffic generated by the proposed GLC Santa Fe Springs project would result in significant traffic impacts at seven (7) of the nine analyzed intersections during one or both of the AM and PM peak hours.

Several proposed measures were developed to preemptively mitigate project peak hour traffic impacts during the opening year 2015. A list of the recommended improvements is provided below in ***Table 11***.

***Table 12*** summarizes the improved intersection operations resulting from the implementation of the above mitigation measures. Based on the findings listed in Table 12, implementation of the proposed mitigation measures would reduce the anticipated project traffic impacts to less-than-significant levels, and would allow the GLC Santa Fe Springs Development, as proposed, to comply with the Transportation and Circulation Elements of the City of Santa Fe Springs' General Plan, as well as transportation and traffic requirements of the California Environmental Quality Act (CEQA).

## TABLE 11
## Recommended Intersection Mitigation Measures

| Intersection | | Description |
|---|---|---|
| #1 | Lakeland Road at Bloomfield Avenue | - Widen southbound approach per Site Plan;<br>- Construct exclusive southbound right-turn lane;<br>- Restripe SB approach with three (3) through lanes<br>- Restripe SB receiving lanes to provide three (3) travel lanes with downstream taper into two (2) lanes |
| #2 | Florence Avenue at Bloomfield Avenue | - Install dual left-turn lanes on the eastbound and westbound approaches. |
| #3 | Telegraph Road at Bloomfield Avenue | - Modify/cut raised median on the south leg by ±1'<br>- Reconfigure southbound approach lanes from one (1) exclusive left, two (2) through lanes and one (1) de-facto right turn curb lane, to one (1) exclusive left, two (2) through lanes, and one (1) shared through/right turn lane<br>- Restripe southbound receiving lanes as three (3) travel lanes and on (1) 4' bike lane, with downstream taper into two (2) through lanes at Heritage Springs Drive |
| #5 | Florence Avenue at Norwalk Boulevard | - Install dual left-turn lanes on the eastbound and westbound approaches. |
| #7 | Florence Avenue at Pioneer Boulevard | - Install dual left-turn lane on eastbound approach. |
| #8 | Telegraph Road at Pioneer Boulevard | - Convert westbound #1 lane (inside through) to an exclusive left-turn lane. |
| #9 | Florence Avenue at Orr and Day Road | - Reconfigure all lane approaches per the I-605 Congestion Hot Spots Arterial Conceptual Plan:<br>- Widen eastbound and westbound shoulders;<br>- Provide additional EB through lane on Florence Avenue<br>- Provide additional WB through lane on Florence Avenue<br>- Provide SB right-turn overlap phase;<br>- Modify SB shared through/left lane as through-only lane;<br>- Modify NB shared through/left lane as through-only lane;<br>- Construct eastbound/westbound downstream merge lanes; |

#1, #2 & Partial #9: Indicates Improvements to be Performed by the Developer "Goodman-Birtcher"

#3, #5, #7 & #8: Indicates Improvements are covered by ITS Improvement Costs. Developer "Goodman- Birtcher" to Contribute per Shared Agreement

#9: Indicates Improvements to be Performed by Others "Caltrans"

**TABLE 12**
**Project Completion (Year 2015 Plus Project) Conditions**
**Intersection Impact Summary**

| Intersection | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Without Improvement | | With Improvement | | Without Improvement | | With Improvement | |
| | LOS Δv/c* | Project Impact? | LOS Δv/c* | Project Impact? | LOS Δv/c* | Project Impact? | LOS Δv/c* | Project Impact? |
| #1 Lakeland Road at Florence Avenue | C +0.029 | No | *No mitigation required* | | D +0.048 | Yes | +0.014 | **No** |
| #2 Florence Avenue at Bloomfield Avenue | F +0.009 | No | *No mitigation required* | | F +0.026 | Yes | +0.000 | No |
| #3 Telegraph Road at Bloomfield Avenue | E +0.011 | Yes | E -0.013 | **No** | D +0.010 | No | *No mitigation required* | |
| #5 Florence Avenue at Norwalk Boulevard | F +0.024 | Yes | E -0.044 | **No** | F +0.071 | Yes | F +0.005 | **No** |
| #7 Florence Avenue at Pioneer Boulevard | F +0.042 | Yes | F -0.007 | **No** | F +0.026 | Yes | F -0.009 | **No** |
| #8 Telegraph Road at Pioneer Boulevard | E +0.002 | No | *No mitigation required* | | F +0.031 | Yes | F +0.000 | **No** |
| #9 Florence Avenue at Orr and Day Road | F +0.007 | No | *No mitigation required* | | F +0.026 | Yes | F -0.075 | **No** |

* Relative change in the intersection volume-to-capacity (V/C) due to project traffic during the Project Opening Year 2015

# APPENDIX A:
# Weekday AM & PM Peak Period Intersection Turning Movement Count (TMC) Worksheets

# MINAGAR & ASSOCIATES, INC.

Traffic Engineering - ITS - Transportation Planning
18662 MacArthur Boulevard, Ste. 435, Irvine, CA 92612
Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 1_BloomfieldAv_LakelandRd
Site Code : 001
Start Date : 2/7/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

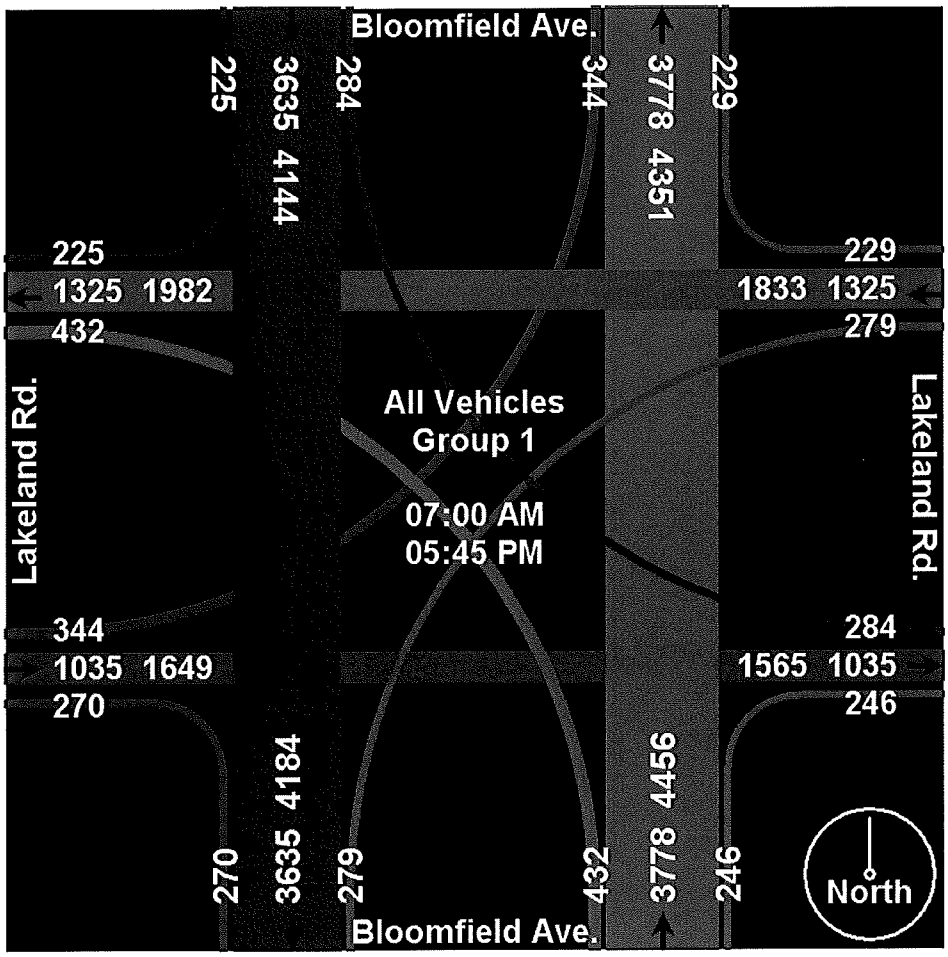
| | Lakeland Rd. Eastbound | | | | Lakeland Rd. Westbound | | | | Bloomfield Ave. Northbound | | | | Bloomfield Ave. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 16 | 64 | 24 | 0 | 9 | 85 | 5 | 0 | 18 | 217 | 3 | 0 | 6 | 223 | 21 | 0 | 691 |
| 07:15 AM | 14 | 46 | 15 | 0 | 17 | 122 | 3 | 0 | 15 | 210 | 12 | 0 | 12 | 221 | 22 | 0 | 709 |
| 07:30 AM | 31 | 39 | 27 | 0 | 15 | 97 | 15 | 0 | 18 | 223 | 5 | 0 | 11 | 215 | 19 | 0 | 715 |
| 07:45 AM | 42 | 67 | 24 | 0 | 34 | 93 | 12 | 0 | 19 | 264 | 14 | 0 | 22 | 229 | 13 | 0 | 833 |
| Total | 103 | 216 | 90 | 0 | 75 | 397 | 35 | 0 | 70 | 914 | 34 | 0 | 51 | 888 | 75 | 0 | 2948 |
| 08:00 AM | 21 | 50 | 22 | 0 | 19 | 97 | 6 | 0 | 20 | 222 | 7 | 0 | 21 | 258 | 18 | 0 | 761 |
| 08:15 AM | 42 | 67 | 19 | 0 | 26 | 81 | 11 | 0 | 11 | 206 | 10 | 0 | 29 | 220 | 18 | 0 | 740 |
| 08:30 AM | 11 | 48 | 18 | 0 | 18 | 57 | 5 | 0 | 13 | 159 | 11 | 0 | 18 | 163 | 12 | 0 | 533 |
| 08:45 AM | 8 | 43 | 12 | 0 | 12 | 61 | 3 | 0 | 15 | 191 | 6 | 0 | 19 | 205 | 9 | 0 | 584 |
| Total | 82 | 208 | 71 | 0 | 75 | 296 | 25 | 0 | 59 | 778 | 34 | 0 | 87 | 846 | 57 | 0 | 2618 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 21 | 77 | 23 | 0 | 20 | 67 | 26 | 0 | 36 | 230 | 32 | 0 | 19 | 207 | 15 | 0 | 773 |
| 04:15 PM | 32 | 56 | 13 | 0 | 15 | 72 | 18 | 0 | 22 | 222 | 18 | 0 | 13 | 173 | 10 | 0 | 664 |
| 04:30 PM | 16 | 47 | 12 | 0 | 17 | 63 | 26 | 0 | 57 | 247 | 29 | 0 | 18 | 235 | 11 | 0 | 778 |
| 04:45 PM | 17 | 93 | 8 | 0 | 16 | 99 | 28 | 0 | 41 | 290 | 22 | 0 | 23 | 242 | 11 | 0 | 890 |
| Total | 86 | 273 | 56 | 0 | 68 | 301 | 98 | 0 | 156 | 989 | 101 | 0 | 73 | 857 | 47 | 0 | 3105 |
| 05:00 PM | 24 | 101 | 25 | 0 | 26 | 108 | 19 | 0 | 64 | 256 | 20 | 0 | 37 | 283 | 19 | 0 | 982 |
| 05:15 PM | 22 | 112 | 9 | 0 | 19 | 102 | 25 | 0 | 38 | 296 | 22 | 0 | 15 | 273 | 10 | 0 | 943 |
| 05:30 PM | 22 | 74 | 9 | 0 | 9 | 69 | 17 | 0 | 24 | 313 | 10 | 0 | 14 | 285 | 13 | 0 | 859 |
| 05:45 PM | 5 | 51 | 10 | 0 | 7 | 52 | 10 | 0 | 21 | 232 | 25 | 0 | 7 | 203 | 4 | 0 | 627 |
| Total | 73 | 338 | 53 | 0 | 61 | 331 | 71 | 0 | 147 | 1097 | 77 | 0 | 73 | 1044 | 46 | 0 | 3411 |
| Grand Total | 344 | 1035 | 270 | 0 | 279 | 1325 | 229 | 0 | 432 | 3778 | 246 | 0 | 284 | 3635 | 225 | 0 | 12082 |
| Apprch % | 20.9 | 62.8 | 16.4 | 0 | 15.2 | 72.3 | 12.5 | 0 | 9.7 | 84.8 | 5.5 | 0 | 6.9 | 87.7 | 5.4 | 0 | |
| Total % | 2.8 | 8.6 | 2.2 | 0 | 2.3 | 11 | 1.9 | 0 | 3.6 | 31.3 | 2 | 0 | 2.4 | 30.1 | 1.9 | 0 | |
| All Vehicles | 344 | 1035 | 270 | 0 | 279 | 1325 | 229 | 0 | 432 | 3778 | 246 | 0 | 284 | 3635 | 225 | 0 | 12082 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**MINAGAR & ASSOCIATES, INC.**

Traffic Engineering - ITS - Transportation Planning
18662 MacArthur Boulevard, Ste. 435, Irvine, CA 92612
Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 1_BloomfieldAv_LakelandRd
Site Code : 001
Start Date : 2/7/2013
Page No : 2



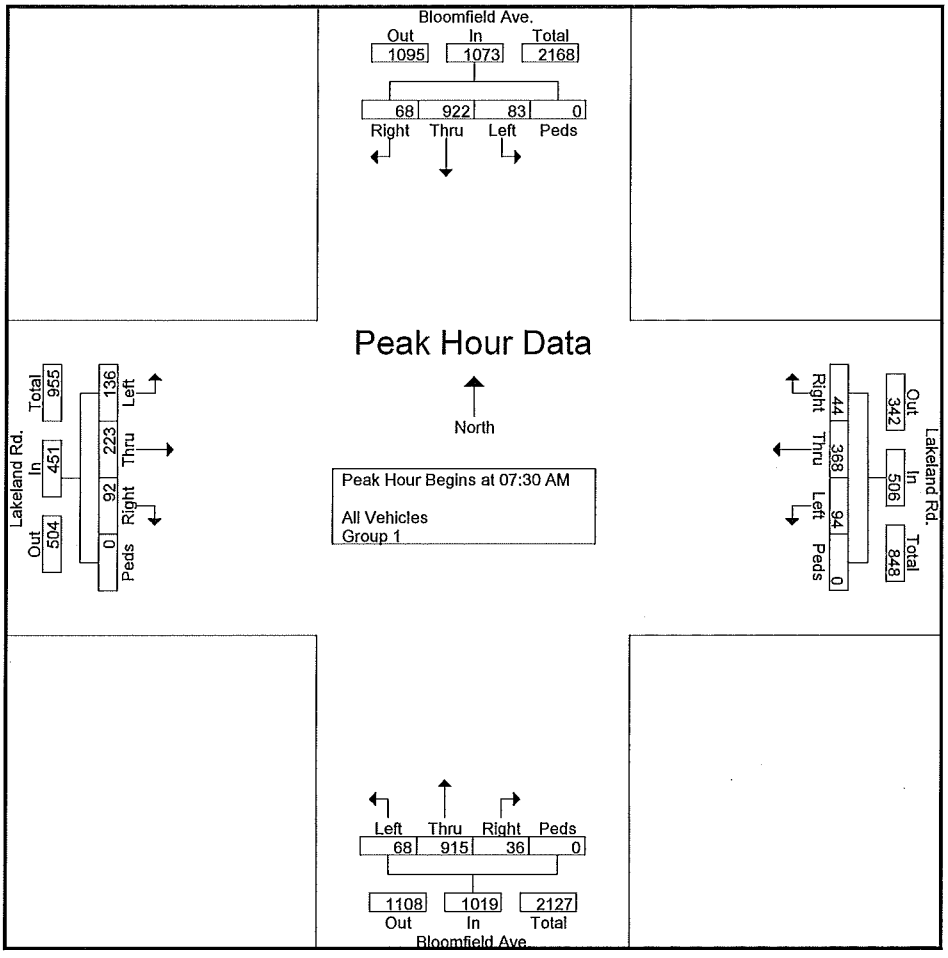
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File Name : 1_BloomfieldAv_LakelandRd
Site Code : 001
Start Date : 2/7/2013
Page No : 3

| | Lakeland Rd. Eastbound | | | | | Lakeland Rd. Westbound | | | | | Bloomfield Ave. Northbound | | | | | Bloomfield Ave. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 31 | 39 | **27** | 0 | 97 | 15 | **97** | **15** | 0 | 127 | 18 | 223 | 5 | 0 | 246 | 11 | 215 | **19** | 0 | 245 | 715 |
| 07:45 AM | **42** | **67** | 24 | 0 | **133** | **34** | 93 | 12 | 0 | **139** | 19 | **264** | **14** | 0 | **297** | 22 | 229 | 13 | 0 | 264 | **833** |
| 08:00 AM | 21 | 50 | 22 | 0 | 93 | 19 | 97 | 6 | 0 | 122 | **20** | 222 | 7 | 0 | 249 | 21 | **258** | 18 | 0 | **297** | 761 |
| 08:15 AM | 42 | 67 | 19 | 0 | 128 | 26 | 81 | 11 | 0 | 118 | 11 | 206 | 10 | 0 | 227 | **29** | 220 | 18 | 0 | 267 | 740 |
| Total Volume | 136 | 223 | 92 | 0 | 451 | 94 | 368 | 44 | 0 | 506 | 68 | 915 | 36 | 0 | 1019 | 83 | 922 | 68 | 0 | 1073 | 3049 |
| % App. Total | 30.2 | 49.4 | 20.4 | 0 | | 18.6 | 72.7 | 8.7 | 0 | | 6.7 | 89.8 | 3.5 | 0 | | 7.7 | 85.9 | 6.3 | 0 | | |
| PHF | .810 | .832 | .852 | .000 | .848 | .691 | .948 | .733 | .000 | .910 | .850 | .866 | .643 | .000 | .858 | .716 | .893 | .895 | .000 | .903 | .915 |



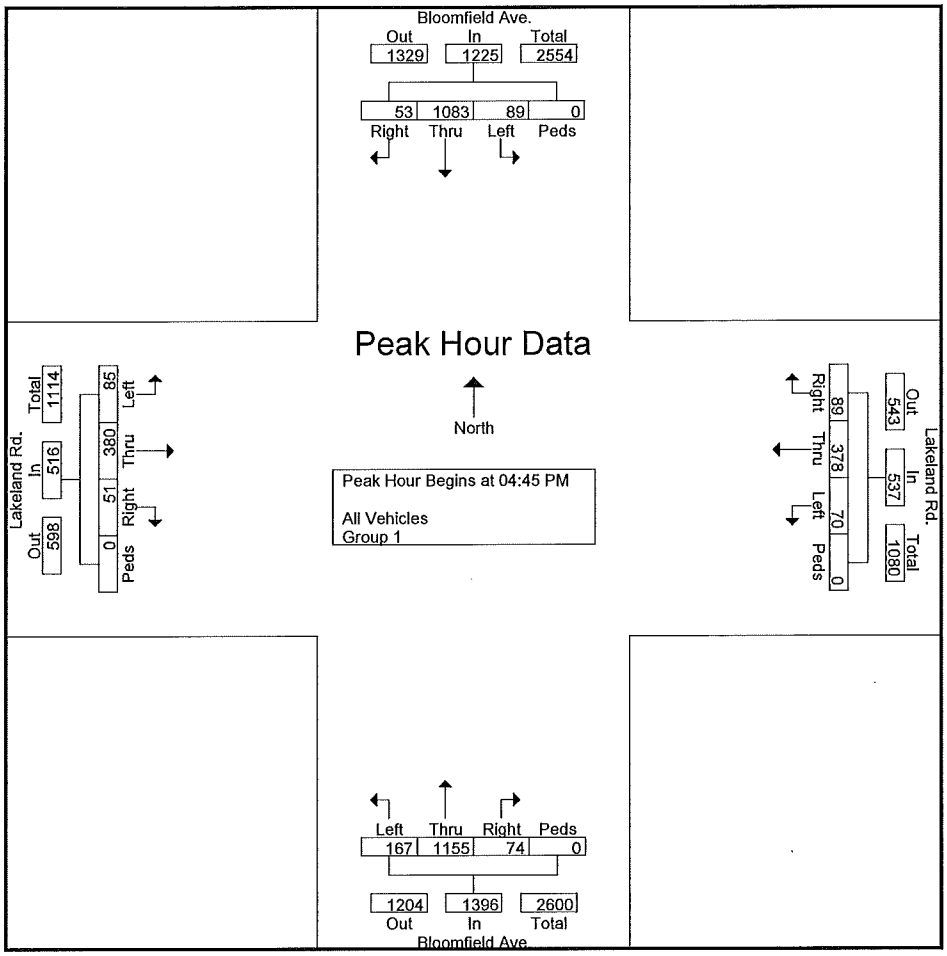
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Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 1_BloomfieldAv_LakelandRd
Site Code : 001
Start Date : 2/7/2013
Page No : 4

| | Lakeland Rd. Eastbound | | | | | Lakeland Rd. Westbound | | | | | Bloomfield Ave. Northbound | | | | | Bloomfield Ave. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 17 | 93 | 8 | 0 | 118 | 16 | 99 | **28** | 0 | 143 | 41 | 290 | **22** | 0 | 353 | 23 | 242 | 11 | 0 | 276 | 890 |
| 05:00 PM | **24** | 101 | **25** | 0 | **150** | **26** | **108** | 19 | 0 | **153** | **64** | 256 | 20 | 0 | 340 | **37** | 283 | **19** | 0 | **339** | **982** |
| 05:15 PM | 22 | **112** | 9 | 0 | 143 | 19 | 102 | 25 | 0 | 146 | 38 | 296 | 22 | 0 | **356** | 15 | 273 | 10 | 0 | 298 | 943 |
| 05:30 PM | 22 | 74 | 9 | 0 | 105 | 9 | 69 | 17 | 0 | 95 | 24 | **313** | 10 | 0 | 347 | 14 | **285** | 13 | 0 | 312 | 859 |
| Total Volume | 85 | 380 | 51 | 0 | 516 | 70 | 378 | 89 | 0 | 537 | 167 | 1155 | 74 | 0 | 1396 | 89 | 1083 | 53 | 0 | 1225 | 3674 |
| % App. Total | 16.5 | 73.6 | 9.9 | 0 | | 13 | 70.4 | 16.6 | 0 | | 12 | 82.7 | 5.3 | 0 | | 7.3 | 88.4 | 4.3 | 0 | | |
| PHF | .885 | .848 | .510 | .000 | .860 | .673 | .875 | .795 | .000 | .877 | .652 | .923 | .841 | .000 | .980 | .601 | .950 | .697 | .000 | .903 | .935 |



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Agency:
Santa Fe Springs, CA

File Name : 2_BloomfieldAv_FlorenceAv
Site Code : 002
Start Date : 2/6/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

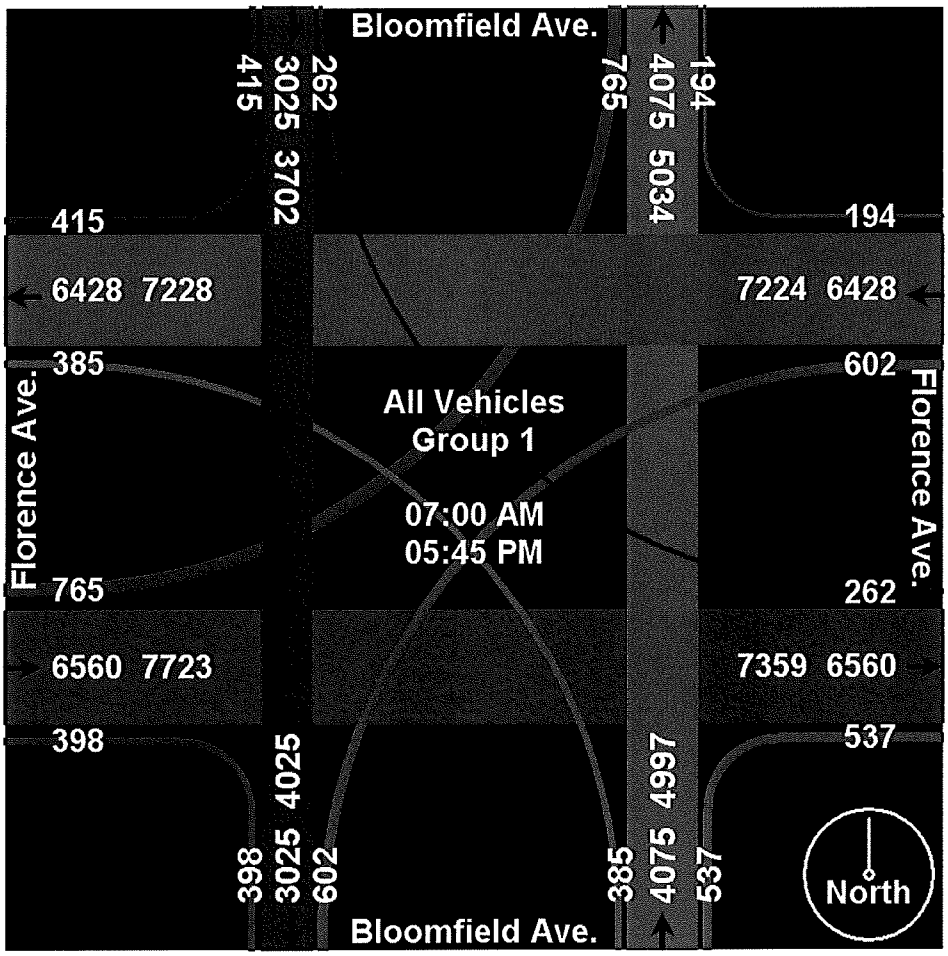
| | Florence Ave. Eastbound | | | | Florence Ave. Westbound | | | | Bloomfield Ave. Northbound | | | | Bloomfield Ave. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 35 | 237 | 25 | 0 | 51 | 448 | 12 | 0 | 28 | 252 | 14 | 0 | 11 | 191 | 18 | 0 | 1322 |
| 07:15 AM | 36 | 265 | 30 | 0 | 35 | 537 | 14 | 0 | 27 | 248 | 15 | 0 | 3 | 212 | 19 | 0 | 1441 |
| 07:30 AM | 85 | 340 | 30 | 0 | 81 | 546 | 17 | 0 | 25 | 244 | 18 | 0 | 13 | 192 | 20 | 0 | 1611 |
| 07:45 AM | 72 | 273 | 35 | 0 | 72 | 470 | 38 | 0 | 19 | 340 | 36 | 0 | 18 | 205 | 11 | 0 | 1589 |
| Total | 228 | 1115 | 120 | 0 | 239 | 2001 | 81 | 0 | 99 | 1084 | 83 | 0 | 45 | 800 | 68 | 0 | 5963 |
| 08:00 AM | 38 | 277 | 41 | 0 | 70 | 445 | 26 | 0 | 17 | 288 | 27 | 0 | 9 | 161 | 20 | 0 | 1419 |
| 08:15 AM | 56 | 305 | 35 | 0 | 69 | 436 | 11 | 0 | 22 | 238 | 21 | 0 | 10 | 163 | 19 | 0 | 1385 |
| 08:30 AM | 43 | 249 | 8 | 0 | 37 | 465 | 13 | 0 | 22 | 244 | 18 | 0 | 6 | 142 | 39 | 0 | 1286 |
| 08:45 AM | 22 | 281 | 18 | 0 | 32 | 405 | 4 | 0 | 24 | 198 | 23 | 0 | 20 | 140 | 34 | 0 | 1201 |
| Total | 159 | 1112 | 102 | 0 | 208 | 1751 | 54 | 0 | 85 | 968 | 89 | 0 | 45 | 606 | 112 | 0 | 5291 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 37 | 546 | 20 | 0 | 19 | 385 | 9 | 0 | 26 | 247 | 44 | 0 | 15 | 140 | 23 | 0 | 1511 |
| 04:15 PM | 46 | 503 | 18 | 0 | 27 | 313 | 5 | 0 | 17 | 263 | 58 | 0 | 38 | 222 | 23 | 0 | 1533 |
| 04:30 PM | 42 | 590 | 15 | 0 | 16 | 342 | 13 | 0 | 29 | 186 | 48 | 0 | 14 | 209 | 38 | 0 | 1542 |
| 04:45 PM | 56 | 542 | 11 | 0 | 13 | 367 | 4 | 0 | 23 | 300 | 49 | 0 | 29 | 201 | 36 | 0 | 1631 |
| Total | 181 | 2181 | 64 | 0 | 75 | 1407 | 31 | 0 | 95 | 996 | 199 | 0 | 96 | 772 | 120 | 0 | 6217 |
| 05:00 PM | 54 | 500 | 25 | 0 | 15 | 331 | 8 | 0 | 18 | 250 | 54 | 0 | 10 | 194 | 31 | 0 | 1490 |
| 05:15 PM | 52 | 533 | 22 | 0 | 28 | 366 | 8 | 0 | 41 | 282 | 40 | 0 | 34 | 231 | 22 | 0 | 1659 |
| 05:30 PM | 29 | 611 | 26 | 0 | 20 | 332 | 6 | 0 | 29 | 241 | 47 | 0 | 17 | 194 | 35 | 0 | 1587 |
| 05:45 PM | 62 | 508 | 39 | 0 | 17 | 240 | 6 | 0 | 18 | 254 | 25 | 0 | 15 | 228 | 27 | 0 | 1439 |
| Total | 197 | 2152 | 112 | 0 | 80 | 1269 | 28 | 0 | 106 | 1027 | 166 | 0 | 76 | 847 | 115 | 0 | 6175 |
| Grand Total | 765 | 6560 | 398 | 0 | 602 | 6428 | 194 | 0 | 385 | 4075 | 537 | 0 | 262 | 3025 | 415 | 0 | 23646 |
| Apprch % | 9.9 | 84.9 | 5.2 | 0 | 8.3 | 89 | 2.7 | 0 | 7.7 | 81.5 | 10.7 | 0 | 7.1 | 81.7 | 11.2 | 0 | |
| Total % | 3.2 | 27.7 | 1.7 | 0 | 2.5 | 27.2 | 0.8 | 0 | 1.6 | 17.2 | 2.3 | 0 | 1.1 | 12.8 | 1.8 | 0 | |
| All Vehicles | 765 | 6560 | 398 | 0 | 602 | 6428 | 194 | 0 | 385 | 4075 | 537 | 0 | 262 | 3025 | 415 | 0 | 23646 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Agency:
Santa Fe Springs, CA

File Name : 2_BloomfieldAv_FlorenceAv
Site Code : 002
Start Date : 2/6/2013
Page No : 2



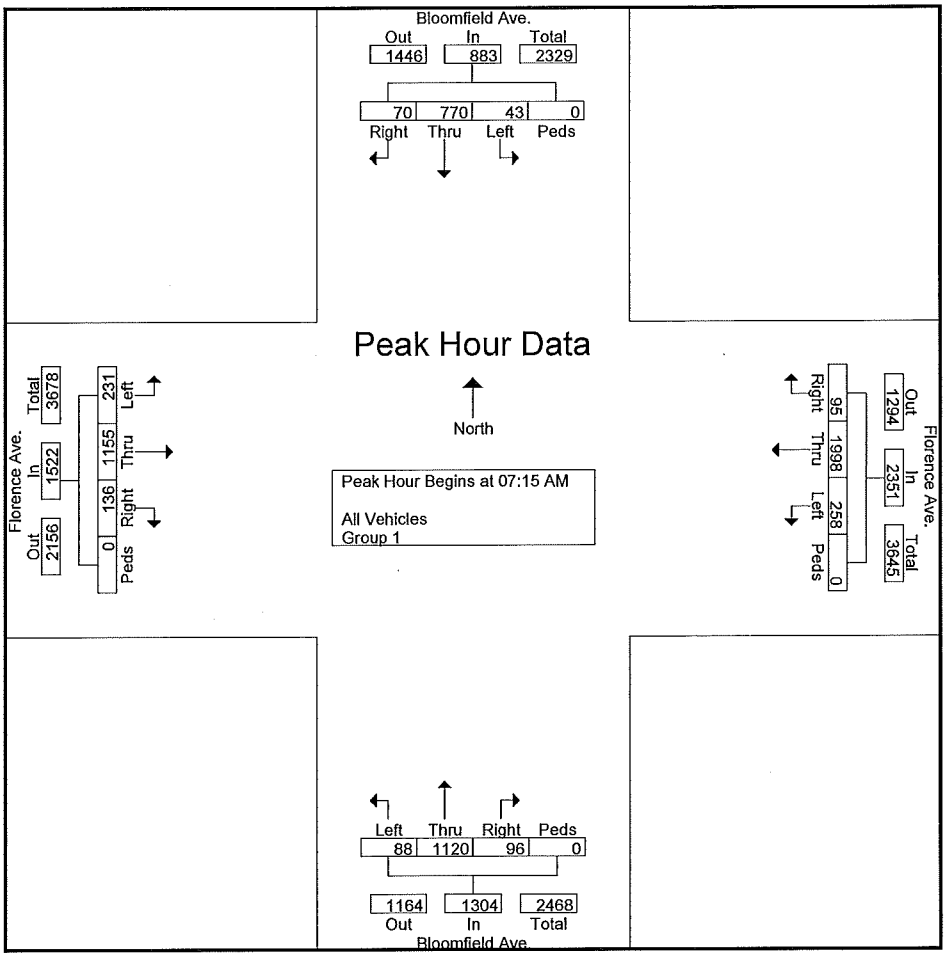
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Agency:
Santa Fe Springs, CA

File Name : 2_BloomfieldAv_FlorenceAv
Site Code : 002
Start Date : 2/6/2013
Page No : 3

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Bloomfield Ave. Northbound | | | | | Bloomfield Ave. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 36 | 265 | 30 | 0 | 331 | 35 | 537 | 14 | 0 | 586 | **27** | 248 | 15 | 0 | 290 | 3 | **212** | 19 | 0 | **234** | 1441 |
| 07:30 AM | **85** | **340** | 30 | 0 | **455** | **81** | **546** | 17 | 0 | **644** | 25 | 244 | 18 | 0 | 287 | 13 | 192 | **20** | 0 | 225 | **1611** |
| 07:45 AM | 72 | 273 | 35 | 0 | 380 | 72 | 470 | **38** | 0 | 580 | 19 | **340** | **36** | 0 | **395** | **18** | 205 | 11 | 0 | 234 | 1589 |
| 08:00 AM | 38 | 277 | **41** | 0 | 356 | 70 | 445 | 26 | 0 | 541 | 17 | 288 | 27 | 0 | 332 | 9 | 161 | 20 | 0 | 190 | 1419 |
| Total Volume | 231 | 1155 | 136 | 0 | 1522 | 258 | 1998 | 95 | 0 | 2351 | 88 | 1120 | 96 | 0 | 1304 | 43 | 770 | 70 | 0 | 883 | 6060 |
| % App. Total | 15.2 | 75.9 | 8.9 | 0 | | 11 | 85 | 4 | 0 | | 6.7 | 85.9 | 7.4 | 0 | | 4.9 | 87.2 | 7.9 | 0 | | |
| PHF | .679 | .849 | .829 | .000 | .836 | .796 | .915 | .625 | .000 | .913 | .815 | .824 | .667 | .000 | .825 | .597 | .908 | .875 | .000 | .943 | .940 |



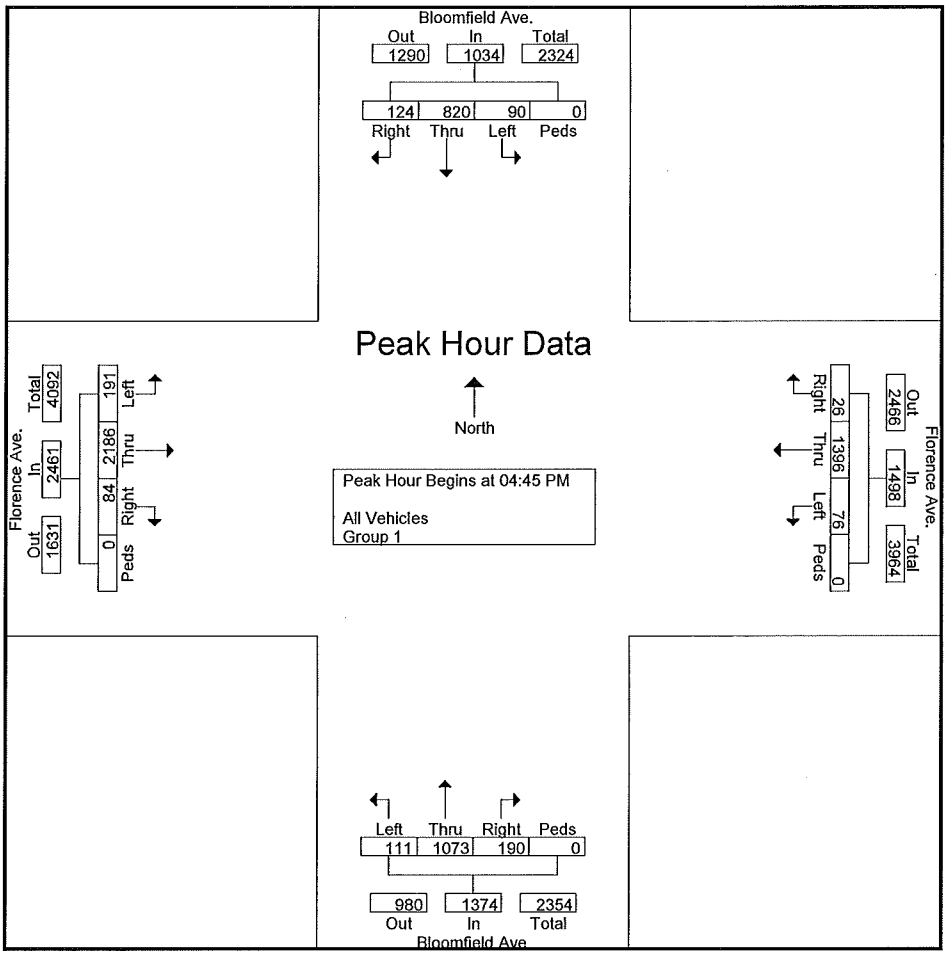
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Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 2_BloomfieldAv_FlorenceAv
Site Code : 002
Start Date : 2/6/2013
Page No : 4

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Bloomfield Ave. Northbound | | | | | Bloomfield Ave. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | **56** | 542 | 11 | 0 | 609 | 13 | **367** | 4 | 0 | 384 | 23 | **300** | 49 | 0 | **372** | 29 | 201 | **36** | 0 | 266 | 1631 |
| 05:00 PM | 54 | 500 | 25 | 0 | 579 | 15 | 331 | **8** | 0 | 354 | 18 | 250 | **54** | 0 | 322 | 10 | 194 | 31 | 0 | 235 | 1490 |
| 05:15 PM | 52 | 533 | 22 | 0 | 607 | **28** | 366 | 8 | 0 | **402** | **41** | 282 | 40 | 0 | 363 | **34** | **231** | 22 | 0 | **287** | **1659** |
| 05:30 PM | 29 | **611** | **26** | 0 | **666** | 20 | 332 | 6 | 0 | 358 | 29 | 241 | 47 | 0 | 317 | 17 | 194 | 35 | 0 | 246 | 1587 |
| Total Volume | 191 | 2186 | 84 | 0 | 2461 | 76 | 1396 | 26 | 0 | 1498 | 111 | 1073 | 190 | 0 | 1374 | 90 | 820 | 124 | 0 | 1034 | 6367 |
| % App. Total | 7.8 | 88.8 | 3.4 | 0 | | 5.1 | 93.2 | 1.7 | 0 | | 8.1 | 78.1 | 13.8 | 0 | | 8.7 | 79.3 | 12 | 0 | | |
| PHF | .853 | .894 | .808 | .000 | .924 | .679 | .951 | .813 | .000 | .932 | .677 | .894 | .880 | .000 | .923 | .662 | .887 | .861 | .000 | .901 | .959 |



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Agency:
Santa Fe Springs, CA

File Name : 3_BloomfieldAv_TelegraphRd
Site Code : 003
Start Date : 2/14/2013


**Groups Printed- All Vehicles - Group 1**

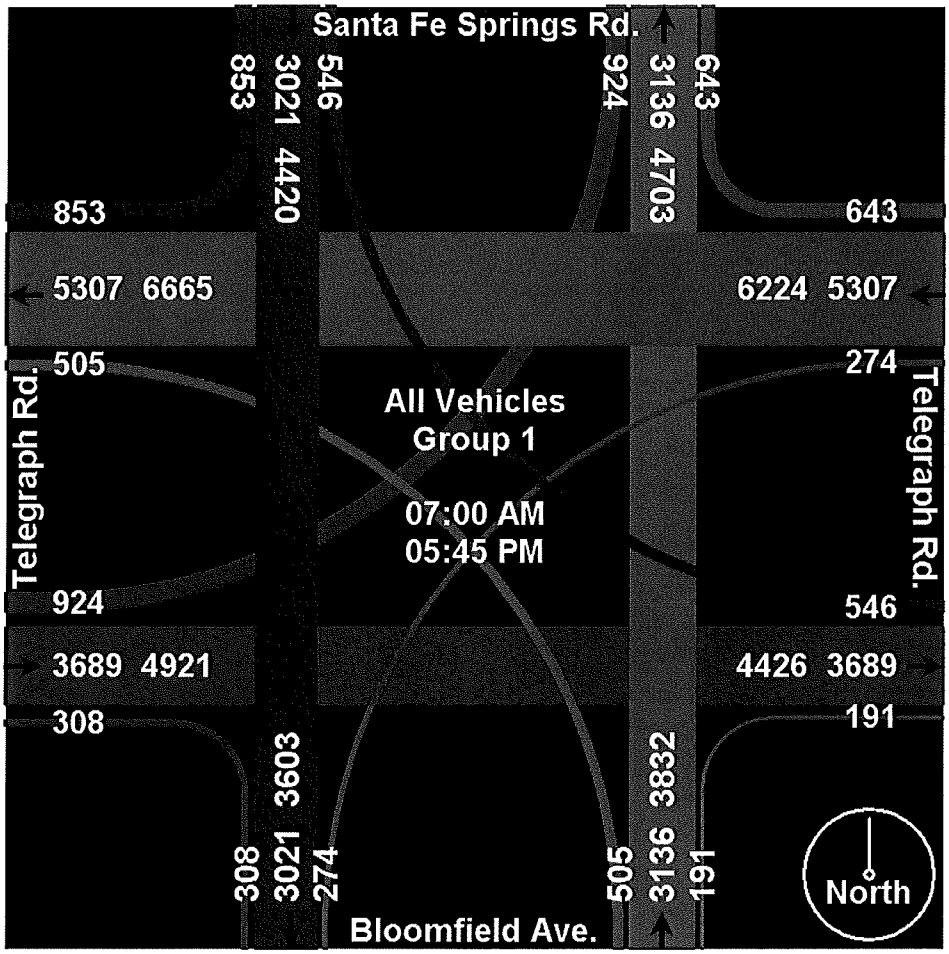
| | Telegraph Rd. Eastbound | | | | Telegraph Rd. Westbound | | | | Bloomfield Ave. Northbound | | | | Santa Fe Springs Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 101 | 205 | 38 | 0 | 12 | 500 | 63 | 0 | 31 | 235 | 16 | 0 | 12 | 153 | 48 | 0 | 1414 |
| 07:15 AM | 61 | 153 | 20 | 0 | 6 | 307 | 44 | 0 | 32 | 188 | 12 | 0 | 17 | 150 | 39 | 0 | 1029 |
| 07:30 AM | 70 | 176 | 18 | 0 | 13 | 342 | 37 | 0 | 43 | 203 | 9 | 0 | 19 | 172 | 48 | 0 | 1150 |
| 07:45 AM | 82 | 200 | 35 | 0 | 14 | 382 | 77 | 0 | 23 | 169 | 13 | 0 | 17 | 236 | 52 | 0 | 1300 |
| Total | 314 | 734 | 111 | 0 | 45 | 1531 | 221 | 0 | 129 | 795 | 50 | 0 | 65 | 711 | 187 | 0 | 4893 |
| 08:00 AM | 65 | 195 | 27 | 0 | 26 | 313 | 80 | 0 | 30 | 252 | 9 | 0 | 25 | 249 | 59 | 0 | 1330 |
| 08:15 AM | 87 | 146 | 14 | 0 | 18 | 360 | 67 | 0 | 18 | 179 | 4 | 0 | 18 | 187 | 52 | 0 | 1150 |
| 08:30 AM | 74 | 181 | 20 | 0 | 26 | 386 | 35 | 0 | 30 | 191 | 13 | 0 | 23 | 133 | 51 | 0 | 1163 |
| 08:45 AM | 62 | 160 | 16 | 0 | 10 | 389 | 52 | 0 | 39 | 211 | 11 | 0 | 12 | 155 | 40 | 0 | 1157 |
| Total | 288 | 682 | 77 | 0 | 80 | 1448 | 234 | 0 | 117 | 833 | 37 | 0 | 78 | 724 | 202 | 0 | 4800 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 41 | 266 | 20 | 0 | 22 | 276 | 24 | 0 | 33 | 172 | 8 | 0 | 57 | 234 | 65 | 0 | 1218 |
| 04:15 PM | 40 | 251 | 15 | 0 | 16 | 283 | 22 | 0 | 28 | 180 | 20 | 0 | 60 | 226 | 63 | 0 | 1204 |
| 04:30 PM | 63 | 319 | 17 | 0 | 16 | 336 | 34 | 0 | 36 | 157 | 13 | 0 | 42 | 180 | 51 | 0 | 1264 |
| 04:45 PM | 38 | 209 | 18 | 0 | 18 | 297 | 23 | 0 | 36 | 155 | 14 | 0 | 66 | 225 | 72 | 0 | 1171 |
| Total | 182 | 1045 | 70 | 0 | 72 | 1192 | 103 | 0 | 133 | 664 | 55 | 0 | 225 | 865 | 251 | 0 | 4857 |
| 05:00 PM | 33 | 351 | 12 | 0 | 14 | 312 | 18 | 0 | 37 | 227 | 18 | 0 | 36 | 169 | 47 | 0 | 1274 |
| 05:15 PM | 36 | 252 | 17 | 0 | 23 | 258 | 25 | 0 | 26 | 202 | 12 | 0 | 46 | 193 | 51 | 0 | 1141 |
| 05:30 PM | 44 | 388 | 12 | 0 | 18 | 294 | 21 | 0 | 30 | 223 | 15 | 0 | 44 | 170 | 45 | 0 | 1304 |
| 05:45 PM | 27 | 237 | 9 | 0 | 22 | 272 | 21 | 0 | 33 | 192 | 4 | 0 | 52 | 189 | 70 | 0 | 1128 |
| Total | 140 | 1228 | 50 | 0 | 77 | 1136 | 85 | 0 | 126 | 844 | 49 | 0 | 178 | 721 | 213 | 0 | 4847 |
| Grand Total | 924 | 3689 | 308 | 0 | 274 | 5307 | 643 | 0 | 505 | 3136 | 191 | 0 | 546 | 3021 | 853 | 0 | 19397 |
| Apprch % | 18.8 | 75 | 6.3 | 0 | 4.4 | 85.3 | 10.3 | 0 | 13.2 | 81.8 | 5 | 0 | 12.4 | 68.3 | 19.3 | 0 | |
| Total % | 4.8 | 19 | 1.6 | 0 | 1.4 | 27.4 | 3.3 | 0 | 2.6 | 16.2 | 1 | 0 | 2.8 | 15.6 | 4.4 | 0 | |
| All Vehicles | 924 | 3689 | 308 | 0 | 274 | 5307 | 643 | 0 | 505 | 3136 | 191 | 0 | 546 | 3021 | 853 | 0 | 19397 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Traffic Engineering - ITS - Transportation Planning
18662 MacArthur Boulevard, Ste. 435, Irvine, CA 92612
Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 3_BloomfieldAv_TelegraphRd
Site Code : 003
Start Date : 2/14/2013
Page No : 2



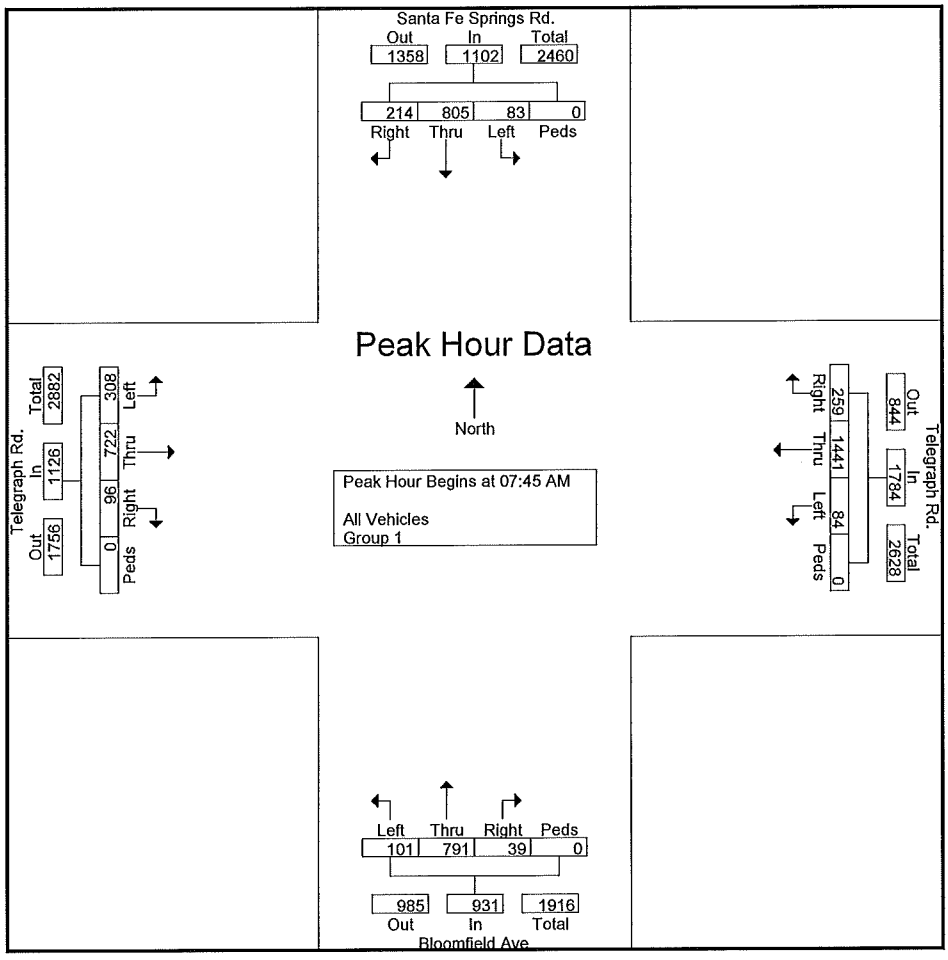
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Page No : 3

| | Telegraph Rd. Eastbound | | | | | Telegraph Rd. Westbound | | | | | Bloomfield Ave. Northbound | | | | | Santa Fe Springs Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 82 | **200** | **35** | 0 | **317** | 14 | 382 | 77 | 0 | **473** | 23 | 169 | **13** | 0 | 205 | 17 | 236 | 52 | 0 | 305 | 1300 |
| 08:00 AM | 65 | 195 | 27 | 0 | 287 | **26** | 313 | **80** | 0 | 419 | **30** | **252** | 9 | 0 | **291** | **25** | **249** | **59** | 0 | **333** | **1330** |
| 08:15 AM | **87** | 146 | 14 | 0 | 247 | 18 | 360 | 67 | 0 | 445 | 18 | 179 | 4 | 0 | 201 | 18 | 187 | 52 | 0 | 257 | 1150 |
| 08:30 AM | 74 | 181 | 20 | 0 | 275 | 26 | **386** | 35 | 0 | 447 | 30 | 191 | 13 | 0 | 234 | 23 | 133 | 51 | 0 | 207 | 1163 |
| Total Volume | 308 | 722 | 96 | 0 | 1126 | 84 | 1441 | 259 | 0 | 1784 | 101 | 791 | 39 | 0 | 931 | 83 | 805 | 214 | 0 | 1102 | 4943 |
| % App. Total | 27.4 | 64.1 | 8.5 | 0 | | 4.7 | 80.8 | 14.5 | 0 | | 10.8 | 85 | 4.2 | 0 | | 7.5 | 73 | 19.4 | 0 | | |
| PHF | .885 | .903 | .686 | .000 | .888 | .808 | .933 | .809 | .000 | .943 | .842 | .785 | .750 | .000 | .800 | .830 | .808 | .907 | .000 | .827 | .929 |



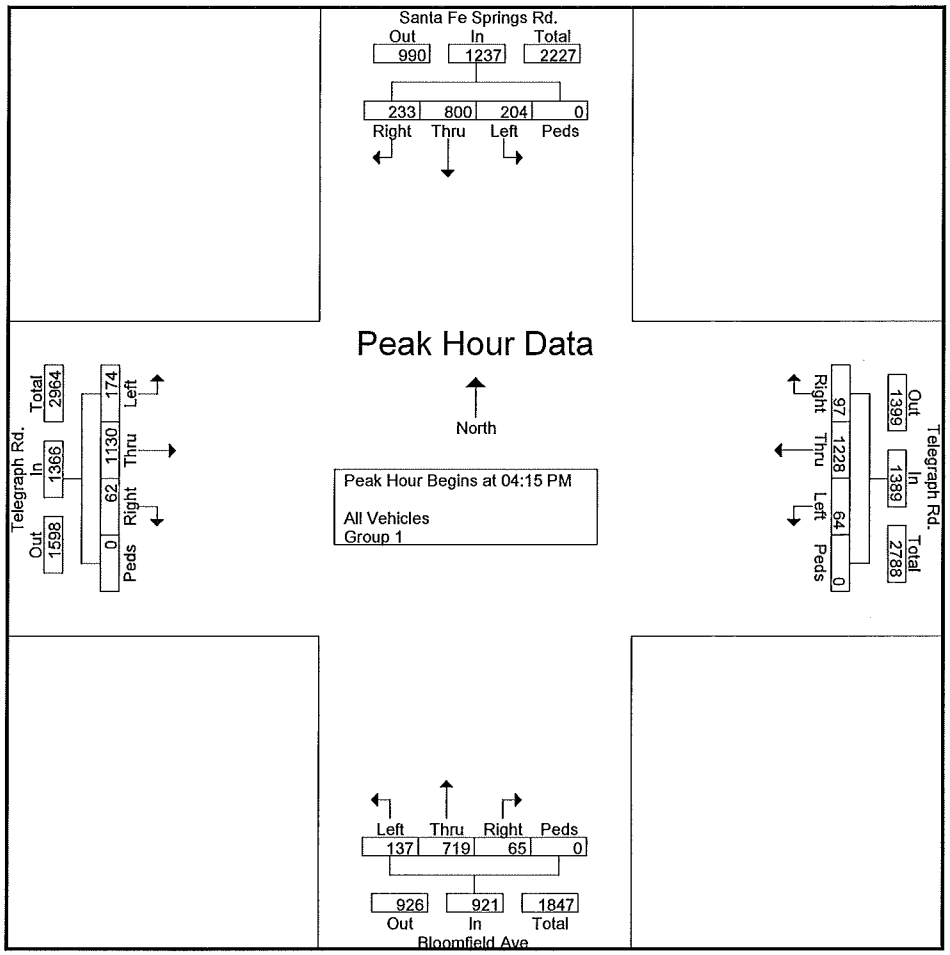
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Agency:
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File Name : 3_BloomfieldAv_TelegraphRd
Site Code : 003
Start Date : 2/14/2013
Page No : 4

| | Telegraph Rd. Eastbound | | | | | Telegraph Rd. Westbound | | | | | Bloomfield Ave. Northbound | | | | | Santa Fe Springs Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 40 | 251 | 15 | 0 | 306 | 16 | 283 | 22 | 0 | 321 | 28 | 180 | **20** | 0 | 228 | 60 | **226** | 63 | 0 | 349 | 1204 |
| 04:30 PM | **63** | 319 | 17 | 0 | **399** | 16 | **336** | **34** | 0 | **386** | 36 | 157 | 13 | 0 | 206 | 42 | 180 | 51 | 0 | 273 | 1264 |
| 04:45 PM | 38 | 209 | **18** | 0 | 265 | **18** | 297 | 23 | 0 | 338 | 36 | 155 | 14 | 0 | 205 | **66** | 225 | **72** | 0 | **363** | 1171 |
| 05:00 PM | 33 | **351** | 12 | 0 | 396 | 14 | 312 | 18 | 0 | 344 | **37** | **227** | 18 | 0 | **282** | 36 | 169 | 47 | 0 | 252 | **1274** |
| Total Volume | 174 | 1130 | 62 | 0 | 1366 | 64 | 1228 | 97 | 0 | 1389 | 137 | 719 | 65 | 0 | 921 | 204 | 800 | 233 | 0 | 1237 | 4913 |
| % App. Total | 12.7 | 82.7 | 4.5 | 0 | | 4.6 | 88.4 | 7 | 0 | | 14.9 | 78.1 | 7.1 | 0 | | 16.5 | 64.7 | 18.8 | 0 | | |
| PHF | .690 | .805 | .861 | .000 | .856 | .889 | .914 | .713 | .000 | .900 | .926 | .792 | .813 | .000 | .816 | .773 | .885 | .809 | .000 | .852 | .964 |



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Agency:
Santa Fe Springs, CA

File Name : 4_NorwalkBl_LakelandRd
Site Code : 004
Start Date : 2/5/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

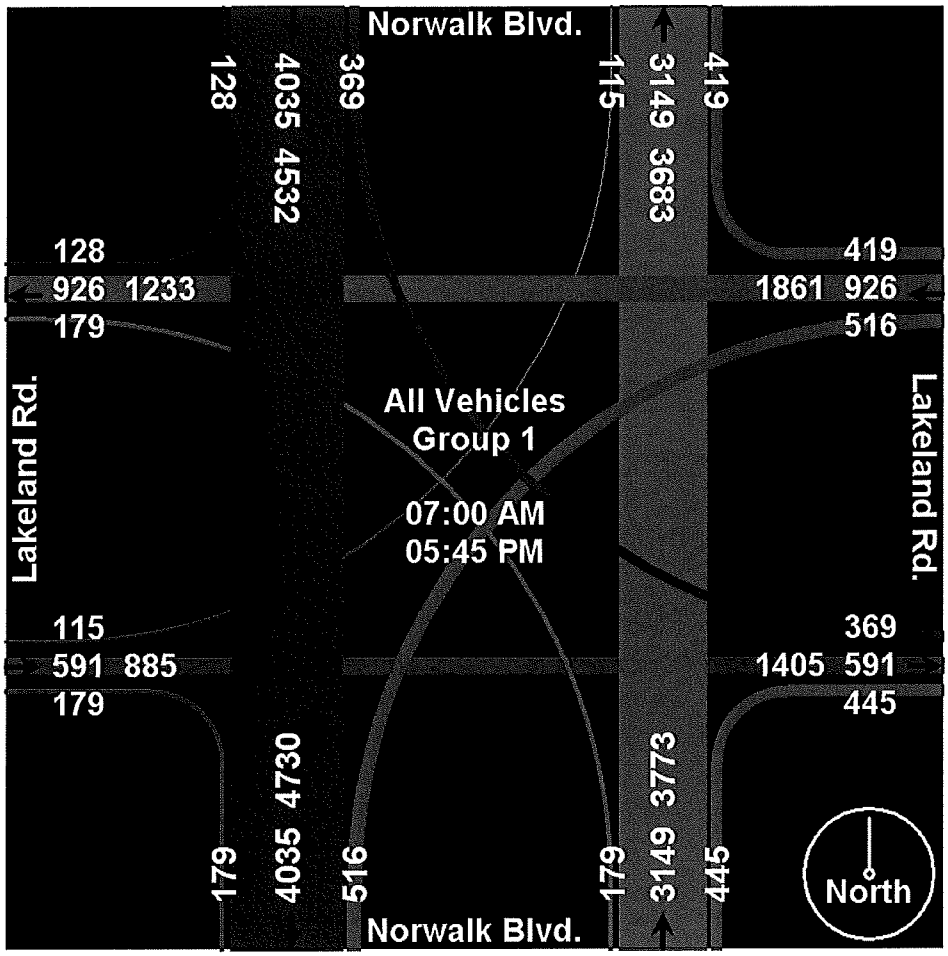
| | Lakeland Rd. Eastbound | | | | Lakeland Rd. Westbound | | | | Norwalk Blvd. Northbound | | | | Norwalk Blvd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 4 | 14 | 6 | 0 | 23 | 44 | 20 | 0 | 6 | 186 | 24 | 0 | 21 | 153 | 5 | 0 | 506 |
| 07:15 AM | 4 | 38 | 3 | 0 | 28 | 54 | 23 | 0 | 7 | 190 | 20 | 0 | 20 | 193 | 2 | 0 | 582 |
| 07:30 AM | 6 | 41 | 11 | 0 | 28 | 49 | 32 | 0 | 8 | 256 | 27 | 0 | 11 | 167 | 6 | 0 | 642 |
| 07:45 AM | 16 | 93 | 18 | 0 | 20 | 63 | 37 | 0 | 12 | 400 | 67 | 0 | 15 | 243 | 8 | 0 | 992 |
| Total | 30 | 186 | 38 | 0 | 99 | 210 | 112 | 0 | 33 | 1032 | 138 | 0 | 67 | 756 | 21 | 0 | 2722 |
| 08:00 AM | 17 | 64 | 14 | 0 | 36 | 49 | 18 | 0 | 7 | 230 | 35 | 0 | 33 | 238 | 8 | 0 | 749 |
| 08:15 AM | 5 | 48 | 11 | 0 | 26 | 38 | 30 | 0 | 5 | 179 | 24 | 0 | 28 | 188 | 7 | 0 | 589 |
| 08:30 AM | 6 | 34 | 7 | 0 | 16 | 27 | 16 | 0 | 6 | 153 | 27 | 0 | 25 | 169 | 5 | 0 | 491 |
| 08:45 AM | 4 | 20 | 9 | 0 | 27 | 9 | 17 | 0 | 7 | 176 | 22 | 0 | 15 | 178 | 4 | 0 | 488 |
| Total | 32 | 166 | 41 | 0 | 105 | 123 | 81 | 0 | 25 | 738 | 108 | 0 | 101 | 773 | 24 | 0 | 2317 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 3 | 29 | 20 | 0 | 39 | 62 | 27 | 0 | 14 | 182 | 25 | 0 | 18 | 259 | 20 | 0 | 698 |
| 04:15 PM | 5 | 29 | 7 | 0 | 43 | 53 | 41 | 0 | 17 | 148 | 18 | 0 | 20 | 273 | 7 | 0 | 661 |
| 04:30 PM | 9 | 41 | 18 | 0 | 34 | 75 | 33 | 0 | 12 | 171 | 34 | 0 | 35 | 399 | 10 | 0 | 871 |
| 04:45 PM | 14 | 27 | 19 | 0 | 42 | 105 | 11 | 0 | 23 | 200 | 37 | 0 | 33 | 299 | 11 | 0 | 821 |
| Total | 31 | 126 | 64 | 0 | 158 | 295 | 112 | 0 | 66 | 701 | 114 | 0 | 106 | 1230 | 48 | 0 | 3051 |
| 05:00 PM | 9 | 20 | 9 | 0 | 55 | 108 | 31 | 0 | 31 | 196 | 27 | 0 | 22 | 406 | 7 | 0 | 921 |
| 05:15 PM | 4 | 38 | 3 | 0 | 42 | 95 | 45 | 0 | 5 | 157 | 26 | 0 | 17 | 305 | 11 | 0 | 748 |
| 05:30 PM | 2 | 25 | 8 | 0 | 29 | 41 | 14 | 0 | 9 | 193 | 15 | 0 | 36 | 281 | 8 | 0 | 661 |
| 05:45 PM | 7 | 30 | 16 | 0 | 28 | 54 | 24 | 0 | 10 | 132 | 17 | 0 | 20 | 284 | 9 | 0 | 631 |
| Total | 22 | 113 | 36 | 0 | 154 | 298 | 114 | 0 | 55 | 678 | 85 | 0 | 95 | 1276 | 35 | 0 | 2961 |
| Grand Total | 115 | 591 | 179 | 0 | 516 | 926 | 419 | 0 | 179 | 3149 | 445 | 0 | 369 | 4035 | 128 | 0 | 11051 |
| Apprch % | 13 | 66.8 | 20.2 | 0 | 27.7 | 49.8 | 22.5 | 0 | 4.7 | 83.5 | 11.8 | 0 | 8.1 | 89 | 2.8 | 0 | |
| Total % | 1 | 5.3 | 1.6 | 0 | 4.7 | 8.4 | 3.8 | 0 | 1.6 | 28.5 | 4 | 0 | 3.3 | 36.5 | 1.2 | 0 | |
| All Vehicles | 115 | 591 | 179 | 0 | 516 | 926 | 419 | 0 | 179 | 3149 | 445 | 0 | 369 | 4035 | 128 | 0 | 11051 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Agency:
Santa Fe Springs, CA

File Name : 4_NorwalkBl_LakelandRd
Site Code : 004
Start Date : 2/5/2013
Page No : 2



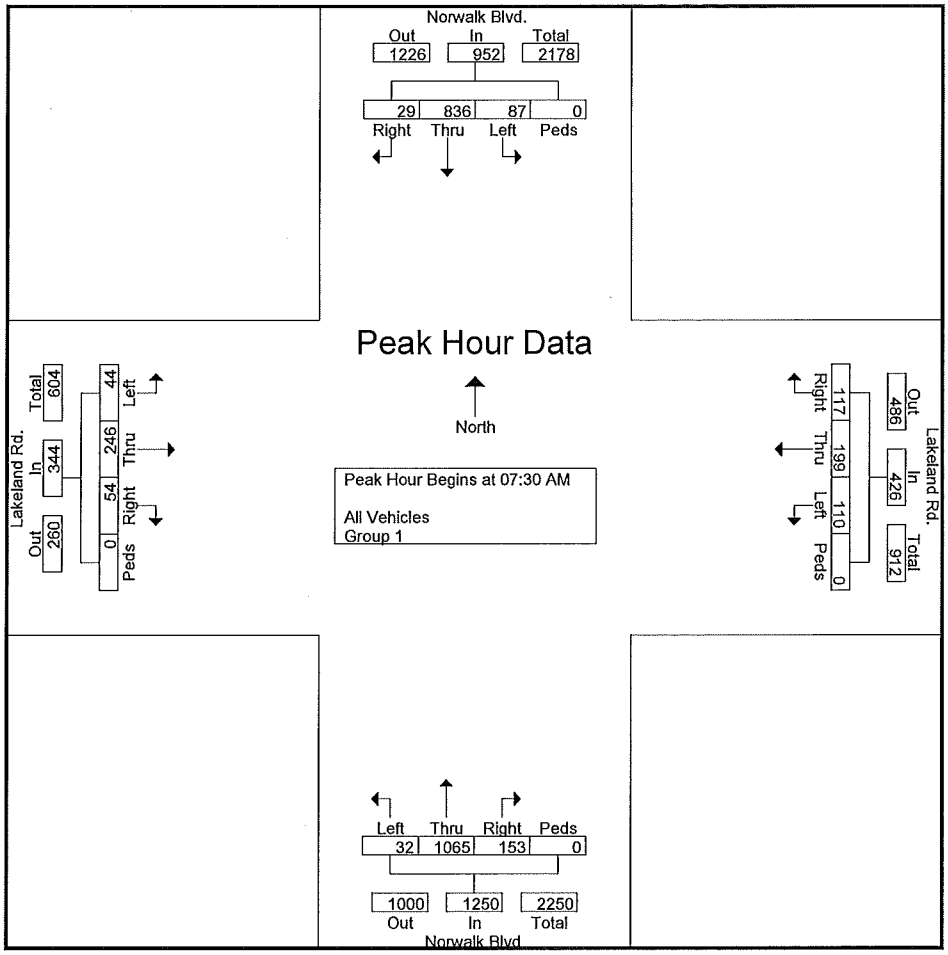
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File Name : 4_NorwalkBl_LakelandRd
Site Code : 004
Start Date : 2/5/2013
Page No : 3

| | Lakeland Rd. Eastbound | | | | | Lakeland Rd. Westbound | | | | | Norwalk Blvd. Northbound | | | | | Norwalk Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 6 | 41 | 11 | 0 | 58 | 28 | 49 | 32 | 0 | 109 | 8 | 256 | 27 | 0 | 291 | 11 | 167 | 6 | 0 | 184 | 642 |
| 07:45 AM | 16 | **93** | **18** | 0 | **127** | 20 | **63** | **37** | 0 | **120** | **12** | **400** | **67** | 0 | **479** | 15 | **243** | **8** | 0 | 266 | **992** |
| 08:00 AM | **17** | 64 | 14 | 0 | 95 | **36** | 49 | 18 | 0 | 103 | 7 | 230 | 35 | 0 | 272 | **33** | 238 | 8 | 0 | **279** | 749 |
| 08:15 AM | 5 | 48 | 11 | 0 | 64 | 26 | 38 | 30 | 0 | 94 | 5 | 179 | 24 | 0 | 208 | 28 | 188 | 7 | 0 | 223 | 589 |
| Total Volume | 44 | 246 | 54 | 0 | 344 | 110 | 199 | 117 | 0 | 426 | 32 | 1065 | 153 | 0 | 1250 | 87 | 836 | 29 | 0 | 952 | 2972 |
| % App. Total | 12.8 | 71.5 | 15.7 | 0 | | 25.8 | 46.7 | 27.5 | 0 | | 2.6 | 85.2 | 12.2 | 0 | | 9.1 | 87.8 | 3 | 0 | | |
| PHF | .647 | .661 | .750 | .000 | .677 | .764 | .790 | .791 | .000 | .888 | .667 | .666 | .571 | .000 | .652 | .659 | .860 | .906 | .000 | .853 | .749 |



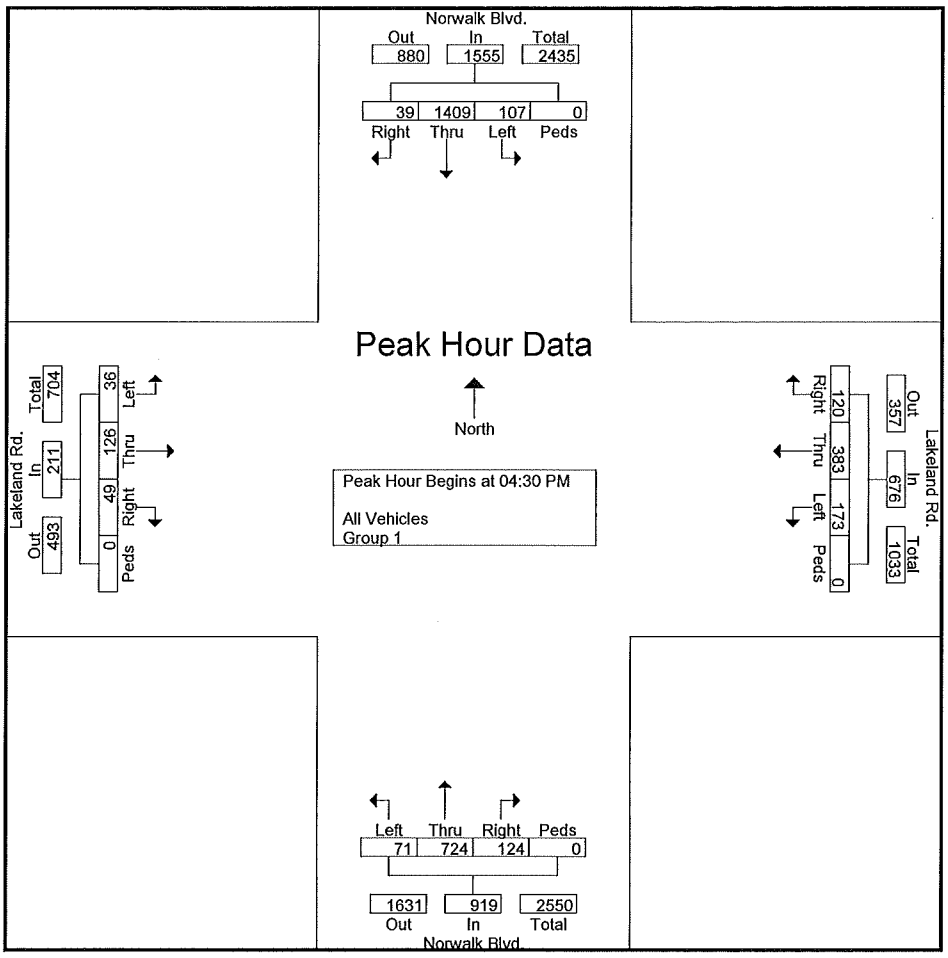
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Agency:
Santa Fe Springs, CA

File Name : 4_NorwalkBl_LakelandRd
Site Code : 004
Start Date : 2/5/2013
Page No : 4

| | Lakeland Rd. Eastbound | | | | | Lakeland Rd. Westbound | | | | | Norwalk Blvd. Northbound | | | | | Norwalk Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 9 | **41** | 18 | 0 | **68** | 34 | 75 | 33 | 0 | 142 | 12 | 171 | 34 | 0 | 217 | **35** | 399 | 10 | 0 | **444** | 871 |
| 04:45 PM | **14** | 27 | **19** | 0 | 60 | 42 | 105 | 11 | 0 | 158 | 23 | **200** | **37** | 0 | **260** | 33 | 299 | **11** | 0 | 343 | 821 |
| 05:00 PM | 9 | 20 | 9 | 0 | 38 | **55** | **108** | 31 | 0 | **194** | **31** | 196 | 27 | 0 | 254 | 22 | **406** | 7 | 0 | 435 | **921** |
| 05:15 PM | 4 | 38 | 3 | 0 | 45 | 42 | 95 | **45** | 0 | 182 | 5 | 157 | 26 | 0 | 188 | 17 | 305 | 11 | 0 | 333 | 748 |
| Total Volume | 36 | 126 | 49 | 0 | 211 | 173 | 383 | 120 | 0 | 676 | 71 | 724 | 124 | 0 | 919 | 107 | 1409 | 39 | 0 | 1555 | 3361 |
| % App. Total | 17.1 | 59.7 | 23.2 | 0 | | 25.6 | 56.7 | 17.8 | 0 | | 7.7 | 78.8 | 13.5 | 0 | | 6.9 | 90.6 | 2.5 | 0 | | |
| PHF | .643 | .768 | .645 | .000 | .776 | .786 | .887 | .667 | .000 | .871 | .573 | .905 | .838 | .000 | .884 | .764 | .868 | .886 | .000 | .876 | .912 |



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Agency:
Santa Fe Springs, CA

File Name : 5_NorwalkBl_FlorenceAv
Site Code : 005
Start Date : 2/5/2013


**Groups Printed- All Vehicles - Group 1**

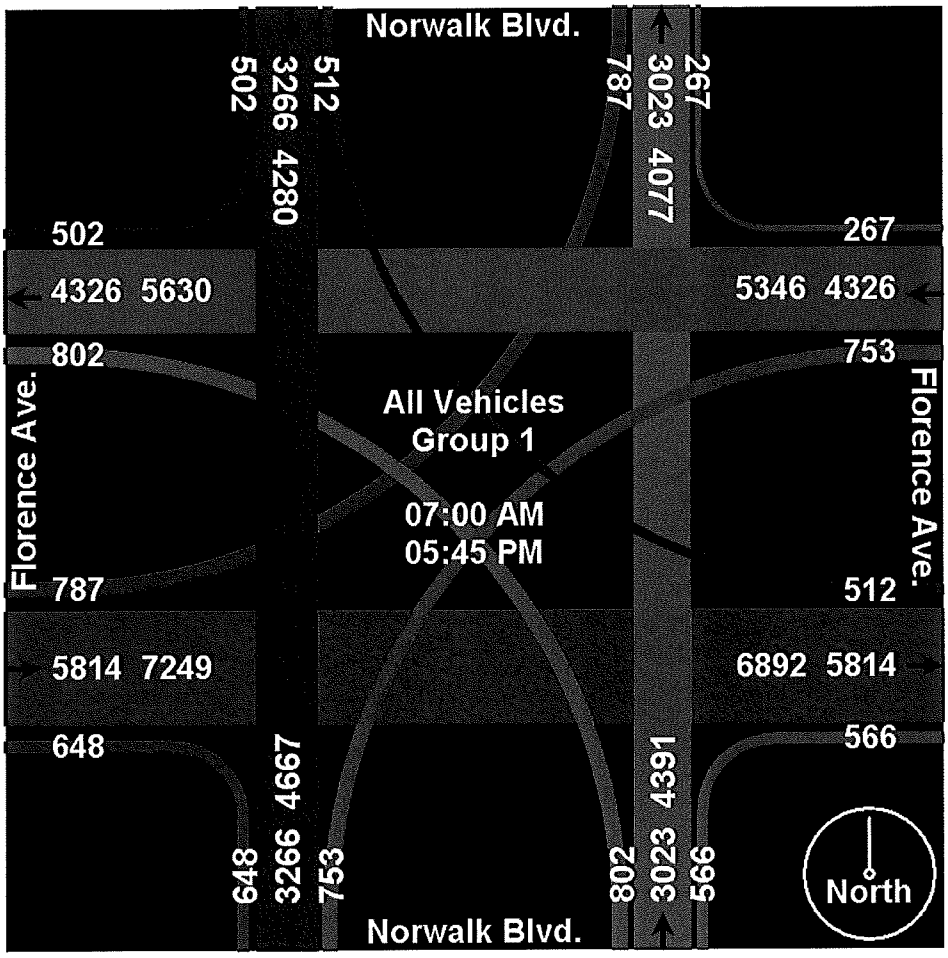
| | Florence Ave. Eastbound | | | | Florence Ave. Westbound | | | | Norwalk Blvd. Northbound | | | | Norwalk Blvd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 33 | 262 | 34 | 0 | 34 | 413 | 22 | 0 | 40 | 217 | 12 | 0 | 38 | 172 | 24 | 0 | 1301 |
| 07:15 AM | 58 | 293 | 39 | 0 | 29 | 336 | 27 | 0 | 41 | 209 | 33 | 0 | 16 | 173 | 21 | 0 | 1275 |
| 07:30 AM | 56 | 299 | 47 | 0 | 42 | 291 | 25 | 0 | 72 | 218 | 28 | 0 | 24 | 198 | 26 | 0 | 1326 |
| 07:45 AM | 66 | 239 | 61 | 0 | 42 | 195 | 32 | 0 | 101 | 264 | 38 | 0 | 39 | 186 | 33 | 0 | 1296 |
| Total | 213 | 1093 | 181 | 0 | 147 | 1235 | 106 | 0 | 254 | 908 | 111 | 0 | 117 | 729 | 104 | 0 | 5198 |
| 08:00 AM | 59 | 298 | 71 | 0 | 53 | 317 | 21 | 0 | 58 | 288 | 34 | 0 | 22 | 181 | 23 | 0 | 1425 |
| 08:15 AM | 57 | 269 | 51 | 0 | 40 | 270 | 23 | 0 | 50 | 201 | 52 | 0 | 26 | 205 | 31 | 0 | 1275 |
| 08:30 AM | 55 | 280 | 29 | 0 | 23 | 318 | 14 | 0 | 30 | 171 | 31 | 0 | 21 | 163 | 35 | 0 | 1170 |
| 08:45 AM | 40 | 230 | 39 | 0 | 44 | 254 | 10 | 0 | 25 | 182 | 41 | 0 | 23 | 103 | 20 | 0 | 1011 |
| Total | 211 | 1077 | 190 | 0 | 160 | 1159 | 68 | 0 | 163 | 842 | 158 | 0 | 92 | 652 | 109 | 0 | 4881 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 36 | 497 | 40 | 0 | 48 | 250 | 13 | 0 | 55 | 127 | 38 | 0 | 27 | 222 | 31 | 0 | 1384 |
| 04:15 PM | 39 | 424 | 39 | 0 | 53 | 260 | 13 | 0 | 34 | 135 | 28 | 0 | 30 | 210 | 31 | 0 | 1296 |
| 04:30 PM | 62 | 431 | 38 | 0 | 69 | 272 | 16 | 0 | 40 | 176 | 24 | 0 | 36 | 229 | 38 | 0 | 1431 |
| 04:45 PM | 51 | 428 | 36 | 0 | 42 | 216 | 10 | 0 | 38 | 166 | 40 | 0 | 45 | 280 | 27 | 0 | 1379 |
| Total | 188 | 1780 | 153 | 0 | 212 | 998 | 52 | 0 | 167 | 604 | 130 | 0 | 138 | 941 | 127 | 0 | 5490 |
| 05:00 PM | 32 | 476 | 29 | 0 | 55 | 292 | 11 | 0 | 74 | 188 | 42 | 0 | 55 | 219 | 43 | 0 | 1516 |
| 05:15 PM | 66 | 424 | 25 | 0 | 84 | 224 | 12 | 0 | 35 | 163 | 45 | 0 | 43 | 259 | 51 | 0 | 1431 |
| 05:30 PM | 50 | 468 | 39 | 0 | 52 | 195 | 16 | 0 | 46 | 164 | 56 | 0 | 37 | 267 | 46 | 0 | 1436 |
| 05:45 PM | 27 | 496 | 31 | 0 | 43 | 223 | 2 | 0 | 63 | 154 | 24 | 0 | 30 | 199 | 22 | 0 | 1314 |
| Total | 175 | 1864 | 124 | 0 | 234 | 934 | 41 | 0 | 218 | 669 | 167 | 0 | 165 | 944 | 162 | 0 | 5697 |
| Grand Total | 787 | 5814 | 648 | 0 | 753 | 4326 | 267 | 0 | 802 | 3023 | 566 | 0 | 512 | 3266 | 502 | 0 | 21266 |
| Apprch % | 10.9 | 80.2 | 8.9 | 0 | 14.1 | 80.9 | 5 | 0 | 18.3 | 68.8 | 12.9 | 0 | 12 | 76.3 | 11.7 | 0 | |
| Total % | 3.7 | 27.3 | 3 | 0 | 3.5 | 20.3 | 1.3 | 0 | 3.8 | 14.2 | 2.7 | 0 | 2.4 | 15.4 | 2.4 | 0 | |
| All Vehicles | 787 | 5814 | 648 | 0 | 753 | 4326 | 267 | 0 | 802 | 3023 | 566 | 0 | 512 | 3266 | 502 | 0 | 21266 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Agency:
Santa Fe Springs, CA

File Name : 5_NorwalkBl_FlorenceAv
Site Code : 005
Start Date : 2/5/2013
Page No : 2



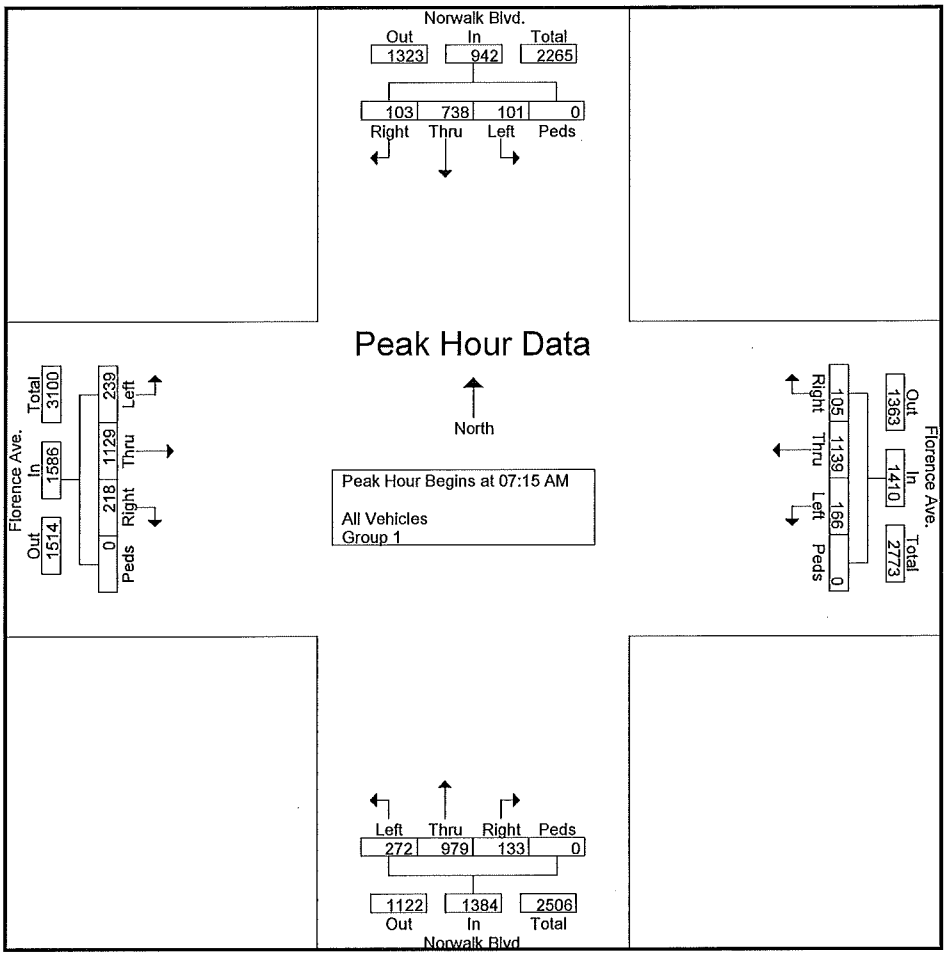
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Agency:
Santa Fe Springs, CA

File Name : 5_NorwalkBl_FlorenceAv
Site Code : 005
Start Date : 2/5/2013
Page No : 3

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Norwalk Blvd. Northbound | | | | | Norwalk Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 58 | 293 | 39 | 0 | 390 | 29 | **336** | 27 | 0 | **392** | 41 | 209 | 33 | 0 | 283 | 16 | 173 | 21 | 0 | 210 | 1275 |
| 07:30 AM | 56 | **299** | 47 | 0 | 402 | 42 | 291 | 25 | 0 | 358 | 72 | 218 | 28 | 0 | 318 | 24 | **198** | 26 | 0 | 248 | 1326 |
| 07:45 AM | **66** | 239 | 61 | 0 | 366 | 42 | 195 | **32** | 0 | 269 | **101** | 264 | **38** | 0 | **403** | **39** | 186 | **33** | 0 | **258** | 1296 |
| 08:00 AM | 59 | 298 | **71** | 0 | **428** | **53** | 317 | 21 | 0 | 391 | 58 | **288** | 34 | 0 | 380 | 22 | 181 | 23 | 0 | 226 | **1425** |
| Total Volume | 239 | 1129 | 218 | 0 | 1586 | 166 | 1139 | 105 | 0 | 1410 | 272 | 979 | 133 | 0 | 1384 | 101 | 738 | 103 | 0 | 942 | 5322 |
| % App. Total | 15.1 | 71.2 | 13.7 | 0 | | 11.8 | 80.8 | 7.4 | 0 | | 19.7 | 70.7 | 9.6 | 0 | | 10.7 | 78.3 | 10.9 | 0 | | |
| PHF | .905 | .944 | .768 | .000 | .926 | .783 | .847 | .820 | .000 | .899 | .673 | .850 | .875 | .000 | .859 | .647 | .932 | .780 | .000 | .913 | .934 |



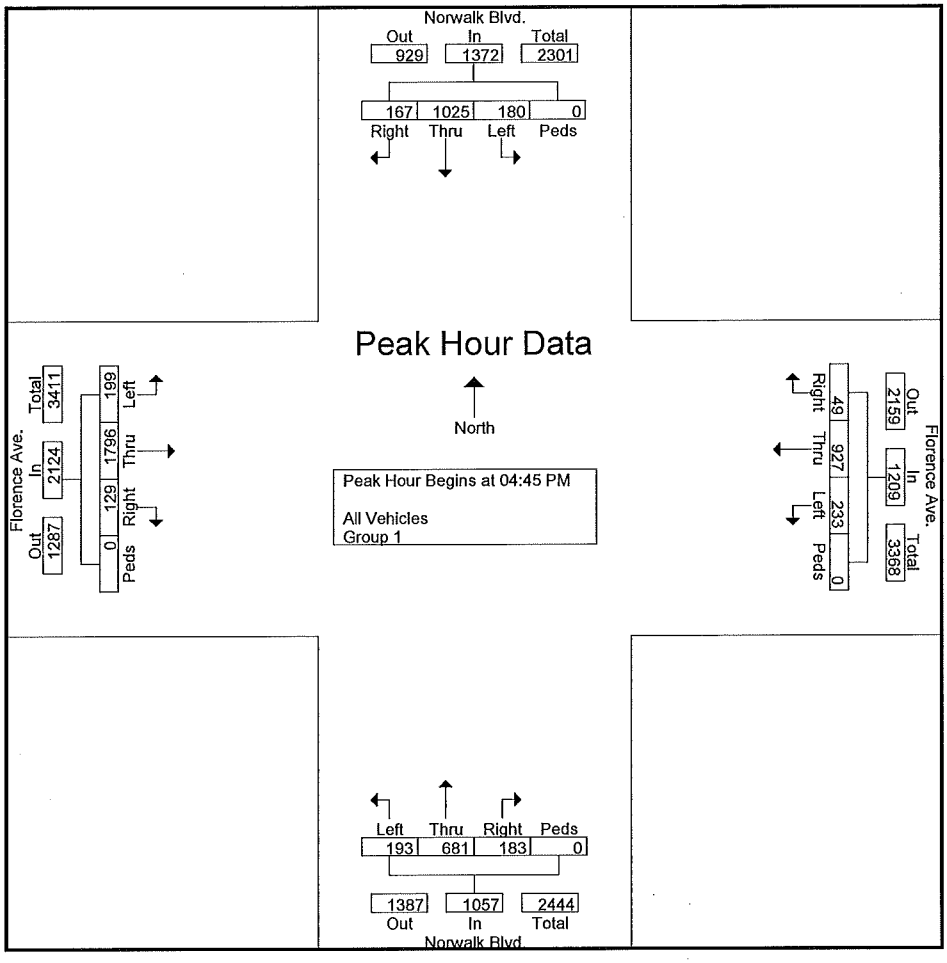
# MINAGAR & ASSOCIATES, INC.

Traffic Engineering - ITS - Transportation Planning
18662 MacArthur Boulevard, Ste. 435, Irvine, CA 92612
Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 5_NorwalkBl_FlorenceAv
Site Code : 005
Start Date : 2/5/2013
Page No : 4

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Norwalk Blvd. Northbound | | | | | Norwalk Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 51 | 428 | 36 | 0 | 515 | 42 | 216 | 10 | 0 | 268 | 38 | 166 | 40 | 0 | 244 | 45 | **280** | 27 | 0 | 352 | 1379 |
| 05:00 PM | 32 | **476** | 29 | 0 | 537 | 55 | **292** | 11 | 0 | **358** | **74** | **188** | 42 | 0 | **304** | **55** | 219 | 43 | 0 | 317 | **1516** |
| 05:15 PM | **66** | 424 | 25 | 0 | 515 | **84** | 224 | 12 | 0 | 320 | 35 | 163 | 45 | 0 | 243 | 43 | 259 | **51** | 0 | **353** | 1431 |
| 05:30 PM | 50 | 468 | **39** | 0 | **557** | 52 | 195 | **16** | 0 | 263 | 46 | 164 | **56** | 0 | 266 | 37 | 267 | 46 | 0 | 350 | 1436 |
| Total Volume | 199 | 1796 | 129 | 0 | 2124 | 233 | 927 | 49 | 0 | 1209 | 193 | 681 | 183 | 0 | 1057 | 180 | 1025 | 167 | 0 | 1372 | 5762 |
| % App. Total | 9.4 | 84.6 | 6.1 | 0 | | 19.3 | 76.7 | 4.1 | 0 | | 18.3 | 64.4 | 17.3 | 0 | | 13.1 | 74.7 | 12.2 | 0 | | |
| PHF | .754 | .943 | .827 | .000 | .953 | .693 | .794 | .766 | .000 | .844 | .652 | .906 | .817 | .000 | .869 | .818 | .915 | .819 | .000 | .972 | .950 |



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Agency:
Santa Fe Springs, CA

File Name : 6_NorwalkBl_TelegraphRd
Site Code : 006
Start Date : 2/12/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

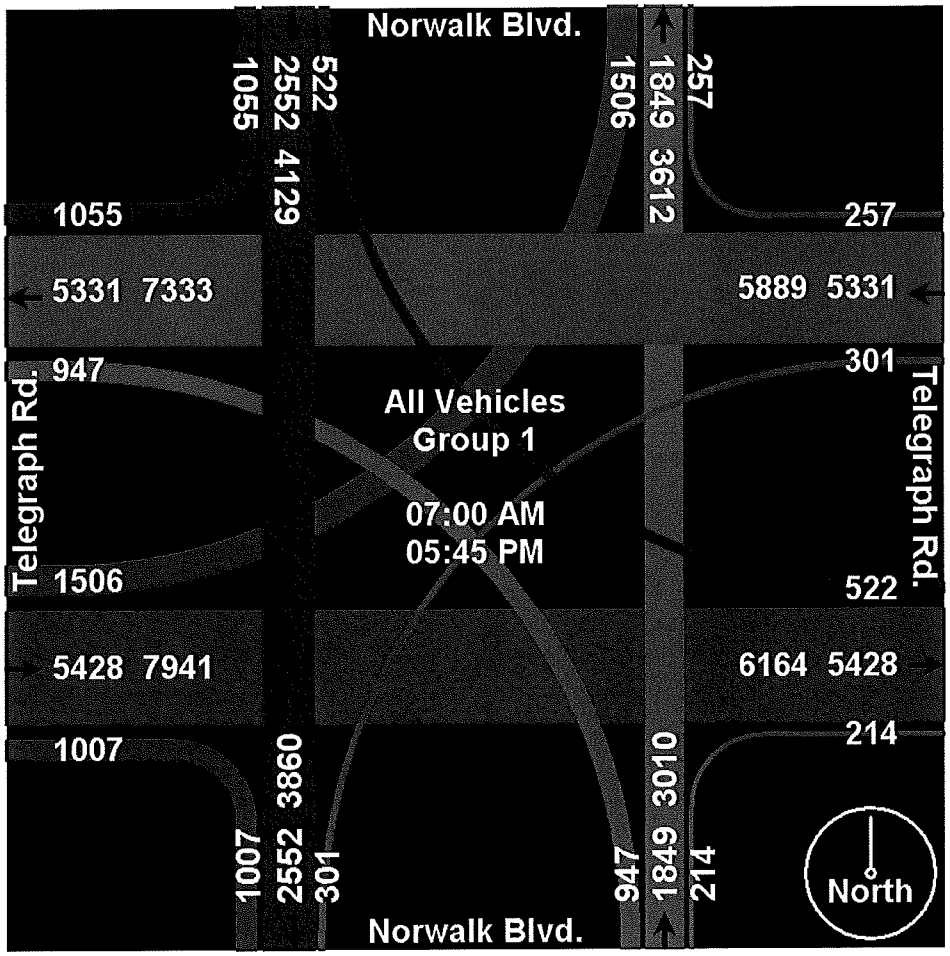
| | Telegraph Rd. Eastbound | | | | Telegraph Rd. Westbound | | | | Norwalk Blvd. Northbound | | | | Norwalk Blvd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 112 | 204 | 48 | 0 | 17 | 508 | 13 | 0 | 43 | 136 | 18 | 0 | 10 | 170 | 22 | 0 | 1301 |
| 07:15 AM | 99 | 248 | 76 | 0 | 24 | 497 | 8 | 0 | 81 | 147 | 12 | 0 | 26 | 176 | 37 | 0 | 1431 |
| 07:30 AM | 110 | 222 | 67 | 0 | 21 | 408 | 16 | 0 | 57 | 94 | 14 | 0 | 35 | 177 | 21 | 0 | 1242 |
| 07:45 AM | 110 | 319 | 85 | 0 | 29 | 301 | 14 | 0 | 75 | 100 | 12 | 0 | 39 | 134 | 49 | 0 | 1267 |
| Total | 431 | 993 | 276 | 0 | 91 | 1714 | 51 | 0 | 256 | 477 | 56 | 0 | 110 | 657 | 129 | 0 | 5241 |
| 08:00 AM | 141 | 233 | 54 | 0 | 16 | 311 | 17 | 0 | 71 | 96 | 5 | 0 | 31 | 163 | 36 | 0 | 1174 |
| 08:15 AM | 129 | 271 | 42 | 0 | 16 | 362 | 12 | 0 | 51 | 112 | 14 | 0 | 19 | 94 | 37 | 0 | 1159 |
| 08:30 AM | 98 | 200 | 82 | 0 | 13 | 418 | 19 | 0 | 73 | 117 | 9 | 0 | 27 | 180 | 49 | 0 | 1285 |
| 08:45 AM | 121 | 249 | 68 | 0 | 15 | 310 | 18 | 0 | 71 | 97 | 7 | 0 | 31 | 135 | 50 | 0 | 1172 |
| Total | 489 | 953 | 246 | 0 | 60 | 1401 | 66 | 0 | 266 | 422 | 35 | 0 | 108 | 572 | 172 | 0 | 4790 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 73 | 391 | 57 | 0 | 20 | 346 | 32 | 0 | 70 | 120 | 14 | 0 | 58 | 167 | 80 | 0 | 1428 |
| 04:15 PM | 118 | 481 | 38 | 0 | 18 | 264 | 19 | 0 | 46 | 135 | 13 | 0 | 40 | 157 | 75 | 0 | 1404 |
| 04:30 PM | 58 | 369 | 75 | 0 | 10 | 321 | 23 | 0 | 59 | 115 | 16 | 0 | 55 | 172 | 131 | 0 | 1404 |
| 04:45 PM | 76 | 369 | 69 | 0 | 17 | 237 | 14 | 0 | 49 | 164 | 24 | 0 | 28 | 203 | 85 | 0 | 1335 |
| Total | 325 | 1610 | 239 | 0 | 65 | 1168 | 88 | 0 | 224 | 534 | 67 | 0 | 181 | 699 | 371 | 0 | 5571 |
| 05:00 PM | 60 | 441 | 44 | 0 | 13 | 264 | 11 | 0 | 64 | 82 | 8 | 0 | 33 | 178 | 129 | 0 | 1327 |
| 05:15 PM | 68 | 445 | 61 | 0 | 34 | 277 | 22 | 0 | 49 | 119 | 8 | 0 | 46 | 173 | 104 | 0 | 1406 |
| 05:30 PM | 57 | 518 | 85 | 0 | 19 | 212 | 9 | 0 | 50 | 105 | 20 | 0 | 23 | 169 | 91 | 0 | 1358 |
| 05:45 PM | 76 | 468 | 56 | 0 | 19 | 295 | 10 | 0 | 38 | 110 | 20 | 0 | 21 | 104 | 59 | 0 | 1276 |
| Total | 261 | 1872 | 246 | 0 | 85 | 1048 | 52 | 0 | 201 | 416 | 56 | 0 | 123 | 624 | 383 | 0 | 5367 |
| Grand Total | 1506 | 5428 | 1007 | 0 | 301 | 5331 | 257 | 0 | 947 | 1849 | 214 | 0 | 522 | 2552 | 1055 | 0 | 20969 |
| Apprch % | 19 | 68.4 | 12.7 | 0 | 5.1 | 90.5 | 4.4 | 0 | 31.5 | 61.4 | 7.1 | 0 | 12.6 | 61.8 | 25.6 | 0 | |
| Total % | 7.2 | 25.9 | 4.8 | 0 | 1.4 | 25.4 | 1.2 | 0 | 4.5 | 8.8 | 1 | 0 | 2.5 | 12.2 | 5 | 0 | |
| All Vehicles | 1506 | 5428 | 1007 | 0 | 301 | 5331 | 257 | 0 | 947 | 1849 | 214 | 0 | 522 | 2552 | 1055 | 0 | 20969 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Traffic Engineering - ITS - Transportation Planning
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Agency:
Santa Fe Springs, CA

File Name : 6_NorwalkBl_TelegraphRd
Site Code : 006
Start Date : 2/12/2013
Page No : 2



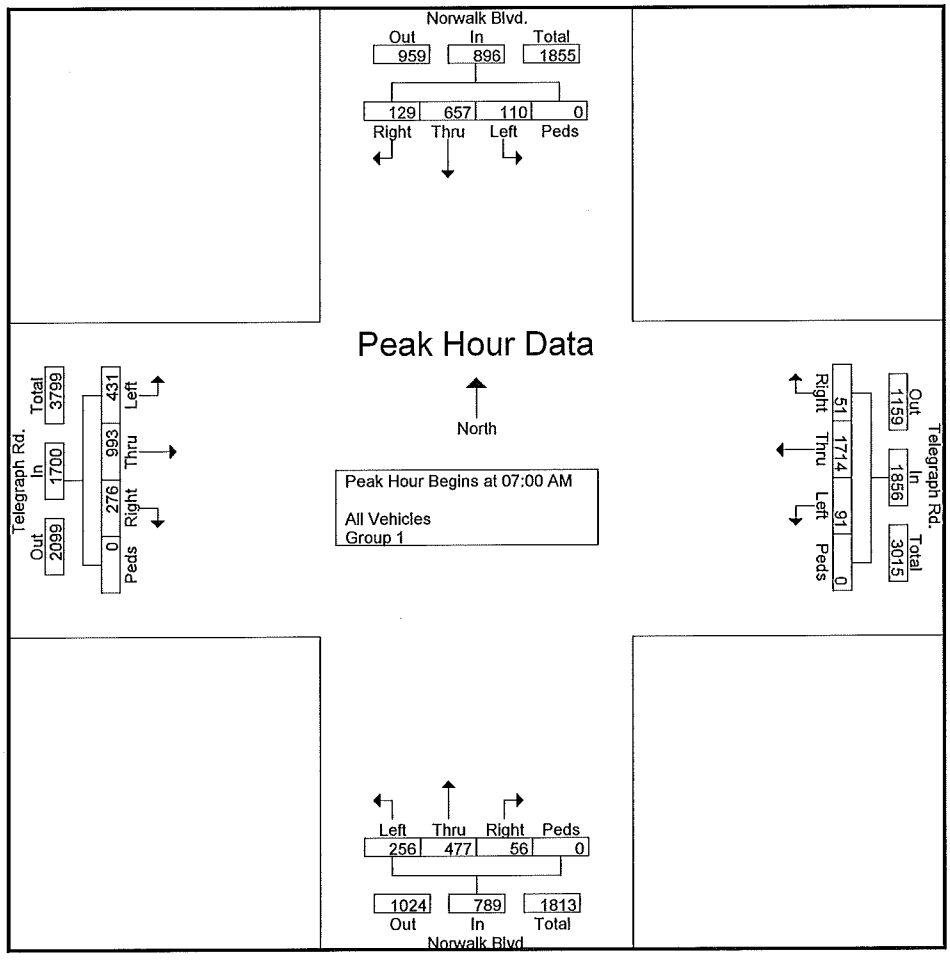
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Santa Fe Springs, CA

File Name : 6_NorwalkBl_TelegraphRd
Site Code : 006
Start Date : 2/12/2013
Page No : 3

| | Telegraph Rd. Eastbound | | | | | Telegraph Rd. Westbound | | | | | Norwalk Blvd. Northbound | | | | | Norwalk Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **112** | 204 | 48 | 0 | 364 | 17 | **508** | 13 | 0 | **538** | 43 | 136 | **18** | 0 | 197 | 10 | 170 | 22 | 0 | 202 | 1301 |
| 07:15 AM | 99 | 248 | 76 | 0 | 423 | 24 | 497 | 8 | 0 | 529 | **81** | **147** | 12 | 0 | **240** | 26 | 176 | 37 | 0 | **239** | **1431** |
| 07:30 AM | 110 | 222 | 67 | 0 | 399 | 21 | 408 | **16** | 0 | 445 | 57 | 94 | 14 | 0 | 165 | 35 | **177** | 21 | 0 | 233 | 1242 |
| 07:45 AM | 110 | **319** | **85** | 0 | **514** | **29** | 301 | 14 | 0 | 344 | 75 | 100 | 12 | 0 | 187 | **39** | 134 | **49** | 0 | 222 | 1267 |
| Total Volume | 431 | 993 | 276 | 0 | 1700 | 91 | 1714 | 51 | 0 | 1856 | 256 | 477 | 56 | 0 | 789 | 110 | 657 | 129 | 0 | 896 | 5241 |
| % App. Total | 25.4 | 58.4 | 16.2 | 0 | | 4.9 | 92.3 | 2.7 | 0 | | 32.4 | 60.5 | 7.1 | 0 | | 12.3 | 73.3 | 14.4 | 0 | | |
| PHF | .962 | .778 | .812 | .000 | .827 | .784 | .844 | .797 | .000 | .862 | .790 | .811 | .778 | .000 | .822 | .705 | .928 | .658 | .000 | .937 | .916 |



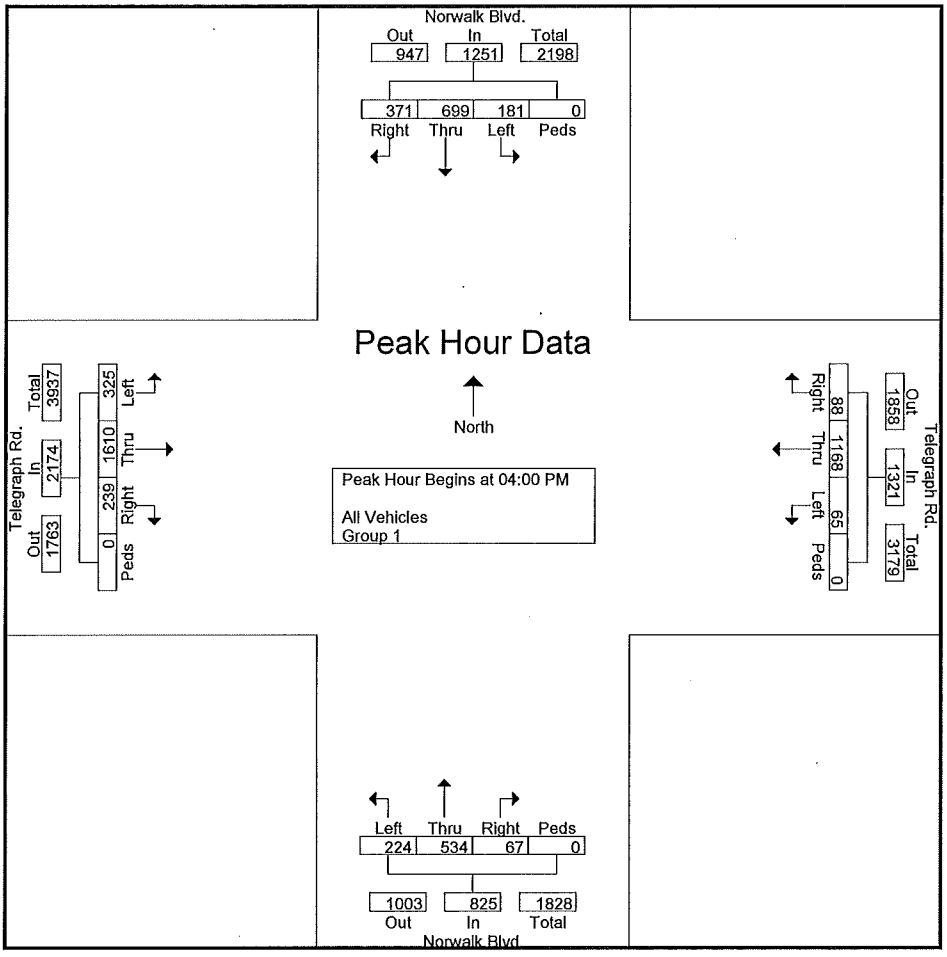
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Agency:
Santa Fe Springs, CA

File Name : 6_NorwalkBl_TelegraphRd
Site Code : 006
Start Date : 2/12/2013
Page No : 4

| | Telegraph Rd. Eastbound | | | | | Telegraph Rd. Westbound | | | | | Norwalk Blvd. Northbound | | | | | Norwalk Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 73 | 391 | 57 | 0 | 521 | **20** | **346** | **32** | 0 | **398** | **70** | 120 | 14 | 0 | 204 | **58** | 167 | 80 | 0 | 305 | **1428** |
| 04:15 PM | **118** | **481** | 38 | 0 | **637** | 18 | 264 | 19 | 0 | 301 | 46 | 135 | 13 | 0 | 194 | 40 | 157 | 75 | 0 | 272 | 1404 |
| 04:30 PM | 58 | 369 | **75** | 0 | 502 | 10 | 321 | 23 | 0 | 354 | 59 | 115 | 16 | 0 | 190 | 55 | 172 | **131** | 0 | **358** | 1404 |
| 04:45 PM | 76 | 369 | 69 | 0 | 514 | 17 | 237 | 14 | 0 | 268 | 49 | **164** | **24** | 0 | **237** | 28 | **203** | 85 | 0 | 316 | 1335 |
| Total Volume | 325 | 1610 | 239 | 0 | 2174 | 65 | 1168 | 88 | 0 | 1321 | 224 | 534 | 67 | 0 | 825 | 181 | 699 | 371 | 0 | 1251 | 5571 |
| % App. Total | 14.9 | 74.1 | 11 | 0 | | 4.9 | 88.4 | 6.7 | 0 | | 27.2 | 64.7 | 8.1 | 0 | | 14.5 | 55.9 | 29.7 | 0 | | |
| PHF | .689 | .837 | .797 | .000 | .853 | .813 | .844 | .688 | .000 | .830 | .800 | .814 | .698 | .000 | .870 | .780 | .861 | .708 | .000 | .874 | .975 |



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Agency:
Santa Fe Springs, CA

File Name : 7_FlorenceAv_PioneerBl
Site Code : 007
Start Date : 2/13/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

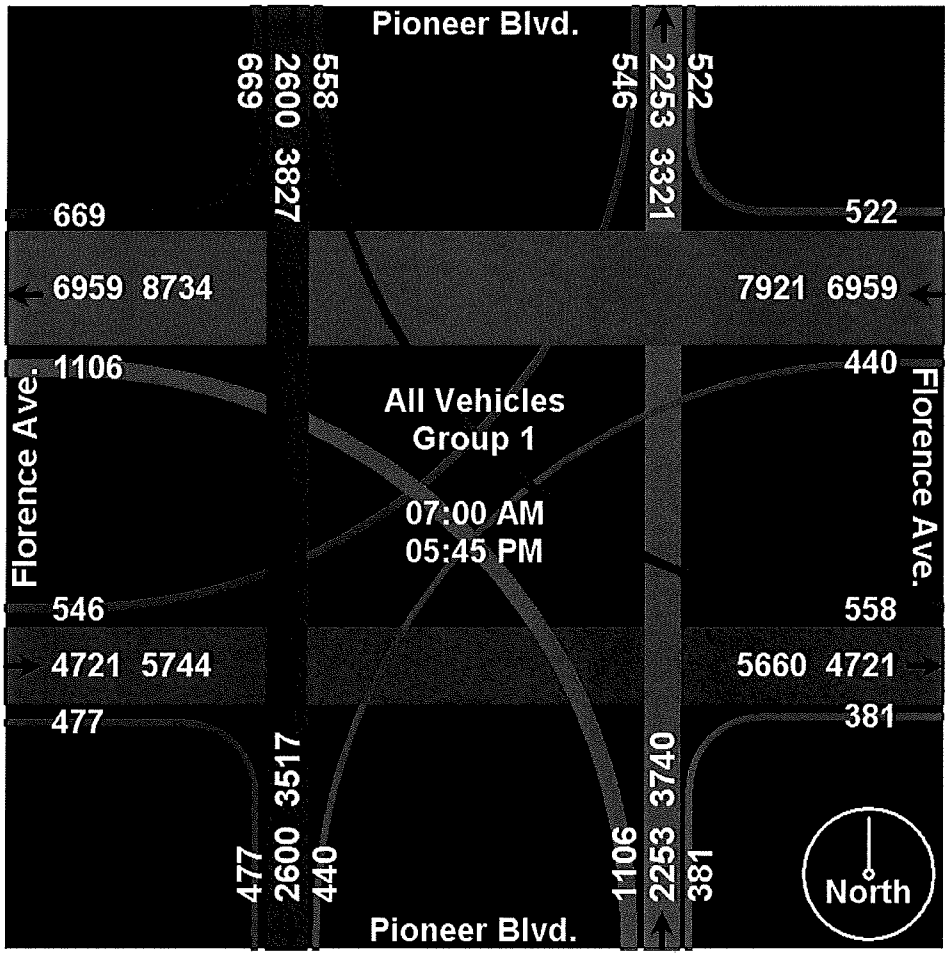
| | Florence Ave. Eastbound | | | | Florence Ave. Westbound | | | | Pioneer Blvd. Northbound | | | | Pioneer Blvd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 47 | 295 | 32 | 0 | 24 | 578 | 23 | 0 | 71 | 166 | 19 | 0 | 25 | 117 | 11 | 0 | 1408 |
| 07:15 AM | 41 | 298 | 17 | 0 | 30 | 456 | 10 | 0 | 91 | 128 | 22 | 0 | 17 | 71 | 18 | 0 | 1199 |
| 07:30 AM | 44 | 241 | 18 | 0 | 30 | 397 | 53 | 0 | 90 | 275 | 27 | 0 | 43 | 129 | 38 | 0 | 1385 |
| 07:45 AM | 55 | 221 | 25 | 0 | 21 | 336 | 73 | 0 | 67 | 232 | 32 | 0 | 72 | 203 | 76 | 0 | 1413 |
| Total | 187 | 1055 | 92 | 0 | 105 | 1767 | 159 | 0 | 319 | 801 | 100 | 0 | 157 | 520 | 143 | 0 | 5405 |
| 08:00 AM | 35 | 290 | 39 | 0 | 19 | 336 | 73 | 0 | 137 | 151 | 9 | 0 | 75 | 297 | 65 | 0 | 1526 |
| 08:15 AM | 40 | 256 | 26 | 0 | 36 | 523 | 31 | 0 | 60 | 131 | 30 | 0 | 61 | 146 | 40 | 0 | 1380 |
| 08:30 AM | 43 | 287 | 23 | 0 | 14 | 536 | 27 | 0 | 59 | 115 | 27 | 0 | 15 | 50 | 31 | 0 | 1227 |
| 08:45 AM | 28 | 243 | 22 | 0 | 15 | 367 | 10 | 0 | 51 | 143 | 15 | 0 | 14 | 38 | 15 | 0 | 961 |
| Total | 146 | 1076 | 110 | 0 | 84 | 1762 | 141 | 0 | 307 | 540 | 81 | 0 | 165 | 531 | 151 | 0 | 5094 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 38 | 387 | 34 | 0 | 24 | 445 | 40 | 0 | 50 | 119 | 26 | 0 | 17 | 129 | 41 | 0 | 1350 |
| 04:15 PM | 24 | 335 | 30 | 0 | 30 | 454 | 29 | 0 | 45 | 95 | 19 | 0 | 27 | 142 | 38 | 0 | 1268 |
| 04:30 PM | 26 | 347 | 36 | 0 | 9 | 460 | 31 | 0 | 81 | 155 | 41 | 0 | 31 | 161 | 71 | 0 | 1449 |
| 04:45 PM | 36 | 348 | 31 | 0 | 48 | 539 | 20 | 0 | 47 | 72 | 29 | 0 | 35 | 216 | 49 | 0 | 1470 |
| Total | 124 | 1417 | 131 | 0 | 111 | 1898 | 120 | 0 | 223 | 441 | 115 | 0 | 110 | 648 | 199 | 0 | 5537 |
| 05:00 PM | 14 | 258 | 26 | 0 | 28 | 400 | 30 | 0 | 55 | 123 | 18 | 0 | 34 | 246 | 62 | 0 | 1294 |
| 05:15 PM | 32 | 303 | 50 | 0 | 45 | 346 | 25 | 0 | 67 | 99 | 16 | 0 | 28 | 233 | 33 | 0 | 1277 |
| 05:30 PM | 27 | 293 | 26 | 0 | 38 | 459 | 24 | 0 | 67 | 135 | 17 | 0 | 37 | 220 | 40 | 0 | 1383 |
| 05:45 PM | 16 | 319 | 42 | 0 | 29 | 327 | 23 | 0 | 68 | 114 | 34 | 0 | 27 | 202 | 41 | 0 | 1242 |
| Total | 89 | 1173 | 144 | 0 | 140 | 1532 | 102 | 0 | 257 | 471 | 85 | 0 | 126 | 901 | 176 | 0 | 5196 |
| Grand Total | 546 | 4721 | 477 | 0 | 440 | 6959 | 522 | 0 | 1106 | 2253 | 381 | 0 | 558 | 2600 | 669 | 0 | 21232 |
| Apprch % | 9.5 | 82.2 | 8.3 | 0 | 5.6 | 87.9 | 6.6 | 0 | 29.6 | 60.2 | 10.2 | 0 | 14.6 | 67.9 | 17.5 | 0 | |
| Total % | 2.6 | 22.2 | 2.2 | 0 | 2.1 | 32.8 | 2.5 | 0 | 5.2 | 10.6 | 1.8 | 0 | 2.6 | 12.2 | 3.2 | 0 | |
| All Vehicles | 546 | 4721 | 477 | 0 | 440 | 6959 | 522 | 0 | 1106 | 2253 | 381 | 0 | 558 | 2600 | 669 | 0 | 21232 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Agency:
Santa Fe Springs, CA

File Name : 7_FlorenceAv_PioneerBl
Site Code : 007
Start Date : 2/13/2013
Page No : 2



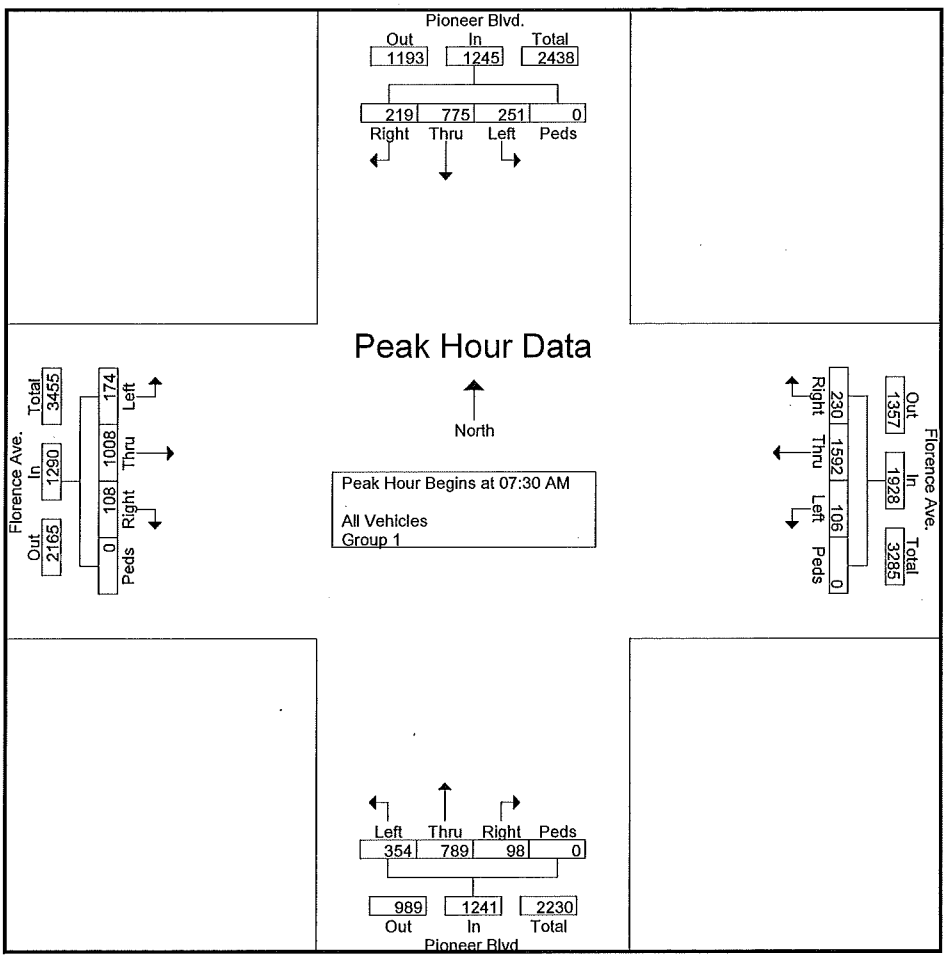
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Santa Fe Springs, CA

File Name : 7_FlorenceAv_PioneerBl
Site Code : 007
Start Date : 2/13/2013
Page No : 3

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Pioneer Blvd. Northbound | | | | | Pioneer Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Left | Thru | Right | Peds | App Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 44 | 241 | 18 | 0 | 303 | 30 | 397 | 53 | 0 | 480 | 90 | **275** | 27 | 0 | **392** | 43 | 129 | 38 | 0 | 210 | 1385 |
| 07:45 AM | **55** | 221 | 25 | 0 | 301 | 21 | 336 | **73** | 0 | 430 | 67 | 232 | **32** | 0 | 331 | 72 | 203 | **76** | 0 | 351 | 1413 |
| 08:00 AM | 35 | **290** | **39** | 0 | **364** | 19 | 336 | 73 | 0 | 428 | **137** | 151 | 9 | 0 | 297 | **75** | **297** | 65 | 0 | **437** | **1526** |
| 08:15 AM | 40 | 256 | 26 | 0 | 322 | **36** | **523** | 31 | 0 | **590** | 60 | 131 | 30 | 0 | 221 | 61 | 146 | 40 | 0 | 247 | 1380 |
| Total Volume | 174 | 1008 | 108 | 0 | 1290 | 106 | 1592 | 230 | 0 | 1928 | 354 | 789 | 98 | 0 | 1241 | 251 | 775 | 219 | 0 | 1245 | 5704 |
| % App. Total | 13.5 | 78.1 | 8.4 | 0 | | 5.5 | 82.6 | 11.9 | 0 | | 28.5 | 63.6 | 7.9 | 0 | | 20.2 | 62.2 | 17.6 | 0 | | |
| PHF | .791 | .869 | .692 | .000 | .886 | .736 | .761 | .788 | .000 | .817 | .646 | .717 | .766 | .000 | .791 | .837 | .652 | .720 | .000 | .712 | .934 |



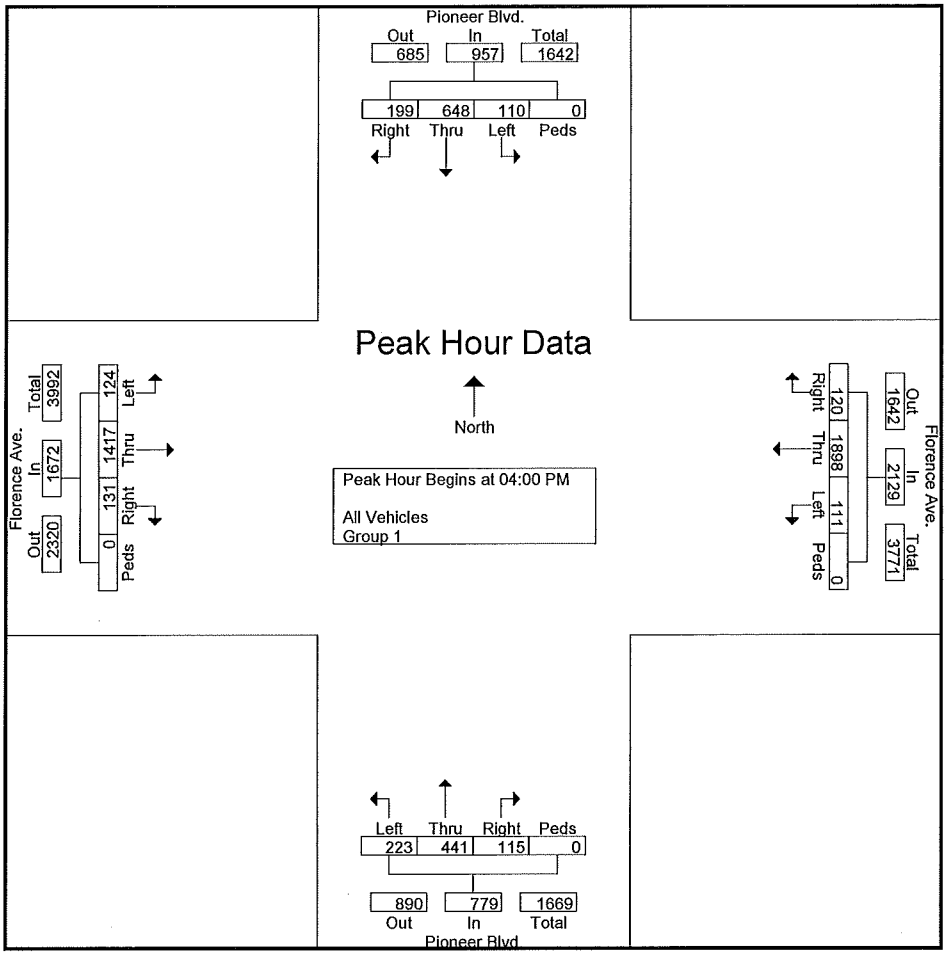
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Agency:
Santa Fe Springs, CA

File Name : 7_FlorenceAv_PioneerBl
Site Code : 007
Start Date : 2/13/2013
Page No : 4

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Pioneer Blvd. Northbound | | | | | Pioneer Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **38** | **387** | 34 | 0 | **459** | 24 | 445 | **40** | 0 | 509 | 50 | 119 | 26 | 0 | 195 | 17 | 129 | 41 | 0 | 187 | 1350 |
| 04:15 PM | 24 | 335 | 30 | 0 | 389 | 30 | 454 | 29 | 0 | 513 | 45 | 95 | 19 | 0 | 159 | 27 | 142 | 38 | 0 | 207 | 1268 |
| 04:30 PM | 26 | 347 | **36** | 0 | 409 | 9 | 460 | 31 | 0 | 500 | **81** | **155** | **41** | 0 | **277** | 31 | 161 | **71** | 0 | 263 | 1449 |
| 04:45 PM | 36 | 348 | 31 | 0 | 415 | **48** | **539** | 20 | 0 | **607** | 47 | 72 | 29 | 0 | 148 | **35** | **216** | 49 | 0 | **300** | **1470** |
| Total Volume | 124 | 1417 | 131 | 0 | 1672 | 111 | 1898 | 120 | 0 | 2129 | 223 | 441 | 115 | 0 | 779 | 110 | 648 | 199 | 0 | 957 | 5537 |
| % App. Total | 7.4 | 84.7 | 7.8 | 0 | | 5.2 | 89.1 | 5.6 | 0 | | 28.6 | 56.6 | 14.8 | 0 | | 11.5 | 67.7 | 20.8 | 0 | | |
| PHF | .816 | .915 | .910 | .000 | .911 | .578 | .880 | .750 | .000 | .877 | .688 | .711 | .701 | .000 | .703 | .786 | .750 | .701 | .000 | .798 | .942 |



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Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
Santa Fe Springs, CA

File Name : 8_PioneerBl_TelegraphRd
Site Code : 008
Start Date : 2/14/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

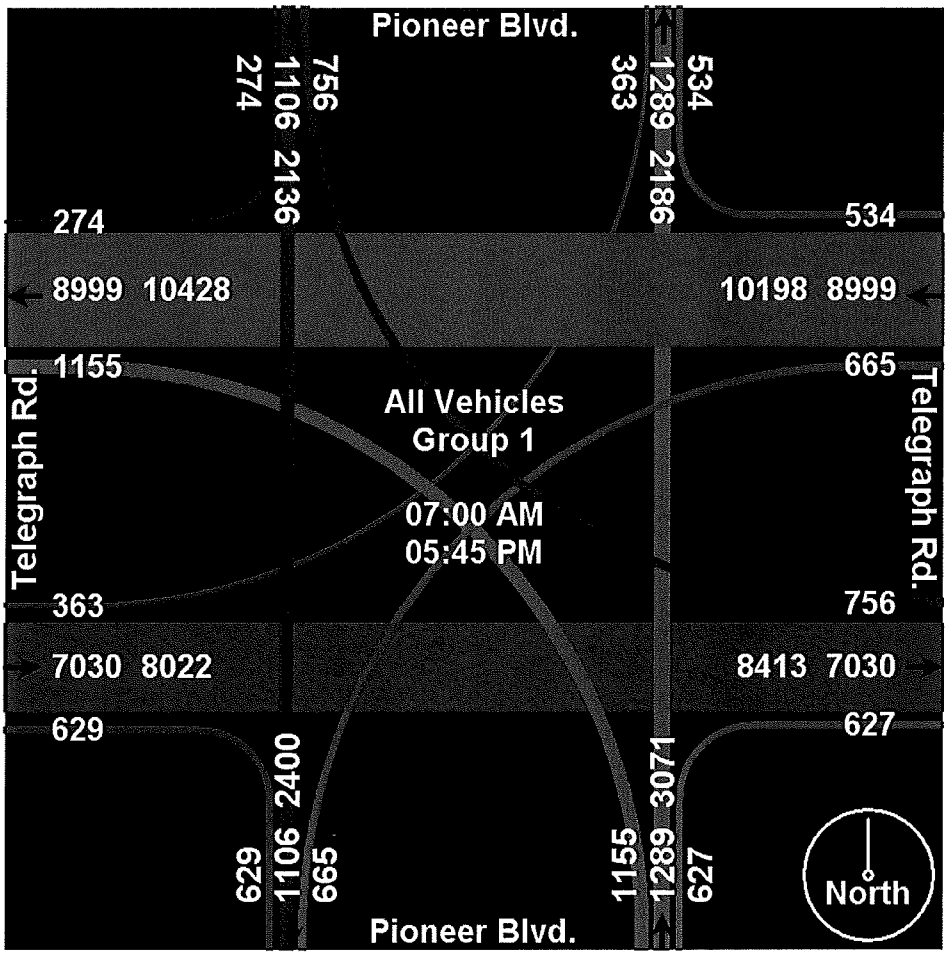
| | Telegraph Rd. Eastbound | | | | Telegraph Rd. Westbound | | | | Pioneer Blvd. Northbound | | | | Pioneer Blvd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 46 | 452 | 24 | 0 | 17 | 561 | 39 | 0 | 55 | 67 | 23 | 0 | 20 | 50 | 24 | 0 | 1378 |
| 07:15 AM | 31 | 361 | 11 | 0 | 27 | 557 | 28 | 0 | 60 | 66 | 22 | 0 | 32 | 47 | 9 | 0 | 1251 |
| 07:30 AM | 21 | 397 | 30 | 0 | 37 | 726 | 60 | 0 | 39 | 51 | 36 | 0 | 52 | 49 | 9 | 0 | 1507 |
| 07:45 AM | 20 | 426 | 43 | 0 | 73 | 539 | 42 | 0 | 47 | 58 | 39 | 0 | 64 | 74 | 9 | 0 | 1434 |
| Total | 118 | 1636 | 108 | 0 | 154 | 2383 | 169 | 0 | 201 | 242 | 120 | 0 | 168 | 220 | 51 | 0 | 5570 |
| 08:00 AM | 28 | 460 | 34 | 0 | 40 | 582 | 37 | 0 | 66 | 87 | 34 | 0 | 53 | 69 | 6 | 0 | 1496 |
| 08:15 AM | 35 | 486 | 45 | 0 | 14 | 456 | 15 | 0 | 58 | 109 | 36 | 0 | 54 | 54 | 11 | 0 | 1373 |
| 08:30 AM | 22 | 401 | 43 | 0 | 31 | 550 | 38 | 0 | 67 | 55 | 42 | 0 | 55 | 50 | 10 | 0 | 1364 |
| 08:45 AM | 21 | 349 | 36 | 0 | 24 | 534 | 25 | 0 | 60 | 52 | 27 | 0 | 52 | 69 | 6 | 0 | 1255 |
| Total | 106 | 1696 | 158 | 0 | 109 | 2122 | 115 | 0 | 251 | 303 | 139 | 0 | 214 | 242 | 33 | 0 | 5488 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 23 | 405 | 34 | 0 | 42 | 509 | 38 | 0 | 88 | 78 | 44 | 0 | 29 | 71 | 38 | 0 | 1399 |
| 04:15 PM | 10 | 456 | 30 | 0 | 28 | 519 | 19 | 0 | 112 | 66 | 28 | 0 | 53 | 55 | 21 | 0 | 1397 |
| 04:30 PM | 21 | 445 | 51 | 0 | 50 | 645 | 43 | 0 | 78 | 92 | 51 | 0 | 28 | 73 | 35 | 0 | 1612 |
| 04:45 PM | 21 | 476 | 58 | 0 | 60 | 549 | 25 | 0 | 78 | 97 | 42 | 0 | 25 | 62 | 30 | 0 | 1523 |
| Total | 75 | 1782 | 173 | 0 | 180 | 2222 | 125 | 0 | 356 | 333 | 165 | 0 | 135 | 261 | 124 | 0 | 5931 |
| 05:00 PM | 14 | 470 | 42 | 0 | 59 | 681 | 18 | 0 | 79 | 112 | 56 | 0 | 55 | 130 | 26 | 0 | 1742 |
| 05:15 PM | 26 | 380 | 38 | 0 | 78 | 598 | 50 | 0 | 86 | 98 | 43 | 0 | 51 | 109 | 14 | 0 | 1571 |
| 05:30 PM | 16 | 538 | 56 | 0 | 53 | 495 | 28 | 0 | 99 | 133 | 64 | 0 | 77 | 71 | 16 | 0 | 1646 |
| 05:45 PM | 8 | 528 | 54 | 0 | 32 | 498 | 29 | 0 | 83 | 68 | 40 | 0 | 56 | 73 | 10 | 0 | 1479 |
| Total | 64 | 1916 | 190 | 0 | 222 | 2272 | 125 | 0 | 347 | 411 | 203 | 0 | 239 | 383 | 66 | 0 | 6438 |
| Grand Total | 363 | 7030 | 629 | 0 | 665 | 8999 | 534 | 0 | 1155 | 1289 | 627 | 0 | 756 | 1106 | 274 | 0 | 23427 |
| Apprch % | 4.5 | 87.6 | 7.8 | 0 | 6.5 | 88.2 | 5.2 | 0 | 37.6 | 42 | 20.4 | 0 | 35.4 | 51.8 | 12.8 | 0 | |
| Total % | 1.5 | 30 | 2.7 | 0 | 2.8 | 38.4 | 2.3 | 0 | 4.9 | 5.5 | 2.7 | 0 | 3.2 | 4.7 | 1.2 | 0 | |
| All Vehicles | 363 | 7030 | 629 | 0 | 665 | 8999 | 534 | 0 | 1155 | 1289 | 627 | 0 | 756 | 1106 | 274 | 0 | 23427 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**MINAGAR & ASSOCIATES, INC.**

Traffic Engineering - ITS - Transportation Planning
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Agency:
Santa Fe Springs, CA

File Name : 8_PioneerBl_TelegraphRd
Site Code : 008
Start Date : 2/14/2013
Page No : 2



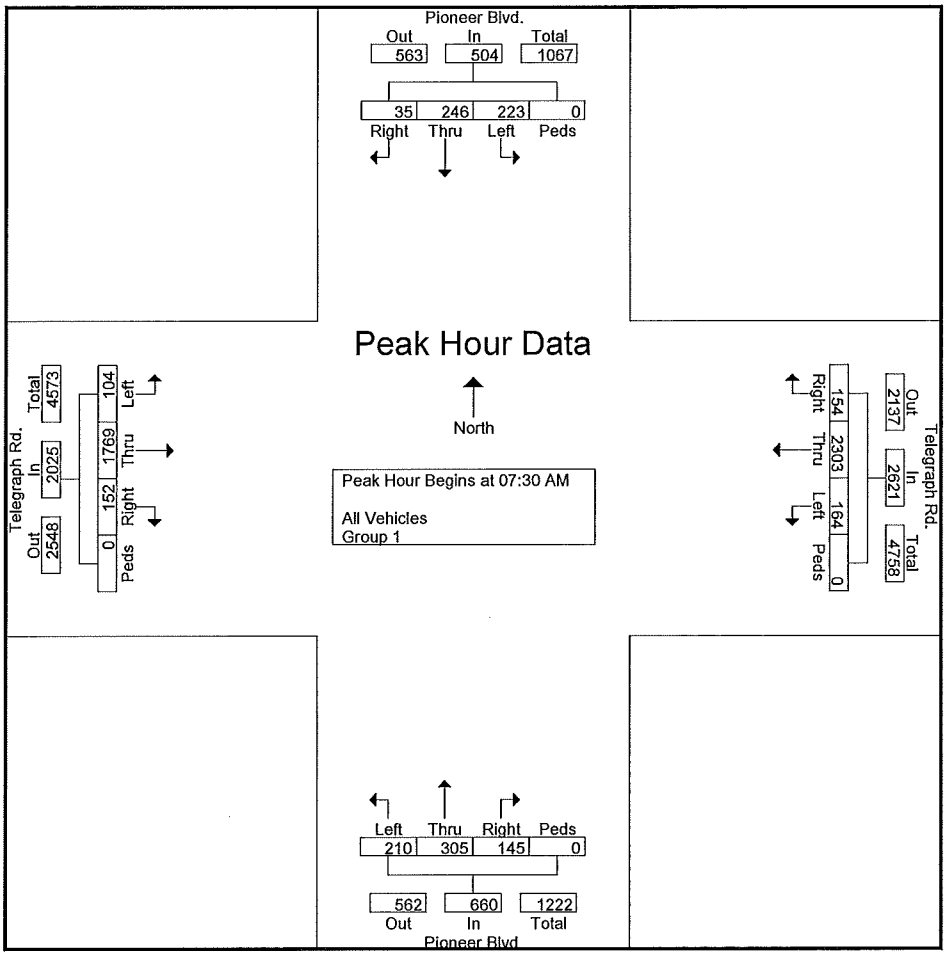
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File Name : 8_PioneerBl_TelegraphRd
Site Code : 008
Start Date : 2/14/2013
Page No : 3

| | Telegraph Rd. Eastbound | | | | | Telegraph Rd. Westbound | | | | | Pioneer Blvd. Northbound | | | | | Pioneer Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 21 | 397 | 30 | 0 | 448 | 37 | **726** | **60** | 0 | **823** | 39 | 51 | 36 | 0 | 126 | 52 | 49 | 9 | 0 | 110 | **1507** |
| 07:45 AM | 20 | 426 | 43 | 0 | 489 | **73** | 539 | 42 | 0 | 654 | 47 | 58 | **39** | 0 | 144 | **64** | **74** | 9 | 0 | **147** | 1434 |
| 08:00 AM | 28 | 460 | 34 | 0 | 522 | 40 | 582 | 37 | 0 | 659 | **66** | 87 | 34 | 0 | 187 | 53 | 69 | 6 | 0 | 128 | 1496 |
| 08:15 AM | **35** | **486** | **45** | 0 | **566** | 14 | 456 | 15 | 0 | 485 | 58 | **109** | 36 | 0 | **203** | 54 | 54 | **11** | 0 | 119 | 1373 |
| Total Volume | 104 | 1769 | 152 | 0 | 2025 | 164 | 2303 | 154 | 0 | 2621 | 210 | 305 | 145 | 0 | 660 | 223 | 246 | 35 | 0 | 504 | 5810 |
| % App. Total | 5.1 | 87.4 | 7.5 | 0 | | 6.3 | 87.9 | 5.9 | 0 | | 31.8 | 46.2 | 22 | 0 | | 44.2 | 48.8 | 6.9 | 0 | | |
| PHF | .743 | .910 | .844 | .000 | .894 | .562 | .793 | .642 | .000 | .796 | .795 | .700 | .929 | .000 | .813 | .871 | .831 | .795 | .000 | .857 | .964 |



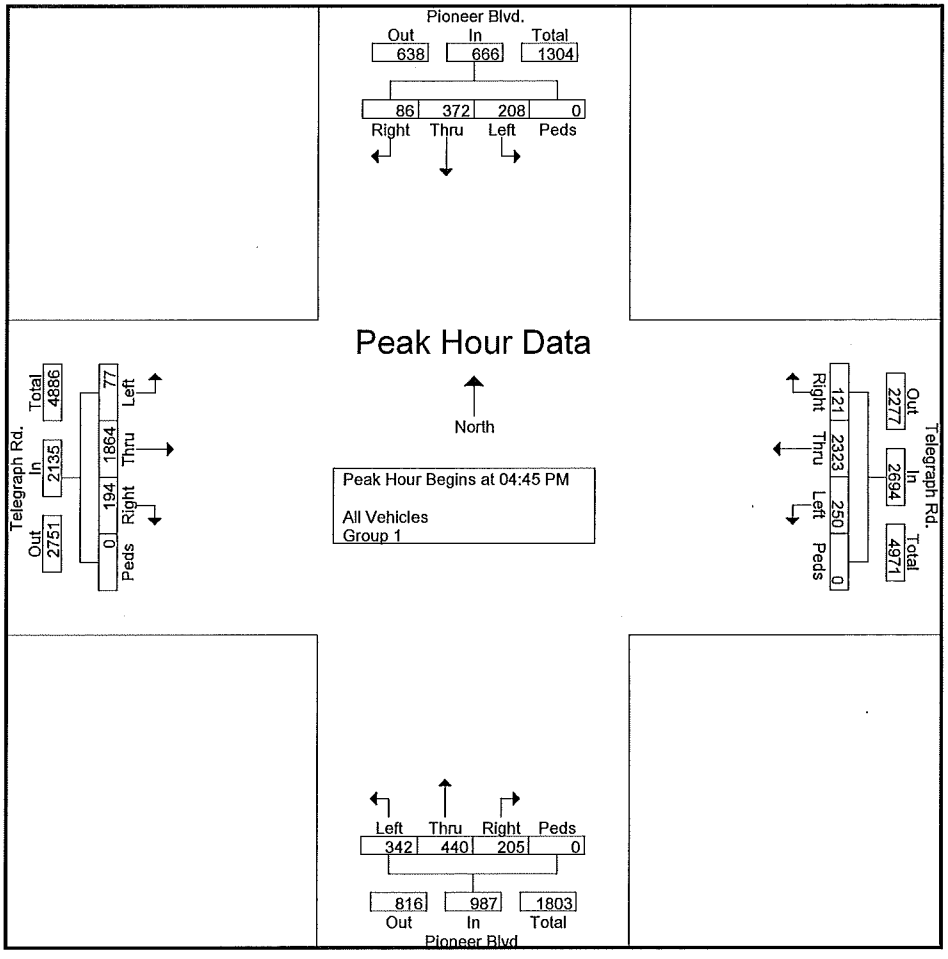
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File Name : 8_PioneerBl_TelegraphRd
Site Code : 008
Start Date : 2/14/2013
Page No : 4

| | Telegraph Rd. Eastbound | | | | | Telegraph Rd. Westbound | | | | | Pioneer Blvd. Northbound | | | | | Pioneer Blvd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 21 | 476 | **58** | 0 | 555 | 60 | 549 | 25 | 0 | 634 | 78 | 97 | 42 | 0 | 217 | 25 | 62 | **30** | 0 | 117 | 1523 |
| 05:00 PM | 14 | 470 | 42 | 0 | 526 | 59 | **681** | 18 | 0 | **758** | 79 | 112 | 56 | 0 | 247 | 55 | **130** | 26 | 0 | **211** | **1742** |
| 05:15 PM | **26** | 380 | 38 | 0 | 444 | **78** | 598 | **50** | 0 | 726 | 86 | 98 | 43 | 0 | 227 | 51 | 109 | 14 | 0 | 174 | 1571 |
| 05:30 PM | 16 | **538** | 56 | 0 | **610** | 53 | 495 | 28 | 0 | 576 | **99** | **133** | **64** | 0 | **296** | **77** | 71 | 16 | 0 | 164 | 1646 |
| Total Volume | 77 | 1864 | 194 | 0 | 2135 | 250 | 2323 | 121 | 0 | 2694 | 342 | 440 | 205 | 0 | 987 | 208 | 372 | 86 | 0 | 666 | 6482 |
| % App. Total | 3.6 | 87.3 | 9.1 | 0 | | 9.3 | 86.2 | 4.5 | 0 | | 34.7 | 44.6 | 20.8 | 0 | | 31.2 | 55.9 | 12.9 | 0 | | |
| PHF | .740 | .866 | .836 | .000 | .875 | .801 | .853 | .605 | .000 | .889 | .864 | .827 | .801 | .000 | .834 | .675 | .715 | .717 | .000 | .789 | .930 |



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Santa Fe Springs, CA

File Name : 9_FlorenceAv_Orr&DayRd
Site Code : 009
Start Date : 2/12/2013
Page No : 1

**Groups Printed- All Vehicles - Group 1**

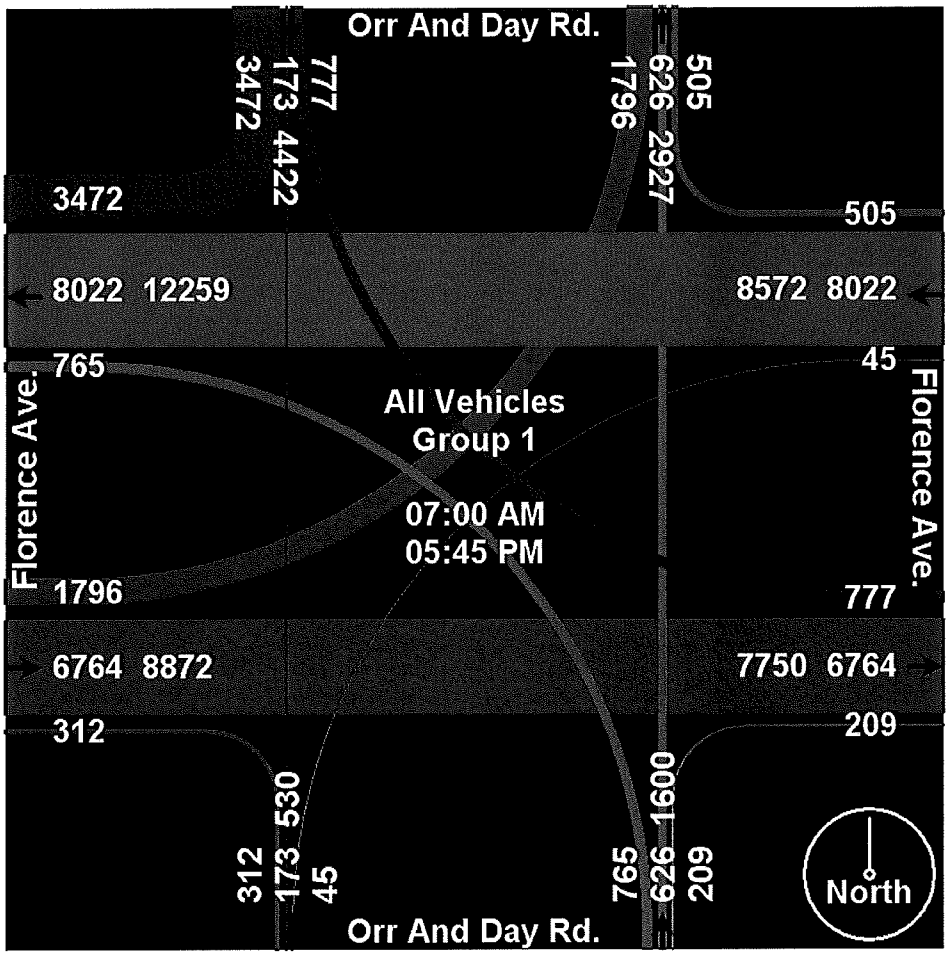
| | Florence Ave. Eastbound | | | | Florence Ave. Westbound | | | | Orr And Day Rd. Northbound | | | | Orr And Day Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 07:00 AM | 99 | 358 | 12 | 0 | 1 | 604 | 30 | 0 | 63 | 38 | 4 | 0 | 43 | 8 | 236 | 0 | 1496 |
| 07:15 AM | 79 | 394 | 16 | 0 | 2 | 584 | 23 | 0 | 50 | 23 | 8 | 0 | 52 | 4 | 242 | 0 | 1477 |
| 07:30 AM | 150 | 405 | 31 | 0 | 8 | 428 | 35 | 0 | 88 | 51 | 35 | 0 | 47 | 11 | 282 | 0 | 1571 |
| 07:45 AM | 127 | 397 | 79 | 0 | 0 | 410 | 58 | 0 | 55 | 174 | 24 | 0 | 51 | 13 | 288 | 0 | 1676 |
| Total | 455 | 1554 | 138 | 0 | 11 | 2026 | 146 | 0 | 256 | 286 | 71 | 0 | 193 | 36 | 1048 | 0 | 6220 |
| 08:00 AM | 121 | 330 | 28 | 0 | 0 | 514 | 52 | 0 | 35 | 89 | 9 | 0 | 90 | 37 | 338 | 0 | 1643 |
| 08:15 AM | 63 | 386 | 11 | 0 | 3 | 528 | 37 | 0 | 49 | 34 | 10 | 0 | 47 | 9 | 187 | 0 | 1364 |
| 08:30 AM | 66 | 290 | 28 | 0 | 7 | 584 | 16 | 0 | 33 | 5 | 13 | 0 | 27 | 2 | 191 | 0 | 1262 |
| 08:45 AM | 49 | 366 | 9 | 0 | 3 | 517 | 18 | 0 | 37 | 7 | 15 | 0 | 21 | 2 | 91 | 0 | 1135 |
| Total | 299 | 1372 | 76 | 0 | 13 | 2143 | 123 | 0 | 154 | 135 | 47 | 0 | 185 | 50 | 807 | 0 | 5404 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 111 | 399 | 6 | 0 | 1 | 459 | 35 | 0 | 34 | 15 | 4 | 0 | 34 | 4 | 208 | 0 | 1310 |
| 04:15 PM | 132 | 450 | 8 | 0 | 1 | 463 | 48 | 0 | 49 | 17 | 16 | 0 | 56 | 5 | 231 | 0 | 1476 |
| 04:30 PM | 96 | 493 | 13 | 0 | 3 | 581 | 29 | 0 | 51 | 11 | 7 | 0 | 44 | 6 | 210 | 0 | 1544 |
| 04:45 PM | 161 | 567 | 11 | 0 | 1 | 537 | 35 | 0 | 35 | 24 | 14 | 0 | 48 | 11 | 224 | 0 | 1668 |
| Total | 500 | 1909 | 38 | 0 | 6 | 2040 | 147 | 0 | 169 | 67 | 41 | 0 | 182 | 26 | 873 | 0 | 5998 |
| 05:00 PM | 149 | 502 | 9 | 0 | 4 | 559 | 37 | 0 | 22 | 28 | 6 | 0 | 56 | 15 | 216 | 0 | 1603 |
| 05:15 PM | 159 | 536 | 12 | 0 | 3 | 424 | 14 | 0 | 77 | 29 | 10 | 0 | 59 | 19 | 244 | 0 | 1586 |
| 05:30 PM | 90 | 473 | 20 | 0 | 4 | 449 | 17 | 0 | 55 | 30 | 15 | 0 | 52 | 18 | 154 | 0 | 1377 |
| 05:45 PM | 144 | 418 | 19 | 0 | 4 | 381 | 21 | 0 | 32 | 51 | 19 | 0 | 50 | 9 | 130 | 0 | 1278 |
| Total | 542 | 1929 | 60 | 0 | 15 | 1813 | 89 | 0 | 186 | 138 | 50 | 0 | 217 | 61 | 744 | 0 | 5844 |
| Grand Total | 1796 | 6764 | 312 | 0 | 45 | 8022 | 505 | 0 | 765 | 626 | 209 | 0 | 777 | 173 | 3472 | 0 | 23466 |
| Apprch % | 20.2 | 76.2 | 3.5 | 0 | 0.5 | 93.6 | 5.9 | 0 | 47.8 | 39.1 | 13.1 | 0 | 17.6 | 3.9 | 78.5 | 0 | |
| Total % | 7.7 | 28.8 | 1.3 | 0 | 0.2 | 34.2 | 2.2 | 0 | 3.3 | 2.7 | 0.9 | 0 | 3.3 | 0.7 | 14.8 | 0 | |
| All Vehicles | 1796 | 6764 | 312 | 0 | 45 | 8022 | 505 | 0 | 765 | 626 | 209 | 0 | 777 | 173 | 3472 | 0 | 23466 |
| % All Vehicles | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Santa Fe Springs, CA

File Name : 9_FlorenceAv_Orr&DayRd
Site Code : 009
Start Date : 2/12/2013
Page No : 2



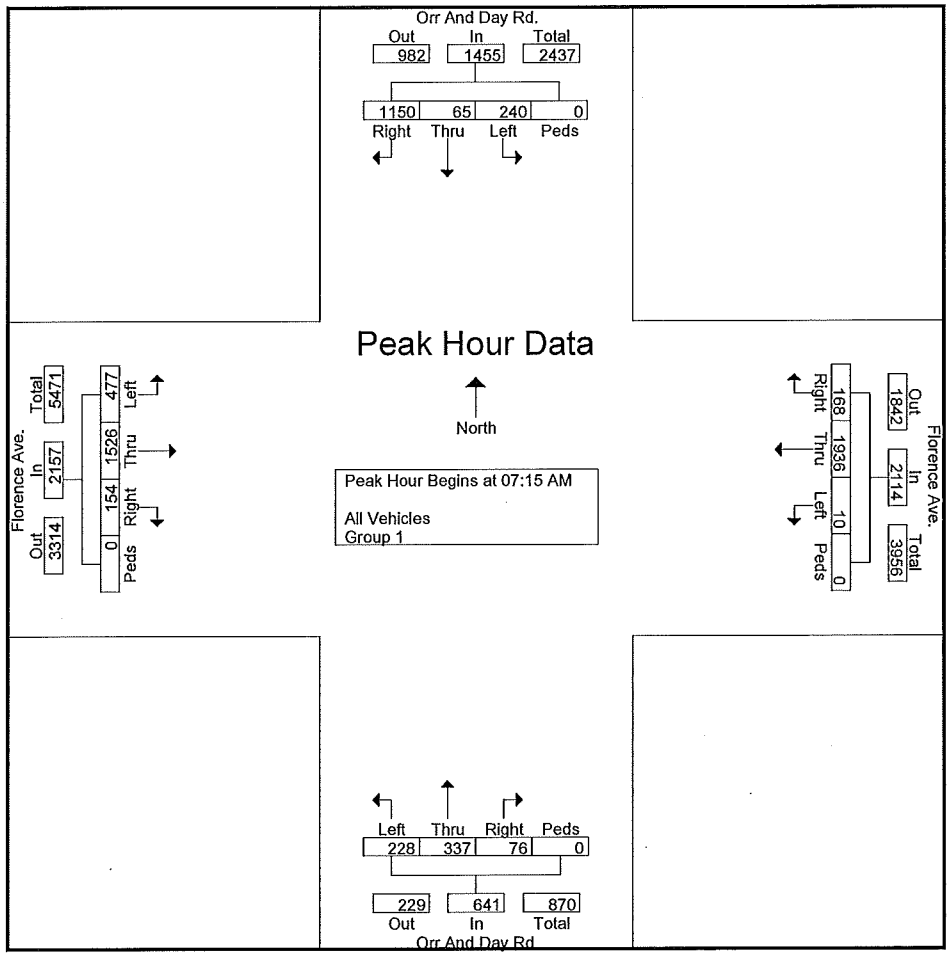
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Site Code : 009
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Page No : 3

| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Orr And Day Rd. Northbound | | | | | Orr And Day Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 79 | 394 | 16 | 0 | 489 | 2 | **584** | 23 | 0 | **609** | 50 | 23 | 8 | 0 | 81 | 52 | 4 | 242 | 0 | 298 | 1477 |
| 07:30 AM | **150** | **405** | 31 | 0 | 586 | **8** | 428 | 35 | 0 | 471 | **88** | 51 | **35** | 0 | 174 | 47 | 11 | 282 | 0 | 340 | 1571 |
| 07:45 AM | 127 | 397 | **79** | 0 | **603** | 0 | 410 | **58** | 0 | 468 | 55 | **174** | 24 | 0 | **253** | 51 | 13 | 288 | 0 | 352 | **1676** |
| 08:00 AM | 121 | 330 | 28 | 0 | 479 | 0 | 514 | 52 | 0 | 566 | 35 | 89 | 9 | 0 | 133 | **90** | **37** | **338** | 0 | **465** | 1643 |
| Total Volume | 477 | 1526 | 154 | 0 | 2157 | 10 | 1936 | 168 | 0 | 2114 | 228 | 337 | 76 | 0 | 641 | 240 | 65 | 1150 | 0 | 1455 | 6367 |
| % App. Total | 22.1 | 70.7 | 7.1 | 0 | | 0.5 | 91.6 | 7.9 | 0 | | 35.6 | 52.6 | 11.9 | 0 | | 16.5 | 4.5 | 79 | 0 | | |
| PHF | .795 | .942 | .487 | .000 | .894 | .313 | .829 | .724 | .000 | .868 | .648 | .484 | .543 | .000 | .633 | .667 | .439 | .851 | .000 | .782 | .950 |



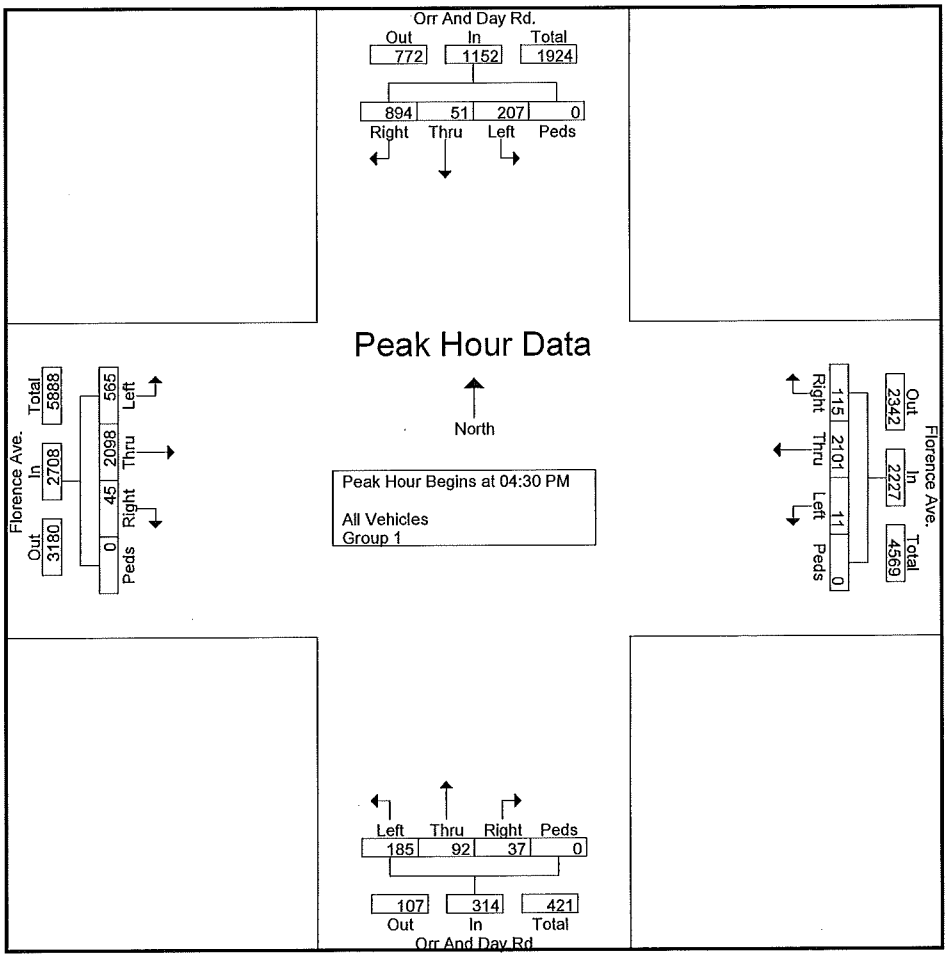
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File Name : 9_FlorenceAv_Orr&DayRd
Site Code : 009
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| | Florence Ave. Eastbound | | | | | Florence Ave. Westbound | | | | | Orr And Day Rd. Northbound | | | | | Orr And Day Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 96 | 493 | **13** | 0 | 602 | 3 | **581** | 29 | 0 | **613** | 51 | 11 | 7 | 0 | 69 | 44 | 6 | 210 | 0 | 260 | 1544 |
| 04:45 PM | **161** | **567** | 11 | 0 | **739** | 1 | 537 | 35 | 0 | 573 | 35 | 24 | **14** | 0 | 73 | 48 | 11 | 224 | 0 | 283 | **1668** |
| 05:00 PM | 149 | 502 | 9 | 0 | 660 | **4** | 559 | **37** | 0 | 600 | 22 | 28 | 6 | 0 | 56 | 56 | 15 | 216 | 0 | 287 | 1603 |
| 05:15 PM | 159 | 536 | 12 | 0 | 707 | 3 | 424 | 14 | 0 | 441 | **77** | **29** | 10 | 0 | **116** | **59** | **19** | **244** | 0 | **322** | 1586 |
| Total Volume | 565 | 2098 | 45 | 0 | 2708 | 11 | 2101 | 115 | 0 | 2227 | 185 | 92 | 37 | 0 | 314 | 207 | 51 | 894 | 0 | 1152 | 6401 |
| % App. Total | 20.9 | 77.5 | 1.7 | 0 | | 0.5 | 94.3 | 5.2 | 0 | | 58.9 | 29.3 | 11.8 | 0 | | 18 | 4.4 | 77.6 | 0 | | |
| PHF | .877 | .925 | .865 | .000 | .916 | .688 | .904 | .777 | .000 | .908 | .601 | .793 | .661 | .000 | .677 | .877 | .671 | .916 | .000 | .894 | .959 |



# APPENDIX B:
# Intersection Capacity Utilization (ICU)
# Level of Service
# Calculation Worksheets

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 1
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Bloomfield Ave.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | | 1,600 | 137 | 86 | 0.09 * | 0.05 * |
| EBT | 1.0 | | 1,600 | 225 | 384 | 0.14 | 0.24 |
| EBR | 1.0 | DF | 1,600 | 93 | 52 | 0.06 | 0.03 |
| WBL | 1.0 | | 1,600 | 95 | 71 | 0.06 | 0.04 |
| WBT | 1.0 | | 1,600 | 372 | 382 | 0.23 * | 0.24 * |
| WBR | 1.0 | DF | 1,600 | 44 | 90 | 0.03 | 0.06 |
| NBL | 1.0 | | 1,600 | 69 | 169 | 0.04 | 0.11 * |
| NBT | 2.0 | | 3,200 | 924 | 1,167 | 0.29 * | 0.36 |
| NBR | 1.0 | DF | 1,600 | 36 | 75 | 0.02 | 0.05 |
| SBL | 1.0 | | 1,600 | 84 | 90 | 0.05 * | 0.06 |
| SBT | 2.0 | | 3,200 | 931 | 1,094 | 0.29 | 0.34 * |
| SBR | 1.0 | DF | 1,600 | 69 | 13 | 0.04 | 0.01 |
| E/W Critical Movements | | | | | | 0.318 | 0.292 |
| N/S Critical Movements | | | | | | 0.341 | 0.447 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.759** | **0.839** |
| Level of Service (LOS) | | | | | | **C** | **D** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 1
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Bloomfield Ave.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | | 1,600 | 139 | 87 | 0.09 * | 0.05 * |
| EBT | 1.0 | | 1,600 | 227 | 388 | 0.14 | 0.24 |
| EBR | 1.0 | DF | 1,600 | 94 | 52 | 0.06 | 0.03 |
| WBL | 1.0 | | 1,600 | 96 | 71 | 0.06 | 0.04 |
| WBT | 1.0 | | 1,600 | 375 | 386 | 0.23 * | 0.24 * |
| WBR | 1.0 | DF | 1,600 | 45 | 91 | 0.03 | 0.06 |
| NBL | 1.0 | | 1,600 | 69 | 170 | 0.04 | 0.11 * |
| NBT | 2.0 | | 3,200 | 933 | 1,178 | 0.29 * | 0.37 |
| NBR | 1.0 | DF | 1,600 | 37 | 75 | 0.02 | 0.05 |
| SBL | 1.0 | | 1,600 | 85 | 91 | 0.05 * | 0.06 |
| SBT | 2.0 | | 3,200 | 941 | 1,105 | 0.29 | 0.35 * |
| SBR | 1.0 | DF | 1,600 | 69 | 13 | 0.04 | 0.01 |
| E/W Critical Movements | | | | | | 0.321 | 0.295 |
| N/S Critical Movements | | | | | | 0.345 | 0.452 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.766** | **0.847** |
| Level of Service (LOS) | | | | | | **C** | **D** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:
- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 1
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Bloomfield Ave.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | | 1,600 | 152 | 141 | 0.09 * | 0.09 * |
| EBT | 1.0 | | 1,600 | 229 | 394 | 0.14 | 0.25 |
| EBR | 1.0 | DF | 1,600 | 99 | 69 | 0.06 | 0.04 |
| WBL | 1.0 | | 1,600 | 96 | 71 | 0.06 | 0.04 |
| WBT | 1.0 | | 1,600 | 388 | 392 | 0.24 * | 0.24 * |
| WBR | 1.0 | DF | 1,600 | 45 | 91 | 0.03 | 0.06 |
| NBL | 1.0 | | 1,600 | 99 | 179 | 0.06 * | 0.11 * |
| NBT | 2.0 | | 3,200 | 933 | 1,178 | 0.29 | 0.37 |
| NBR | 1.0 | DF | 1,600 | 37 | 75 | 0.02 | 0.05 |
| SBL | 1.0 | | 1,600 | 86 | 96 | 0.05 | 0.06 |
| SBT | 2.0 | | 3,200 | 944 | 1,119 | 0.29 * | 0.35 * |
| SBR | 1.0 | DF | 1,600 | 168 | 44 | 0.11 | 0.03 |
| E/W Critical Movements | | | | | | 0.338 | 0.333 |
| N/S Critical Movements | | | | | | 0.357 | 0.462 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.795** | **0.895** |
| Level of Service (LOS) | | | | | | **C** | **D** |
| | | | | | | 0.029 Δ | 0.048 Δ |
| | | | | | | Impact? N | Impact? **Y** |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 1
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Bloomfield Ave.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | | 1,600 | 152 | 141 | 0.09 * | 0.09 * |
| EBT | 1.0 | | 1,600 | 229 | 394 | 0.14 | 0.25 |
| EBR | 1.0 | DF | 1,600 | 99 | 69 | 0.06 | 0.04 |
| WBL | 1.0 | | 1,600 | 96 | 71 | 0.06 | 0.04 |
| WBT | 1.0 | | 1,600 | 388 | 392 | 0.24 * | 0.24 * |
| WBR | 1.0 | DF | 1,600 | 45 | 91 | 0.03 | 0.06 |
| NBL | 1.0 | | 1,600 | 99 | 179 | 0.06 | 0.11 |
| NBT | 2.0 | | 3,200 | 933 | 1,178 | 0.29 * | 0.37 * |
| NBR | 1.0 | DF | 1,600 | 37 | 75 | 0.02 | 0.05 |
| SBL | 1.0 | | 1,600 | 86 | 96 | 0.05 * | 0.06 * |
| SBT | 3.0 | | 4,800 | 944 | 1,119 | 0.20 | 0.23 |
| SBR | 1.0 | DF | 1,600 | 168 | 44 | 0.11 | 0.03 |
| E/W Critical Movements | | | | | | 0.338 | 0.333 |
| N/S Critical Movements | | | | | | 0.345 | 0.428 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.783** | **0.861** |
| Level of Service (LOS) | | | | | | **C** | **D** |
| | | | | | | 0.017 Δ | 0.014 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement
**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 2
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Bloomfield Ave.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 233 | 193 | 0.15 * | 0.12 |
| EBT | 2.0 | | 3,200 | 1,167 | 2,208 | 0.36 | 0.69 * |
| EBR | 1.0 | DF | 1,600 | 137 | 85 | 0.09 | 0.05 |
| WBL | 1.0 | P | 1,600 | 261 | 77 | 0.16 | 0.05 * |
| WBT | 2.0 | | 3,200 | 2,018 | 1,410 | 0.63 * | 0.44 |
| WBR | 1.0 | DF | 1,600 | 96 | 26 | 0.06 | 0.02 |
| NBL | 1.0 | | 1,600 | 89 | 112 | 0.06 | 0.07 |
| NBT | 2.0 | | 3,200 | 1,131 | 1,084 | 0.35 * | 0.34 * |
| NBR | 1.0 | DF | 1,600 | 97 | 192 | 0.06 | 0.12 |
| SBL | 1.0 | | 1,600 | 43 | 91 | 0.03 * | 0.06 * |
| SBT | 2.0 | | 3,200 | 778 | 828 | 0.24 | 0.26 |
| SBR | 1.0 | DF | 1,600 | 71 | 125 | 0.04 | 0.08 |
| E/W Critical Movements | | | | | | 0.776 | 0.738 |
| N/S Critical Movements | | | | | | 0.381 | 0.395 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.257** | **1.233** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 2
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Bloomfield Ave.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 236 | 195 | 0.15 * | 0.12 |
| EBT | 2.0 | | 3,200 | 1,178 | 2,230 | 0.37 | 0.70 * |
| EBR | 1.0 | DF | 1,600 | 139 | 86 | 0.09 | 0.05 |
| WBL | 1.0 | P | 1,600 | 263 | 78 | 0.16 | 0.05 * |
| WBT | 2.0 | | 3,200 | 2,038 | 1,424 | 0.64 * | 0.45 |
| WBR | 1.0 | DF | 1,600 | 97 | 27 | 0.06 | 0.02 |
| NBL | 1.0 | | 1,600 | 90 | 113 | 0.06 | 0.07 |
| NBT | 2.0 | | 3,200 | 1,143 | 1,095 | 0.36 * | 0.34 * |
| NBR | 1.0 | DF | 1,600 | 98 | 194 | 0.06 | 0.12 |
| SBL | 1.0 | | 1,600 | 44 | 92 | 0.03 * | 0.06 * |
| SBT | 2.0 | | 3,200 | 785 | 836 | 0.25 | 0.26 |
| SBR | 1.0 | DF | 1,600 | 71 | 126 | 0.04 | 0.08 |
| E/W Critical Movements | | | | | | 0.784 | 0.745 |
| N/S Critical Movements | | | | | | 0.384 | 0.399 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.268** | **1.244** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 2
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Bloomfield Ave.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 245 | 228 | 0.15 * | 0.14 |
| EBT | 2.0 | | 3,200 | 1,184 | 2,253 | 0.37 | 0.70 * |
| EBR | 1.0 | DF | 1,600 | 143 | 105 | 0.09 | 0.07 |
| WBL | 1.0 | P | 1,600 | 310 | 93 | 0.19 | 0.06 * |
| WBT | 2.0 | | 3,200 | 2,038 | 1,424 | 0.64 * | 0.45 |
| WBR | 1.0 | DF | 1,600 | 97 | 27 | 0.06 | 0.02 |
| NBL | 1.0 | | 1,600 | 90 | 113 | 0.06 | 0.07 |
| NBT | 2.0 | | 3,200 | 1,150 | 1,123 | 0.36 * | 0.35 * |
| NBR | 1.0 | DF | 1,600 | 104 | 220 | 0.06 | 0.14 |
| SBL | 1.0 | | 1,600 | 44 | 92 | 0.03 * | 0.06 * |
| SBT | 2.0 | | 3,200 | 837 | 852 | 0.26 | 0.27 |
| SBR | 1.0 | DF | 1,600 | 71 | 126 | 0.04 | 0.08 |
| E/W Critical Movements | | | | | | 0.790 | 0.762 |
| N/S Critical Movements | | | | | | 0.387 | 0.408 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.277** | **1.270** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | 0.009 Δ | 0.026 Δ |
| | | | | | | Impact? N | Impact? **Y** |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 2
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Bloomfield Ave.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | P | 2,880 | 245 | 228 | 0.08 * | 0.08 |
| EBT | 2.0 | | 3,200 | 1,184 | 2,253 | 0.37 | 0.70 * |
| EBR | 1.0 | DF | 1,600 | 143 | 105 | 0.09 | 0.07 |
| WBL | 1.8 | P | 2,880 | 310 | 93 | 0.11 | 0.03 * |
| WBT | 2.0 | | 3,200 | 2,038 | 1,424 | 0.64 * | 0.45 |
| WBR | 1.0 | DF | 1,600 | 97 | 27 | 0.06 | 0.02 |
| NBL | 1.0 | | 1,600 | 90 | 113 | 0.06 | 0.07 |
| NBT | 2.0 | | 3,200 | 1,150 | 1,123 | 0.36 * | 0.35 * |
| NBR | 1.0 | DF | 1,600 | 104 | 220 | 0.06 | 0.14 |
| SBL | 1.0 | | 1,600 | 44 | 92 | 0.03 * | 0.06 * |
| SBT | 2.0 | | 3,200 | 837 | 852 | 0.26 | 0.27 |
| SBR | 1.0 | DF | 1,600 | 71 | 126 | 0.04 | 0.08 |
| E/W Critical Movements | | | | | | 0.722 | 0.736 |
| N/S Critical Movements | | | | | | 0.387 | 0.408 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.209** | **1.244** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | -0.059 Δ | 0.000 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement
**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 3
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Bloomfield Ave. / Santa Fe Springs Rd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 311 | 176 | 0.19 * | 0.11 * |
| EBT | 3.0 | | 4,800 | 729 | 1,141 | 0.15 | 0.24 |
| EBR | 1.0 | | 1,600 | 97 | 63 | 0.06 | 0.04 |
| WBL | 1.0 | P | 1,600 | 85 | 98 | 0.05 | 0.06 |
| WBT | 3.0 | | 4,800 | 1,455 | 1,240 | 0.30 * | 0.26 * |
| WBR | 1.0 | | 1,600 | 262 | 65 | 0.16 | 0.04 |
| NBL | 1.0 | | 1,600 | 102 | 138 | 0.06 * | 0.09 |
| NBT | 2.0 | | 3,200 | 799 | 726 | 0.25 | 0.23 * |
| NBR | 1.0 | DF | 1,600 | 39 | 66 | 0.02 | 0.04 |
| SBL | 1.0 | | 1,600 | 84 | 206 | 0.05 | 0.13 * |
| SBT | 2.0 | | 3,200 | 813 | 808 | 0.25 * | 0.25 |
| SBR | 1.0 | DF | 1,600 | 216 | 235 | 0.14 | 0.15 |
| E/W Critical Movements | | | | | | 0.498 | 0.368 |
| N/S Critical Movements | | | | | | 0.318 | 0.356 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.916** | **0.824** |
| Level of Service (LOS) | | | | | | **E** | **D** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 3
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Bloomfield Ave. / Santa Fe Springs Rd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 314 | 177 | 0.20 * | 0.11 * |
| EBT | 3.0 | | 4,800 | 737 | 1,153 | 0.15 | 0.24 |
| EBR | 1.0 | | 1,600 | 98 | 63 | 0.06 | 0.04 |
| WBL | 1.0 | P | 1,600 | 86 | 99 | 0.05 | 0.06 |
| WBT | 3.0 | | 4,800 | 1,470 | 1,253 | 0.31 * | 0.26 * |
| WBR | 1.0 | | 1,600 | 264 | 65 | 0.17 | 0.04 |
| NBL | 1.0 | | 1,600 | 103 | 140 | 0.06 * | 0.09 |
| NBT | 2.0 | | 3,200 | 807 | 733 | 0.25 | 0.23 * |
| NBR | 1.0 | DF | 1,600 | 40 | 66 | 0.02 | 0.04 |
| SBL | 1.0 | | 1,600 | 85 | 208 | 0.05 | 0.13 * |
| SBT | 2.0 | | 3,200 | 821 | 816 | 0.26 * | 0.26 |
| SBR | 1.0 | DF | 1,600 | 218 | 238 | 0.14 | 0.15 |
| E/W Critical Movements | | | | | | 0.503 | 0.372 |
| N/S Critical Movements | | | | | | 0.321 | 0.359 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.924** | **0.831** |
| Level of Service (LOS) | | | | | | **E** | **D** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 3
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Bloomfield Ave. / Santa Fe Springs Rd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 314 | 177 | 0.20 * | 0.11 * |
| EBT | 3.0 | | 4,800 | 737 | 1,153 | 0.15 | 0.24 |
| EBR | 1.0 | | 1,600 | 98 | 63 | 0.06 | 0.04 |
| WBL | 1.0 | P | 1,600 | 108 | 106 | 0.07 | 0.07 |
| WBT | 3.0 | | 4,800 | 1,470 | 1,253 | 0.31 * | 0.26 * |
| WBR | 1.0 | | 1,600 | 264 | 65 | 0.17 | 0.04 |
| NBL | 1.0 | | 1,600 | 105 | 148 | 0.07 | 0.09 |
| NBT | 2.0 | | 3,200 | 815 | 764 | 0.25 * | 0.24 * |
| NBR | 1.0 | DF | 1,600 | 46 | 88 | 0.03 | 0.06 |
| SBL | 1.0 | | 1,600 | 85 | 208 | 0.05 * | 0.13 * |
| SBT | 3.0 | | 4,800 | 851 | 825 | 0.18 | 0.17 |
| SBR | 1.0 | DF | 1,600 | 218 | 238 | 0.14 | 0.15 |
| E/W Critical Movements | | | | | | 0.503 | 0.372 |
| N/S Critical Movements | | | | | | 0.308 | 0.369 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.911** | **0.841** |
| Level of Service (LOS) | | | | | | **E** | **D** |
| | | | | | | -0.013 Δ Impact? N | 0.010 Δ Impact? N |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 3
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Bloomfield Ave. / Santa Fe Springs Rd.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 314 | 177 | 0.20 * | 0.11 * |
| EBT | 3.0 | | 4,800 | 737 | 1,153 | 0.15 | 0.24 |
| EBR | 1.0 | | 1,600 | 98 | 63 | 0.06 | 0.04 |
| WBL | 1.0 | P | 1,600 | 108 | 106 | 0.07 | 0.07 |
| WBT | 3.0 | | 4,800 | 1,470 | 1,253 | 0.31 * | 0.26 * |
| WBR | 1.0 | | 1,600 | 264 | 65 | 0.17 | 0.04 |
| NBL | 1.0 | | 1,600 | 105 | 148 | 0.07 * | 0.09 |
| NBT | 2.0 | | 3,200 | 815 | 764 | 0.25 | 0.24 * |
| NBR | 1.0 | DF | 1,600 | 46 | 88 | 0.03 | 0.06 |
| SBL | 1.0 | | 1,600 | 85 | 208 | 0.05 | 0.13 * |
| SBT | 2.0 | | 3,200 | 851 | 825 | 0.27 * | 0.26 |
| SBR | 1.0 | DF | 1,600 | 218 | 238 | 0.14 | 0.15 |
| E/W Critical Movements | | | | | | 0.503 | 0.372 |
| N/S Critical Movements | | | | | | 0.332 | 0.369 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.935** | **0.841** |
| Level of Service (LOS) | | | | | | **E** | **D** |
| | | | | | | 0.011 Δ | 0.010 Δ |
| | | | | | | Impact? **Y** | Impact? N |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 4
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Norwalk Blvd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 0.0 | Sh | 0 | 44 | 36 | 0.00 | 0.00 |
| EBT | 1.0 | | 1,600 | 248 | 127 | 0.22 * | 0.13 * |
| EBR | 0.0 | Sh | 0 | 55 | 49 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 111 | 175 | 0.07 * | 0.11 * |
| WBT | 1.0 | | 1,600 | 201 | 387 | 0.13 | 0.24 |
| WBR | 1.0 | | 1,600 | 118 | 121 | 0.07 | 0.08 |
| NBL | 1.0 | | 1,600 | 32 | 72 | 0.02 | 0.04 * |
| NBT | 2.0 | | 3,200 | 1,076 | 731 | 0.34 * | 0.23 |
| NBR | 1.0 | DF | 1,600 | 155 | 125 | 0.10 | 0.08 |
| SBL | 1.0 | | 1,600 | 88 | 108 | 0.05 * | 0.07 |
| SBT | 2.0 | | 3,200 | 844 | 1,423 | 0.26 | 0.44 * |
| SBR | 1.0 | DF | 1,600 | 29 | 39 | 0.02 | 0.02 |
| E/W Critical Movements | | | | | | 0.287 | 0.242 |
| N/S Critical Movements | | | | | | 0.018 | 0.068 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.405** | **0.410** |
| Level of Service (LOS) | | | | | | **A** | **A** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 4
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Norwalk Blvd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 0.0 | Sh | 0 | 45 | 37 | 0.00 | 0.00 |
| EBT | 1.0 | | 1,600 | 251 | 129 | 0.22 * | 0.13 * |
| EBR | 0.0 | Sh | 0 | 55 | 50 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 112 | 176 | 0.07 * | 0.11 * |
| WBT | 1.0 | | 1,600 | 203 | 391 | 0.13 | 0.24 |
| WBR | 1.0 | | 1,600 | 119 | 122 | 0.07 | 0.08 |
| NBL | 1.0 | | 1,600 | 33 | 72 | 0.02 | 0.05 * |
| NBT | 2.0 | | 3,200 | 1,086 | 739 | 0.34 * | 0.23 |
| NBR | 1.0 | DF | 1,600 | 156 | 126 | 0.10 | 0.08 |
| SBL | 1.0 | | 1,600 | 89 | 109 | 0.06 * | 0.07 |
| SBT | 2.0 | | 3,200 | 853 | 1,437 | 0.27 | 0.45 * |
| SBR | 1.0 | DF | 1,600 | 30 | 40 | 0.02 | 0.02 |
| E/W Critical Movements | | | | | | 0.289 | 0.245 |
| N/S Critical Movements | | | | | | 0.018 | 0.068 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.407** | **0.413** |
| Level of Service (LOS) | | | | | | **A** | **A** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:
- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 4
**EAST/WEST:** Lakeland Rd.
**NORTH/SOUTH:** Norwalk Blvd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 0.0 | Sh | 0 | 45 | 37 | 0.00 | 0.00 |
| EBT | 1.0 | | 1,600 | 251 | 129 | 0.22 * | 0.13 * |
| EBR | 0.0 | Sh | 0 | 55 | 50 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 122 | 215 | 0.08 * | 0.13 * |
| WBT | 1.0 | | 1,600 | 203 | 391 | 0.13 | 0.24 |
| WBR | 1.0 | | 1,600 | 147 | 235 | 0.09 | 0.15 |
| NBL | 1.0 | | 1,600 | 33 | 72 | 0.02 | 0.05 * |
| NBT | 2.0 | | 3,200 | 1,099 | 743 | 0.34 * | 0.23 |
| NBR | 1.0 | DF | 1,600 | 173 | 131 | 0.11 | 0.08 |
| SBL | 1.0 | | 1,600 | 188 | 142 | 0.12 * | 0.09 |
| SBT | 2.0 | | 3,200 | 853 | 1,437 | 0.27 | 0.45 * |
| SBR | 1.0 | DF | 1,600 | 30 | 40 | 0.02 | 0.02 |
| E/W Critical Movements | | | | | | 0.296 | 0.269 |
| N/S Critical Movements | | | | | | 0.018 | 0.089 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.414** | **0.458** |
| Level of Service (LOS) | | | | | | **A** | **A** |
| | | | | | | 0.007 Δ | 0.045 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 5
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Norwalk Blvd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | PP | 1,600 | 241 | 201 | 0.15 * | 0.13 |
| EBT | 2.0 | | 3,200 | 1,140 | 1,814 | 0.36 | 0.57 * |
| EBR | 1.0 | DF | 1,600 | 220 | 29 | 0.14 | 0.02 |
| WBL | 1.0 | PP | 1,600 | 168 | 235 | 0.10 | 0.15 * |
| WBT | 2.0 | | 3,200 | 1,150 | 936 | 0.36 * | 0.29 |
| WBR | 1.0 | DF | 1,600 | 106 | 49 | 0.07 | 0.03 |
| NBL | 1.0 | PP | 1,600 | 275 | 195 | 0.17 * | 0.12 * |
| NBT | 2.0 | | 3,200 | 989 | 688 | 0.31 | 0.21 |
| NBR | 1.0 | DF | 1,600 | 134 | 185 | 0.08 | 0.12 |
| SBL | 1.0 | PP | 1,600 | 102 | 182 | 0.06 | 0.11 |
| SBT | 2.0 | | 3,200 | 745 | 1,035 | 0.23 * | 0.32 * |
| SBR | 1.0 | DF | 1,600 | 104 | 169 | 0.07 | 0.11 |
| E/W Critical Movements | | | | | | 0.510 | 0.714 |
| N/S Critical Movements | | | | | | 0.405 | 0.445 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.015** | **1.259** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 5
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Norwalk Blvd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | PP | 1,600 | 244 | 203 | 0.15 * | 0.13 |
| EBT | 2.0 | | 3,200 | 1,152 | 1,832 | 0.36 | 0.57 * |
| EBR | 1.0 | DF | 1,600 | 222 | 30 | 0.14 | 0.02 |
| WBL | 1.0 | PP | 1,600 | 169 | 238 | 0.11 | 0.15 * |
| WBT | 2.0 | | 3,200 | 1,162 | 946 | 0.36 * | 0.30 |
| WBR | 1.0 | DF | 1,600 | 107 | 50 | 0.07 | 0.03 |
| NBL | 1.0 | PP | 1,600 | 277 | 197 | 0.17 * | 0.12 * |
| NBT | 2.0 | | 3,200 | 999 | 695 | 0.31 | 0.22 |
| NBR | 1.0 | DF | 1,600 | 136 | 187 | 0.08 | 0.12 |
| SBL | 1.0 | PP | 1,600 | 103 | 184 | 0.06 | 0.11 |
| SBT | 2.0 | | 3,200 | 753 | 1,046 | 0.24 * | 0.33 * |
| SBR | 1.0 | DF | 1,600 | 105 | 170 | 0.07 | 0.11 |
| E/W Critical Movements | | | | | | 0.515 | 0.721 |
| N/S Critical Movements | | | | | | 0.409 | 0.450 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.024** | **1.271** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 5
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Norwalk Blvd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | PP | 1,600 | 244 | 203 | 0.15 * | 0.13 |
| EBT | 2.0 | | 3,200 | 1,228 | 1,857 | 0.38 | 0.58 * |
| EBR | 1.0 | DF | 1,600 | 308 | 58 | 0.19 | 0.04 |
| WBL | 1.0 | PP | 1,600 | 169 | 238 | 0.11 | 0.15 * |
| WBT | 2.0 | | 3,200 | 1,176 | 1,000 | 0.37 * | 0.31 |
| WBR | 1.0 | DF | 1,600 | 109 | 58 | 0.07 | 0.04 |
| NBL | 1.0 | PP | 1,600 | 302 | 295 | 0.19 * | 0.18 * |
| NBT | 2.0 | | 3,200 | 1,002 | 710 | 0.31 | 0.22 |
| NBR | 1.0 | DF | 1,600 | 149 | 191 | 0.09 | 0.12 |
| SBL | 1.0 | PP | 1,600 | 116 | 188 | 0.07 | 0.12 |
| SBT | 2.0 | | 3,200 | 766 | 1,051 | 0.24 * | 0.33 * |
| SBR | 1.0 | DF | 1,600 | 105 | 170 | 0.07 | 0.11 |
| E/W Critical Movements | | | | | | 0.520 | 0.729 |
| N/S Critical Movements | | | | | | 0.428 | 0.513 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.048** | **1.342** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | 0.024 Δ | 0.071 Δ |
| | | | | | | Impact? **Y** | Impact? **Y** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 5
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Norwalk Blvd.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | PP | 2,880 | 244 | 203 | 0.08 * | 0.07 |
| EBT | 2.0 | | 3,200 | 1,228 | 1,857 | 0.38 | 0.58 * |
| EBR | 1.0 | DF | 1,600 | 308 | 58 | 0.19 | 0.04 |
| WBL | 1.8 | PP | 2,880 | 169 | 238 | 0.06 | 0.08 * |
| WBT | 2.0 | | 3,200 | 1,176 | 1,000 | 0.37 * | 0.31 |
| WBR | 1.0 | DF | 1,600 | 109 | 58 | 0.07 | 0.04 |
| NBL | 1.0 | PP | 1,600 | 302 | 295 | 0.19 * | 0.18 * |
| NBT | 2.0 | | 3,200 | 1,002 | 710 | 0.31 | 0.22 |
| NBR | 1.0 | DF | 1,600 | 149 | 191 | 0.09 | 0.12 |
| SBL | 1.0 | PP | 1,600 | 116 | 188 | 0.07 | 0.12 |
| SBT | 2.0 | | 3,200 | 766 | 1,051 | 0.24 * | 0.33 * |
| SBR | 1.0 | DF | 1,600 | 105 | 170 | 0.07 | 0.11 |
| E/W Critical Movements | | | | | | 0.452 | 0.663 |
| N/S Critical Movements | | | | | | 0.428 | 0.513 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.980** | **1.276** |
| Level of Service (LOS) | | | | | | **E** | **F** |
| | | | | | | -0.044 Δ | 0.005 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 6
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Norwalk Blvd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 435 | 328 | 0.27 * | 0.21 * |
| EBT | 3.0 | | 4,800 | 1,003 | 1,626 | 0.21 | 0.34 |
| EBR | 1.0 | | 1,600 | 279 | 241 | 0.17 | 0.15 |
| WBL | 1.0 | P | 1,600 | 92 | 89 | 0.06 | 0.06 |
| WBT | 3.0 | | 4,800 | 1,731 | 1,180 | 0.37 * | 0.26 * |
| WBR | 0.0 | Sh | 0 | 52 | 66 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 259 | 226 | 0.16 * | 0.14 * |
| NBT | 2.0 | | 3,200 | 482 | 539 | 0.15 | 0.17 |
| NBR | 1.0 | DF | 1,600 | 57 | 68 | 0.04 | 0.04 |
| SBL | 1.0 | P | 1,600 | 111 | 183 | 0.07 | 0.11 |
| SBT | 2.0 | | 3,200 | 664 | 706 | 0.21 * | 0.22 |
| SBR | 1.0 | OL | 1,600 | 130 | 375 | 0.08 | 0.23 * |
| E/W Critical Movements | | | | | | 0.643 | 0.465 |
| N/S Critical Movements | | | | | | 0.369 | 0.376 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.112** | **0.941** |
| Level of Service (LOS) | | | | | | **F** | **E** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 6
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Norwalk Blvd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 440 | 332 | 0.27 * | 0.21 * |
| EBT | 3.0 | | 4,800 | 1,013 | 1,642 | 0.21 | 0.34 |
| EBR | 1.0 | | 1,600 | 282 | 244 | 0.18 | 0.15 |
| WBL | 1.0 | P | 1,600 | 93 | 90 | 0.06 | 0.06 |
| WBT | 3.0 | | 4,800 | 1,748 | 1,191 | 0.38 * | 0.26 * |
| WBR | 0.0 | Sh | 0 | 52 | 66 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 261 | 229 | 0.16 * | 0.14 * |
| NBT | 2.0 | | 3,200 | 487 | 545 | 0.15 | 0.17 |
| NBR | 1.0 | DF | 1,600 | 57 | 68 | 0.04 | 0.04 |
| SBL | 1.0 | P | 1,600 | 112 | 185 | 0.07 | 0.12 |
| SBT | 2.0 | | 3,200 | 670 | 713 | 0.21 * | 0.22 |
| SBR | 1.0 | OL | 1,600 | 132 | 378 | 0.08 | 0.24 * |
| E/W Critical Movements | | | | | | 0.650 | 0.469 |
| N/S Critical Movements | | | | | | 0.373 | 0.379 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.123** | **0.948** |
| Level of Service (LOS) | | | | | | **F** | **E** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 6
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Norwalk Blvd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 440 | 332 | 0.27 * | 0.21 * |
| EBT | 3.0 | | 4,800 | 1,013 | 1,642 | 0.21 | 0.34 |
| EBR | 1.0 | | 1,600 | 282 | 244 | 0.18 | 0.15 |
| WBL | 1.0 | P | 1,600 | 93 | 90 | 0.06 | 0.06 |
| WBT | 3.0 | | 4,800 | 1,749 | 1,195 | 0.38 * | 0.26 * |
| WBR | 0.0 | Sh | 0 | 53 | 70 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 261 | 229 | 0.16 * | 0.14 * |
| NBT | 2.0 | | 3,200 | 492 | 568 | 0.15 | 0.18 |
| NBR | 1.0 | DF | 1,600 | 57 | 68 | 0.04 | 0.04 |
| SBL | 1.0 | P | 1,600 | 112 | 185 | 0.07 | 0.12 |
| SBT | 2.0 | | 3,200 | 696 | 722 | 0.22 * | 0.23 |
| SBR | 1.0 | OL | 1,600 | 132 | 378 | 0.08 | 0.24 * |
| E/W Critical Movements | | | | | | 0.650 | 0.471 |
| N/S Critical Movements | | | | | | 0.381 | 0.379 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.131** | **0.950** |
| Level of Service (LOS) | | | | | | **F** | **E** |
| | | | | | | 0.008 Δ | 0.002 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement
**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 7
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Pioneer Blvd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | PP | 1,600 | 176 | 125 | 0.11 * | 0.08 * |
| EBT | 2.0 | | 3,200 | 1,018 | 1,431 | 0.32 | 0.45 |
| EBR | 1.0 | N | 1,600 | 109 | 132 | 0.07 | 0.08 |
| WBL | 1.0 | PP | 1,600 | 232 | 121 | 0.15 | 0.08 |
| WBT | 2.0 | | 3,200 | 1,608 | 1,917 | 0.50 * | 0.60 * |
| WBR | 1.0 | N | 1,600 | 107 | 112 | 0.07 | 0.07 |
| NBL | 1.8 | P | 2,800 | 358 | 225 | 0.13 | 0.08 * |
| NBT | 2.0 | | 3,200 | 797 | 445 | 0.25 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 99 | 116 | 0.06 | 0.07 |
| SBL | 1.0 | PP | 1,600 | 254 | 111 | 0.16 * | 0.07 |
| SBT | 2.0 | | 3,200 | 783 | 654 | 0.24 | 0.20 * |
| SBR | 1.0 | DF/OL | 1,600 | 221 | 201 | 0.14 | 0.13 |
| E/W Critical Movements | | | | | | 0.612 | 0.677 |
| N/S Critical Movements | | | | | | 0.407 | 0.285 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.119** | **1.062** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 7
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Pioneer Blvd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | PP | 1,600 | 177 | 126 | 0.11 * | 0.08 * |
| EBT | 2.0 | | 3,200 | 1,028 | 1,445 | 0.32 | 0.45 |
| EBR | 1.0 | N | 1,600 | 110 | 134 | 0.07 | 0.08 |
| WBL | 1.0 | PP | 1,600 | 235 | 122 | 0.15 | 0.08 |
| WBT | 2.0 | | 3,200 | 1,624 | 1,936 | 0.51 * | 0.61 * |
| WBR | 1.0 | N | 1,600 | 108 | 113 | 0.07 | 0.07 |
| NBL | 1.8 | P | 2,800 | 361 | 227 | 0.13 | 0.08 * |
| NBT | 2.0 | | 3,200 | 805 | 450 | 0.25 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 100 | 117 | 0.06 | 0.07 |
| SBL | 1.0 | PP | 1,600 | 256 | 112 | 0.16 * | 0.07 |
| SBT | 2.0 | | 3,200 | 791 | 661 | 0.25 | 0.21 * |
| SBR | 1.0 | DF/OL | 1,600 | 223 | 203 | 0.14 | 0.13 |
| E/W Critical Movements | | | | | | 0.618 | 0.684 |
| N/S Critical Movements | | | | | | 0.412 | 0.288 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.130** | **1.072** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 7
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Pioneer Blvd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | PP | 1,600 | 177 | 126 | 0.11 * | 0.08 * |
| EBT | 2.0 | | 3,200 | 1,110 | 1,472 | 0.35 | 0.46 |
| EBR | 1.0 | N | 1,600 | 110 | 134 | 0.07 | 0.08 |
| WBL | 1.0 | PP | 1,600 | 239 | 137 | 0.15 | 0.09 |
| WBT | 2.0 | | 3,200 | 1,645 | 2,019 | 0.51 * | 0.63 * |
| WBR | 1.0 | N | 1,600 | 122 | 167 | 0.08 | 0.10 |
| NBL | 1.8 | P | 2,800 | 361 | 227 | 0.13 | 0.08 * |
| NBT | 2.0 | | 3,200 | 805 | 450 | 0.25 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 123 | 125 | 0.08 | 0.08 |
| SBL | 1.0 | PP | 1,600 | 313 | 130 | 0.20 * | 0.08 |
| SBT | 2.0 | | 3,200 | 791 | 661 | 0.25 | 0.21 * |
| SBR | 1.0 | DF/OL | 1,600 | 223 | 203 | 0.14 | 0.13 |
| E/W Critical Movements | | | | | | 0.625 | 0.710 |
| N/S Critical Movements | | | | | | 0.447 | 0.288 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.172** | **1.098** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | 0.042 Δ | 0.026 Δ |
| | | | | | | Impact? **Y** | Impact? **Y** |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 7
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Pioneer Blvd.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | PP | 2,880 | 177 | 126 | 0.06 * | 0.04 * |
| EBT | 2.0 | | 3,200 | 1,110 | 1,472 | 0.35 | 0.46 |
| EBR | 1.0 | N | 1,600 | 110 | 134 | 0.07 | 0.08 |
| WBL | 1.0 | PP | 1,600 | 239 | 137 | 0.15 | 0.09 |
| WBT | 2.0 | | 3,200 | 1,645 | 2,019 | 0.51 * | 0.63 * |
| WBR | 1.0 | N | 1,600 | 122 | 167 | 0.08 | 0.10 |
| NBL | 1.8 | P | 2,800 | 361 | 227 | 0.13 | 0.08 * |
| NBT | 2.0 | | 3,200 | 805 | 450 | 0.25 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 123 | 125 | 0.08 | 0.08 |
| SBL | 1.0 | PP | 1,600 | 313 | 130 | 0.20 * | 0.08 |
| SBT | 2.0 | | 3,200 | 791 | 661 | 0.25 | 0.21 * |
| SBR | 1.0 | DF/OL | 1,600 | 223 | 203 | 0.14 | 0.13 |
| E/W Critical Movements | | | | | | 0.576 | 0.675 |
| N/S Critical Movements | | | | | | 0.447 | 0.288 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.123** | **1.063** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | -0.007 Δ | -0.009 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 8
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Pioneer Blvd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 105 | 78 | 0.07 * | 0.05 |
| EBT | 3.0 | | 4,800 | 1,787 | 1,883 | 0.40 | 0.43 * |
| EBR | 0.0 | Sh | 0 | 154 | 196 | 0.00 | 0.00 |
| WBL | 1.0 | P | 1,600 | 166 | 253 | 0.10 | 0.16 * |
| WBT | 3.0 | | 4,800 | 2,326 | 2,346 | 0.52 * | 0.51 |
| WBR | 0.0 | Sh | 0 | 156 | 122 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 212 | 345 | 0.13 | 0.22 * |
| NBT | 2.0 | | 3,200 | 308 | 444 | 0.10 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 146 | 207 | 0.09 | 0.13 |
| SBL | 1.0 | P | 1,600 | 225 | 210 | 0.14 * | 0.13 |
| SBT | 2.0 | | 3,200 | 248 | 376 | 0.08 | 0.12 * |
| SBR | 1.0 | DF | 1,600 | 35 | 87 | 0.02 | 0.05 |
| E/W Critical Movements | | | | | | 0.583 | 0.591 |
| N/S Critical Movements | | | | | | 0.237 | 0.333 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.920** | **1.024** |
| Level of Service (LOS) | | | | | | **E** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 8
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Pioneer Blvd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 106 | 79 | 0.07 * | 0.05 |
| EBT | 3.0 | | 4,800 | 1,805 | 1,901 | 0.41 | 0.44 * |
| EBR | 0.0 | Sh | 0 | 155 | 198 | 0.00 | 0.00 |
| WBL | 1.0 | P | 1,600 | 167 | 255 | 0.10 | 0.16 * |
| WBT | 3.0 | | 4,800 | 2,349 | 2,370 | 0.52 * | 0.52 |
| WBR | 0.0 | Sh | 0 | 157 | 123 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 214 | 349 | 0.13 | 0.22 * |
| NBT | 2.0 | | 3,200 | 311 | 449 | 0.10 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 148 | 209 | 0.09 | 0.13 |
| SBL | 1.0 | P | 1,600 | 227 | 212 | 0.14 * | 0.13 |
| SBT | 2.0 | | 3,200 | 251 | 379 | 0.08 | 0.12 * |
| SBR | 1.0 | DF | 1,600 | 36 | 88 | 0.02 | 0.05 |
| E/W Critical Movements | | | | | | 0.588 | 0.597 |
| N/S Critical Movements | | | | | | 0.239 | 0.337 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.927** | **1.034** |
| Level of Service (LOS) | | | | | | **E** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 8
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Pioneer Blvd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 106 | 79 | 0.07 * | 0.05 |
| EBT | 3.0 | | 4,800 | 1,805 | 1,901 | 0.42 | 0.44 * |
| EBR | 0.0 | Sh | 0 | 202 | 213 | 0.00 | 0.00 |
| WBL | 1.0 | P | 1,600 | 167 | 255 | 0.10 | 0.16 * |
| WBT | 3.0 | | 4,800 | 2,350 | 2,374 | 0.52 * | 0.52 |
| WBR | 0.0 | Sh | 0 | 157 | 123 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 225 | 393 | 0.14 | 0.25 * |
| NBT | 2.0 | | 3,200 | 314 | 459 | 0.10 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 148 | 209 | 0.09 | 0.13 |
| SBL | 1.0 | P | 1,600 | 227 | 212 | 0.14 * | 0.13 |
| SBT | 2.0 | | 3,200 | 261 | 382 | 0.08 | 0.12 * |
| SBR | 1.0 | DF | 1,600 | 36 | 88 | 0.02 | 0.05 |
| E/W Critical Movements | | | | | | 0.589 | 0.600 |
| N/S Critical Movements | | | | | | 0.240 | 0.365 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.929** | **1.065** |
| Level of Service (LOS) | | | | | | **E** | **F** |
| | | | | | | 0.002 Δ | 0.031 Δ |
| | | | | | | Impact? N | Impact? **Y** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 8
**EAST/WEST:** Telegraph Rd.
**NORTH/SOUTH:** Pioneer Blvd.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.0 | P | 1,600 | 106 | 79 | 0.07 * | 0.05 * |
| EBT | 3.0 | | 4,800 | 1,805 | 1,901 | 0.42 | 0.44 |
| EBR | 0.0 | Sh | 0 | 202 | 213 | 0.00 | 0.00 |
| WBL | 1.8 | P | 2,880 | 167 | 255 | 0.06 | 0.09 |
| WBT | 3.0 | | 4,800 | 2,350 | 2,374 | 0.52 * | 0.52 * |
| WBR | 0.0 | Sh | 0 | 157 | 123 | 0.00 | 0.00 |
| NBL | 1.0 | P | 1,600 | 225 | 393 | 0.14 | 0.25 * |
| NBT | 2.0 | | 3,200 | 314 | 459 | 0.10 * | 0.14 |
| NBR | 1.0 | DF | 1,600 | 148 | 209 | 0.09 | 0.13 |
| SBL | 1.0 | P | 1,600 | 227 | 212 | 0.14 * | 0.13 |
| SBT | 2.0 | | 3,200 | 261 | 382 | 0.08 | 0.12 * |
| SBR | 1.0 | DF | 1,600 | 36 | 88 | 0.02 | 0.05 |
| E/W Critical Movements | | | | | | 0.589 | 0.569 |
| N/S Critical Movements | | | | | | 0.240 | 0.365 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **0.929** | **1.034** |
| Level of Service (LOS) | | | | | | **E** | **F** |
| | | | | | | 0.002 Δ | 0.000 Δ |
| | | | | | | Impact? N | Impact? N |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement
**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 9
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Orr and Day Rd.

| | Existing (Year 2014) Base Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | P | 2,800 | 482 | 571 | 0.17 * | 0.20 * |
| EBT | 2.0 | | 3,200 | 1,541 | 2,119 | 0.53 | 0.68 |
| EBR | 0.0 | Sh | 0 | 156 | 45 | 0.00 | 0.00 |
| WBL | 1.0 | P | 1,600 | 10 | 11 | 0.01 | 0.01 |
| WBT | 2.0 | | 3,200 | 1,955 | 2,122 | 0.61 * | 0.66 * |
| WBR | 1.0 | | 1,600 | 170 | 116 | 0.11 | 0.07 |
| NBL | 1.5 | PP | 2,400 | 230 | 187 | 0.10 * | 0.08 * |
| NBT | 1.5 | | 2,400 | 340 | 93 | 0.17 | 0.05 |
| NBR | 0.0 | Sh | 0 | 77 | 37 | 0.00 | 0.00 |
| SBL | 1.5 | PP | 2,400 | 242 | 209 | 0.10 | 0.09 |
| SBT | 0.5 | | 800 | 66 | 52 | 0.08 | 0.06 |
| SBR | 2.0 | OL | 3,200 | 1,162 | 903 | 0.36 * | 0.28 * |
| E/W Critical Movements | | | | | | 0.783 | 0.867 |
| N/S Critical Movements | | | | | | 0.459 | 0.360 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.342** | **1.327** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**INTERSECTION #:** 9
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Orr and Day Rd.

| | Year 2015 (without Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | P | 2,800 | 487 | 576 | 0.17 * | 0.21 * |
| EBT | 2.0 | | 3,200 | 1,557 | 2,140 | 0.54 | 0.68 |
| EBR | 0.0 | Sh | 0 | 157 | 46 | 0.00 | 0.00 |
| WBL | 1.0 | P | 1,600 | 10 | 11 | 0.01 | 0.01 |
| WBT | 2.0 | | 3,200 | 1,975 | 2,143 | 0.62 * | 0.67 * |
| WBR | 1.0 | | 1,600 | 171 | 117 | 0.11 | 0.07 |
| NBL | 1.5 | PP | 2,400 | 233 | 189 | 0.10 * | 0.08 * |
| NBT | 1.5 | | 2,400 | 344 | 94 | 0.18 | 0.05 |
| NBR | 0.0 | Sh | 0 | 78 | 38 | 0.00 | 0.00 |
| SBL | 1.5 | PP | 2,400 | 245 | 211 | 0.10 | 0.09 |
| SBT | 0.5 | | 800 | 66 | 52 | 0.08 | 0.07 |
| SBR | 2.0 | OL | 3,200 | 1,173 | 912 | 0.37 * | 0.28 * |
| E/W Critical Movements | | | | | | 0.791 | 0.876 |
| N/S Critical Movements | | | | | | 0.464 | 0.364 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.355** | **1.340** |
| Level of Service (LOS) | | | | | | **F** | **F** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 9
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Orr and Day Rd.

| | Project Completion (Year 2015 + Project) Conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | P | 2,800 | 487 | 576 | 0.17 * | 0.21 * |
| EBT | 2.0 | | 3,200 | 1,639 | 2,167 | 0.56 | 0.69 |
| EBR | 0.0 | Sh | 0 | 157 | 46 | 0.00 | 0.00 |
| WBL | 1.0 | P | 1,600 | 10 | 11 | 0.01 | 0.01 |
| WBT | 2.0 | | 3,200 | 1,996 | 2,226 | 0.62 * | 0.70 * |
| WBR | 1.0 | | 1,600 | 171 | 117 | 0.11 | 0.07 |
| NBL | 1.5 | PP | 2,400 | 233 | 189 | 0.10 * | 0.08 * |
| NBT | 1.5 | | 2,400 | 344 | 94 | 0.18 | 0.05 |
| NBR | 0.0 | Sh | 0 | 78 | 38 | 0.00 | 0.00 |
| SBL | 1.5 | PP | 2,400 | 245 | 211 | 0.10 | 0.09 |
| SBT | 0.5 | | 800 | 66 | 52 | 0.08 | 0.07 |
| SBR | 2.0 | OL | 3,200 | 1,173 | 912 | 0.37 * | 0.28 * |
| E/W Critical Movements | | | | | | 0.798 | 0.902 |
| N/S Critical Movements | | | | | | 0.464 | 0.364 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.362** | **1.366** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | 0.007 Δ | 0.026 Δ |
| | | | | | | Impact? N | Impact? **Y** |

Notes: ICU - Intersection Capacity Utilization
V/C - Volume-to-Capacity Ratio
Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*
* Critical movement
**Bold** indicates turning movement with peak hour project trips added

## INTERSECTION CAPACITY UTILIZATION (ICU) CALCULATION WORKSHEET

**Warehouse** (1,203,965 SF) + **Light Industrial** (19,786 SF) use

**INTERSECTION #:** 9
**EAST/WEST:** Florence Ave.
**NORTH/SOUTH:** Orr and Day Rd.

| | Mitigated Project Conditions (Year 2015 + Project) | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | Peak Hour Volume | | V/C Ratio | |
| Movement | Lanes | | Capacity† (vphpl) | AM | PM | AM | PM |
| EBL | 1.8 | P | 2,800 | 487 | 576 | 0.17 * | 0.21 * |
| EBT | 2.5 | | 4,000 | 1,639 | 2,167 | 0.41 | 0.54 |
| EBR | 0.5 | Sh | 800 | 157 | 46 | 0.20 | 0.06 |
| WBL | 1.8 | P | 2,880 | 10 | 11 | 0.00 | 0.00 |
| WBT | 2.5 | | 4,000 | 1,996 | 2,226 | 0.50 * | 0.56 * |
| WBR | 0.5 | | 800 | 171 | 117 | 0.21 | 0.15 |
| NBL | 1.0 | PP | 1,600 | 233 | 189 | 0.15 * | 0.12 * |
| NBT | 1.5 | | 2,400 | 344 | 94 | 0.14 | 0.04 |
| NBR | 0.5 | Sh | 800 | 78 | 38 | 0.10 | 0.05 |
| SBL | 1.0 | PP | 1,600 | 245 | 211 | 0.15 | 0.13 |
| SBT | 1.0 | | 1,600 | 66 | 52 | 0.04 | 0.03 |
| SBR | 2.0 | OL | 3,200 | 1,173 | 912 | 0.37 * | 0.28 * |
| E/W Critical Movements | | | | | | 0.673 | 0.762 |
| N/S Critical Movements | | | | | | 0.512 | 0.403 |
| Additional Lost Time/Clearance Interval† | | | | | | 0.100 | 0.100 |
| ICU | | | | | | **1.285** | **1.265** |
| Level of Service (LOS) | | | | | | **F** | **F** |
| | | | | | | -0.070 Δ Impact? N | -0.075 Δ Impact? N |

Notes: ICU - Intersection Capacity Utilization

V/C - Volume-to-Capacity Ratio

Right Turn Conditions:

- Sh - Shared lane
- P - Protected phase / turn lane
- PP - Protected/Permissive phase / turn lane
- U - Unprotected right turn lane
- N - No right turn movement on red
- F - Free right turn lane
- OL - Overlap right turn movement
- DF - "De facto" right turn lane

† Per County of Los Angeles Department of Public Works *TIA Report Guidelines*

* Critical movement

**Bold** indicates turning movement with peak hour project trips added

# MITIGATION MONITORING AND REPORTING PROGRAM

# SCH# 2014101063

## GLC SANTA FE SPRINGS
## 12345 LAKELAND ROAD & 12332 FLORENCE AVENUE
## SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

**APRIL 22, 2015**
SFSP 019

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## 1. OVERVIEW OF THE PROJECT

The proposed project involves the construction of a new logistics center development totaling approximately 1,210,800 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet). The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,634 square feet; Building 2 will consist of approximately 506,465 square feet; and Building 3 will consist of approximately 300,700 square feet.

## 2. DISCRETIONARY APPROVALS AND PERMITS

The proposed project will require the following discretionary approvals from the City of Santa Fe Springs Planning Commission:

- The project will require a Development Plan Approval (DPA) for each of the three buildings (DPA Case No. 887, DPA Case No. 888, and DPA Case No. 889);
- The project will require the approval of a Tentative Parcel Map (TPM Case No. 73063) to subdivide the property to create three individual parcels, one parcel for each of the three buildings;
- The certification of the Final EIR prepared for the proposed project; and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed project.

Other permits will be required as part of the proposed project's approval. These other permits will include, but may not be limited to the following:

- Encroachment permits for the proposed curb cuts for driveways;
- A Construction Stormwater Permit (State of California Water Resources Control Board);
- A General Industrial Stormwater Permit (State of California Water Resources Control Board);
- A Building Permit (City of Santa Fe Springs); and,
- An Occupancy Permit (City of Santa Fe Springs).

## 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.

## 4. MITIGATION MEASURES

To further reduce the potential for spill-over lighting, the following mitigation will be required:

*Mitigation Measure 1 (Light and Glare Impacts).* Exterior lighting on the buildings and in the yard area must be designed and shielded to prevent light trespass. This mitigation can be effectively implemented using shorter lighting standards and shielding. A photometric lighting plan must also be reviewed and approved by the Planning and Development Department and Police Services Department.

The following mitigation measures will be effective in reducing potential construction-related air quality impacts:

*Mitigation Measure 2 (Construction Air Quality Impacts).* Unpaved construction areas shall be watered during excavation, grading, and construction and temporary dust covers shall be used to reduce dust emissions and in order to meet SCAQMD Rule 403. Watering would reduce fugitive dust by as much as 55 percent.

*Mitigation Measure 3 (Construction Air Quality Impacts).* The Applicant or General Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

*Mitigation Measure 4 (Construction Air Quality Impacts).* Materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

*Mitigation Measure 5 (Construction Air Quality Impacts).* All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

*Mitigation Measure 6 (Construction Air Quality Impacts).* The Applicant shall ensure that trucks carrying debris are hosed off before leaving the construction site.

*Mitigation Measure 7 (Construction Air Quality Impacts).* The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures.

SCAQMD staff recommends that the following changes and additional measures be incorporated into the proposed project and FEIR to further reduce project impacts in addition to the measures included in the DEIR.

*Mitigation Measure 8 (Construction Air Quality Impacts).* Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles) have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions

standards according to the following:

- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall use trucks that meet EPA 2007 model year $NO_x$ emissions requirements.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment.

The following mitigation measures will be effective in reducing potential operational air quality impacts:

*Mitigation Measure 9 (Operational Air Quality Impacts).* The facility will prohibit the idling of trucks while waiting to be loaded or unloaded. Signage must be posted within the entryways to the truck maneuvering and the receiving areas.

*Mitigation Measure 10 (Operational Air Quality Impacts).* SCAQMD staff recommends the addition of the following mitigation measures to further reduce project impacts during operation:

- Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

- Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors based on guidance from the California Air Resource Board (CARB) guidance.

- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.

- Design the site such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside of the facility.

- On-site equipment should be alternative fueled.
- Improve traffic flow by signal synchronization.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Because the proposed Project generates significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and project Applicant.
- At a minimum, require upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the occupant should also be required to accept and use them.
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant $NO_x$ impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead Agency require the proposed facility and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use.

*Mitigation Measure 11 (Operational Air Quality Impacts).* SCAQMD staff recommends the following on-site area source mitigation measures below to reduce the project's regional air quality impacts from VOC, CO, $NO_x$, $PM_{10}$ and $PM_{2.5}$ emissions during operation. These measure should be incorporated pursuant to CEQA Guidelines §15126.4, §15369.5.

- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, lighting devices, and appliances.

- Install light colored "cool" roofs and cool pavements.
- Limit the use of outdoor lighting to only that needed for safety and security purposes.
- Use of water-based or low VOC cleaning products.

The following mitigation measure will be required to address potentially significant cultural resources impacts.

*Mitigation Measure 12 (Cultural Resources Impacts).* If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

To ensure that future demolition activities do not result in the release of any hazardous or chemical wastes, the following mitigation measures are identified herein as a means to address this potential impact.

*Mitigation Measure 13 (Hazards & Hazardous Materials Impacts).* Should any hazardous materials be encountered during future removal of substructures, the contractors employed by RDX shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

*Mitigation Measure 14 (Hazards & Hazardous Materials Impacts).* The building contractors employed by RDX must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during removal activities.

*Mitigation Measure 15 (Hazards & Hazardous Materials Impacts).* The proposed project site's history of oil production and the historical presence of oil production wells on the site) and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion.

*Mitigation Measure 16 (Hazards & Hazardous Materials Impacts).* The GLC once operational, will be required to prepare and maintain an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

The methane risk will be addressed with the implementation of the following mitigation.

*Mitigation Measure 17 (Hazards & Hazardous Materials Impacts).* The Applicant must provide the City with an updated soils assessment to ascertain the location and extent of potential methane contamination within the soils that underlie the project site. Following the soils assessment, the Applicant will be required to install an active methane detection system should it be determined following field

investigations that such devices are needed. The system is designed to detect specific concentrations of combustible gas within a structure and to warn the occupants using alarms when unsafe concentrations are detected. Other measures may include a gas membrane barrier constructed under the new building foundation or other devices recommended by the soils engineer, the City, or responsible agencies.

The following mitigation measures will be effective in reducing potential water quality impacts:

*Mitigation Measure 18 (Water Quality Impacts).* The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.

*Mitigation Measure 19 (Water Quality Impacts).* During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

*Mitigation Measure 20 (Water Quality Impacts).* Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.

*Mitigation Measure 21 (Water Quality Impacts).* Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

The following mitigation measure will ensure that operational noise levels do not significantly impact noise sensitive land uses in the area:

*Mitigation Measure 22 (Operational Noise).* The Applicant shall be required to screen the building's equipment (air conditioning, refrigeration, etc.) and machinery related to the future user, as necessary to attenuate noise.

The following mitigation measures will be required to reduce the potential traffic impacts.

*Mitigation Measure 23 (Traffic and Circulation Impacts).* The project will be required to implement those mitigation measures in design improvements identified in Table 3-19 of the Final EIR (Section 6.2.4). The specific physical improvements will be applicable to the following intersections: Lakeland Road and Bloomfield Avenue, Telegraph Road and Bloomfield Avenue, and Florence Avenue at Orr and Day Road. Mitigation Measure 21 will be applicable to the remaining four intersections shown in Table 3-19 of the Final EIR (Section 6.2.4).

*Mitigation Measure 24 (Traffic and Circulation Impacts).* The project Applicant will pay an in-lieu traffic fee to be used for improvements to the City's CENTRACS traffic control system such as installation of the fiber optic cable, video detection cameras, CCTV monitoring cameras, etc. The City will supervise the design and installation of the proposed project.

# 5. MITIGATION MONITORING MATRIX

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 provided below and on the following pages.

**TABLE 1**
**MITIGATION-MONITORING PROGRAM**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 1 (Light and Glare Impacts).** Exterior lighting on the buildings and in the yard area must be designed and shielded to prevent light trespass. This mitigation can be effectively implemented using shorter lighting standards and shielding. A photometric lighting plan must also be reviewed and approved by the Planning and Development Department and Police Services Department. *(Applicant is responsible for implementation)* | City of Santa Fe Springs Planning and Development Department and Police Services Department • *(Applicant is responsible for implementation)* | *Prior to the issuance of building permits.* • Mitigation ends at the completion of the design phase. | Date: Name & Title: |
| **Mitigation Measure 2 (Construction Air Quality Impacts).** Unpaved construction areas shall be watered during excavation, grading, and construction and temporary dust covers shall be used to reduce dust emissions and in order to meet SCAQMD Rule 403. Watering would reduce fugitive dust by as much as 55 percent. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |
| **Mitigation Measure 3 (Construction Air Quality Impacts).** The Applicant or General Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |
| **Mitigation Measure 4 (Construction Air Quality Impacts).** Materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |

**TABLE 1**
**MITIGATION-MONITORING PROGRAM (CONTINUED)**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 5 (Construction Air Quality Impacts).** All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |
| **Mitigation Measure 6 (Construction Air Quality Impacts).** The Applicant shall ensure that trucks carrying debris are hosed off before leaving the construction site. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |
| **Mitigation Measure 7 (Construction Air Quality Impacts).** The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |
| **Mitigation Measure 8 (Construction Air Quality Impacts).** Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles) have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:<br>• Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.<br>• Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year $NO_x$ emissions requirements.<br>• A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. | City of Santa Fe Springs Planning and Development Department and the SCAQMD • *(Applicant is responsible for implementation)* | *During the project's construction phase.* • Mitigation ends when construction is completed. | Date: Name & Title: |

**TABLE 1**
**MITIGATION-MONITORING PROGRAM (CONTINUED)**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 8 (continued)**<br>• Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. | | | |
| **Mitigation Measure 9 (Operational Air Quality Impacts).** The facility will prohibit the idling of trucks while waiting to be loaded or unloaded. Signage must be posted within the entryways to the truck maneuvering and the receiving areas. | City of Santa Fe Springs Planning and Development Department and the SCAQMD<br>•<br>*(Applicant is responsible for implementation)* | *During the project's construction phase.*<br>•<br>Mitigation ends when construction is completed. | Date:<br>Name & Title: |
| **Mitigation Measure 10 (Operational Air Quality Impacts).** SCAQMD staff recommends the addition of the following Mitigation Measures to further reduce project impacts during operation:<br>• Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.<br>• Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors based on guidance from the California Air Resource Board (CARB) guidance.<br>• Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.<br>• Design the site such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside of the facility.<br>• On-site equipment should be alternative fueled. • Improve traffic flow by signal synchronization.<br>• Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas. | City of Santa Fe Springs Planning and Development Department and the SCAQMD<br>•<br>*(Applicant is responsible for implementation)* | *Prior to issuance of occupancy permits.*<br>•<br>Mitigation continues over the project's operational life. | Date:<br>Name & Title: |

**TABLE 1**
**MITIGATION-MONITORING PROGRAM (CONTINUED)**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 10 (continued)**<br>• Because the proposed Project generates significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and project Applicant.<br>• At a minimum, require upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the occupant should also be required to accept and use them.<br>•Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant $NO_x$ impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead Agency require the proposed facility and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use. | | | |
| **Mitigation Measure 11 (Operational Air Quality Impacts).** SCAQMD staff recommends the following on-site area source mitigation measures below to reduce the project's regional air quality impacts from VOC, CO, $NO_x$, $PM_{10}$ and $PM_{2.5}$ emissions during operation. These measure should be incorporated pursuant to CEQA Guidelines §15126.4, §15369.5.<br>• Use light colored paving and roofing materials.<br>• Utilize only Energy Star heating, cooling, lighting devices, and appliances.<br>• Install light colored "cool" roofs and cool pavements.<br>• Limit the use of outdoor lighting to only that needed for safety and security purposes.<br>• Use of water-based or low VOC cleaning products. | City of Santa Fe Springs Planning and Development Department and the SCAQMD<br>•<br>*(Applicant is responsible for implementation)* | *Prior to issuance of occupancy permits.*<br>•<br>Mitigation continues over the project's operational life. | Date:<br>Name & Title: |

**TABLE 1**
**MITIGATION-MONITORING PROGRAM (CONTINUED)**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 12 (Cultural Resources Impacts).** If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. | City of Santa Fe Springs Planning and Development Department • *(Applicant is responsible for implementation)* | *Prior to issuance of a grading permit.* • Mitigation ends when grading is completed. | Date: Name & Title: |
| **Mitigation Measure 13 (Hazards & Hazardous Materials Impacts).** Should any hazardous materials be encountered during future removal of substructures, the contractors employed by RDX shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public. | Chief Building Official and City Engineer • *(Applicant is responsible for implementation)* | *Prior to issuance of a grading permit.* • Mitigation ends when grading is completed. | Date: Name & Title: |
| **Mitigation Measure 14 (Hazards & Hazardous Materials Impacts).** The building contractors employed by RDX must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during removal activities. | Chief Building Official and City Engineer • *(RDX is responsible for implementation)* | *Prior to issuance of occupancy permits.* • Mitigation continues over the project's operational life. | Date: Name & Title: |
| **Mitigation Measure 15 (Hazards & Hazardous Materials Impacts).** The proposed project site's history of oil production and the historical presence of oil production wells on the site) and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion. | Chief Building Official and City Engineer • *(Applicant is responsible for implementation)* | *Prior to issuance of occupancy permits.* • Mitigation continues over the project's operational life. | Date: Name & Title: |
| **Mitigation Measure 16 (Hazards & Hazardous Materials Impacts).** The GLC once operational, will be required to prepare and maintain an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs. | Chief Building Official and City Engineer • *(Applicant is responsible for implementation)* | *Prior to issuance of occupancy permits.* • Mitigation continues over the project's operational life. | Date: Name & Title: |

**TABLE 1**
**MITIGATION-MONITORING PROGRAM (CONTINUED)**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 17 (Hazards & Hazardous Materials Impacts).** The Applicant must provide the City with an updated soils assessment to ascertain the location and extent of potential methane contamination within the soils that underlie the project site. Following the soils assessment, the Applicant will be required to install an active methane detection system should it be determined following field investigations that such devices are needed. The system is designed to detect specific concentrations of combustible gas within a structure and to warn the occupants using alarms when unsafe concentrations are detected. Other measures may include a gas membrane barrier constructed under the new building foundation or other devices recommended by the soils engineer, the City, or responsible agencies. | City of Santa Fe Springs Planning and Development Department and City Engineer<br>•<br>*(Applicant is responsible for implementation)* | *Prior to issuance of construction permits.*<br>•<br>Mitigation ends when construction is completed. | Date:<br>Name & Title: |
| **Mitigation Measure 18 (Water Quality Impacts).** The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act. | Chief Building Official and City Engineer<br>•<br>*(Applicant is responsible for implementation)* | *Prior to issuance of building permits.*<br>•<br>Mitigation continues over the project's operational life. | Date:<br>Name & Title: |
| **Mitigation Measure 19 (Water Quality Impacts).** During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State, and Federal requirements. | Chief Building Official and City Engineer<br>•<br>*(Applicant is responsible for implementation* | *During the project's construction phase.*<br>•<br>Mitigation ends at the completion of the construction phase. | Date:<br>Name & Title: |
| **Mitigation Measure 20 (Water Quality Impacts).** Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable. | Chief Building Official and City Engineer<br>•<br>*(Applicant is responsible for implementation* | *During the project's construction phase.*<br>•<br>Mitigation ends at the completion of the construction phase. | Date:<br>Name & Title: |
| **Mitigation Measure 21 (Water Quality Impacts).** Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind. | Chief Building Official and City Engineer<br>•<br>*(Applicant is responsible for implementation* | *During the project's construction phase.*<br>•<br>Mitigation ends at the completion of the construction phase. | Date:<br>Name & Title: |

**TABLE 1**
**MITIGATION-MONITORING PROGRAM (CONTINUED)**

| Measure | Enforcement Agency | Monitoring Phase | Verification |
|---|---|---|---|
| **Mitigation Measure 22 (Operational Noise).** The Applicant shall be required to screen the building's equipment (air conditioning, refrigeration, etc.) and machinery related to the future user, as necessary to attenuate noise. | City of Santa Fe Springs Planning and Development Department • *(Applicant is responsible for implementation* | *Prior to issuance of occupancy permits.* • Mitigation continues over the project's operational life. | Date: Name & Title: |
| **Mitigation Measure 23 (Traffic and Circulation Impacts).** *Mitigation Measure 20 (Traffic and Circulation Impacts).* The project will be required to implement those mitigation measures in design improvements identified in Table 3-19 of the Final EIR (Section 6.2.4). The specific physical improvements will be applicable to the following intersections: Lakeland Road and Bloomfield Avenue, Telegraph Road and Bloomfield Avenue, and Florence Avenue at Orr and Day Road. | City of Santa Fe Springs Planning and Development Department and City Engineer. • *(Applicant is responsible for implementation* | *Prior to the issuance of building permits* • Mitigation ends at the completion of the design phase. | Date: Name & Title: |
| **Mitigation Measure 24 (Traffic and Circulation Impacts).** The project Applicant will pay an in-lieu traffic fee to be used for improvements to the City's CENTRACS traffic control system such as installation of the fiber optic cable, video detection cameras, CCTV monitoring cameras, etc. The City will supervise the design and installation of the proposed project. | City of Santa Fe Springs Planning and Development Department and City Engineer. • *(Applicant is responsible for implementation* | *Prior to the issuance of building permits* • Mitigation ends at the completion of the design phase. | Date: Name & Title: |

# MINUTES
# ADJOURNED MEETING
# SANTA FE SPRINGS PLANNING COMMISSION
# April 27, 2015

**1. CALL TO ORDER**

Vice Chairperson Madrigal called the study session to order at 5:04 p.m.

**2. PLEDGE OF ALLEGIANCE**

Vice Chairperson Madrigal led the Pledge of Allegiance.

**3. ROLL CALL**

Present: Vice Chairperson Madrigal
Commissioner Arnold
Commissioner Ybarra
Commissioner Zamora

Staff: Wayne Morrell, Director of Planning
Steve Skolnik, City Attorney
Cuong Nguyen, Senior Planner
Paul Garcia, Planning Consultant
Teresa Cavallo, Planning Secretary
Luis Collazo, Code Enforcement
Gurdeep Kaur, Planning Intern
Elijio Sandoval, Planning Intern
Tom Lopez, Public Works Traffic Consultant

Absent: Chairperson Johnston

Council: Mayor Laurie Rios

**4. ORAL COMMUNICATIONS**

Oral Communications were opened at 5:05 p.m. There being no one wishing to speak, Oral Communications were closed at 5:05 p.m.

**5. MINUTES**

Approval of the minutes of the April 13, 2015 Adjourned Regular Planning Commission Meeting.

Commissioner Zamora moved to approve the minutes of the April 13, 2015 Planning Commission meeting; Commissioner Ybarra seconded the motion. There being no objections the minutes were unanimously approved and filed as submitted.

**6. PUBLIC HEARING – Continued from April 13, 2015 Planning Commission Meeting**

**Development Plan Approval Case Nos. 887 - 889 and Environmental Documents**

A request for approval of Development Plan Approval (DPA). **DPA Case No. 887**: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); **DPA Case No. 888**: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building

(Building 2); and **DPA Case No. 889**: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3) on an approximately 54-acre site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

See Item No. 7 below.

7. **PUBLIC HEARING - Continued from April 13, 2015 Planning Commission Meeting**
**Tentative Parcel Map No. 73063 and Environmental Documents**
Request for approval to allow the approximately +/-54-acre subject site to be subdivided into four (4) separate parcels: 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4) for property located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

City Attorney Steve Skolnik notified everyone that both Item Nos. 6 and 7 would be heard jointly.

Vice Chairperson Madrigal opened the Public Hearing at 5:06 p.m. for Item Nos. 6 and 7. Senior Planner Cuong Nguyen presented Item Nos. 6 and 7 before the Planning Commission. Present in the audience: Marc Blodgett, Environmental Consultant for City of Santa Fe Springs, Lang Contrell, Regional Director for Goodman Birtcher, Ryan Jones, Vice President for Goodman Birtcher, Jaime Cruz, Architect HPA for Goodman Birtcher, and Fred Minagar, Traffic Consultant for Goodman Birtcher.

Senior Planner Cuong Nguyen distributed a letter to the Planning Commissioners that Staff received against the development project. City Attorney Steve Skolnik indicated that the letter is a boiler plate and that a response is not warranted since it does not have specific allegations on how it is non-compliant with CEQA, if it did then we would be required to respond and we do not believe that there are any CEQA violations with regard to what we are proposing.

Vice Chairperson Madrigal stated that the letter references that the project does not meet the City's Zoning Code but that it was not specific. Senior Planner Cuong Nguyen stated that the project did not require any modifications or zone variance entitlements and that the project met the City's zoning standards. City Attorney Steve Skolnik commented that the letters was written by someone who did not have knowledge or the specifics of the property.

Commissioner Ybarra wanted to acknowledge the Planning staff for providing such an informative Agenda package and to keep up the good work.

Commissioner Arnold inquired about the traffic impact study referencing data from 2013 and modified by an increase of one percent. Commissioner Arnold further inquired if the study took into consideration the economic upswing. Environmental Consultant Marc Blodgett replied that the 2013 data was the most recent and that a growth factor was taken into consideration as a protocol from various regional agencies that follow Caltrans. Mr. Blodgett also indicated that when this project begun because of the recession in 2008 – 2012, it was found that as much as a 20% decline in traffic was noted within many of the surrounding cities. However, in 2013 the rebound was very robust at that point, and if you look at this part in Santa Fe Springs there has not been much change.

Commissioner Arnold also inquired if the study took into consideration the approval of the large FedEx project and the added traffic that project will add to both Bloomfield and Florence Avenues. Environmental Consultant Marc Blodgett indicated that the cumulative traffic analysis is a two tier study that looked at the regional growth but a list was compiled of related projects that are within the City itself and took into consideration projects that have been approved, under construction or that are being contemplated were all a part of this cumulative analysis including the FedEx project and the Heritage Springs Apartment project.

Commissioner Arnold indicated that the traffic impact report did not really improve the grade of the intersections. Mr. Blodgett replied that they call that grade "a level of service" and one of the things to remember is that this project is very large at 58-acres and that it would be very difficult to do any kind of development in an urbanized setting like Santa Fe Springs that wouldn't create measureable traffic and in many of these redevelopment sites they are able to make an adjustment for the existing or previous use. They did not do that to try to cook the books. When the refinery was operational, the refinery generated a lot of traffic, but they treated the traffic analysis for this land as if it was a barren piece of land. The traffic generation that is shown in the level of service impact did not take into account any of this previous use so that was especially challenging. They did, however, wanted to make sure that this project would not exacerbate an existing condition and make a significant adverse impact as defined by the Los Angeles County Congestion Management Plan, Los Angeles County, or the City, so they were able to do that with the various mitigation measures they have identified. Also, in the alternatives analysis they looked at this project and, it is a 58-acre site being developed with warehousing distribution, but what about other land uses, what if it was residential or office space being developed. Early on in their work they found that as development goes, even though this is a distribution facility, other development scenarios could create much higher levels of traffic. They feel very comfortable that this project through the mitigation will certainly not make the conditions worse.

Commissioner Ybarra commented that the building design looks great and can't wait to get rid of the eye sore currently there.

Having no further questions, Vice Chairperson Madrigal closed the Public Hearing at 5:28 p.m. and requested a motion.

Chairperson Zamora moved to approve all staff recommendations contained in Item Nos. 6 and 7; Commissioner Ybarra seconded the motion which was unanimously approved by the following roll call vote: In Favor – Ybarra, Arnold, Zamora and Madrigal; Opposed – None.

**8. CONSENT ITEMS**

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

**A. CONSENT ITEM**

**Conditional Use Permit Case No. 340-7**

A compliance review of an auto dismantling facility located on an approximately 2.87- acre site located at 10950 Norwalk Boulevard, (APN: 8009-022-050), in the M-2, Heavy Manufacturing, and BP, Buffer Parking, zones. (Lakenor Auto and Truck Salvage, Inc.)

**B. CONSENT ITEM**

**Conditional Use Permit Case No. 393-2**

A compliance review of sandwich shop located at 10016 Pioneer Boulevard, (APN: 8005-010-011), in the M-L, Limited Manufacturing. (Carol's Cafe)

**C. CONSENT ITEM**

**Conditional Use Permit Case No. 729-2**

A compliance review of a precious metals foundry facility located at 8444 Secura Way, (APN: 8168-026-004), in the M-1, Light Manufacturing Zone. (Robert Caro Company)

Since staff reports were sufficient, Vice Chairperson Madrigal requested a motion regarding Item Nos. 8A – 8C.

Commissioner Ybarra moved to approve Item Nos. 8A – 8C; Commissioner Zamora seconded the motion which was unanimously approved by the following roll call vote: In Favor – Arnold, Madrigal, Ybarra and Zamora; Opposed – None.

**9. ANNOUNCEMENTS**

- Commissioners

  Commissioner Ybarra complemented staff on their work in preparing the Agenda for this meeting. Everything that Commissioner Ybarra looks for was there and labeled.

  Commissioner Arnold also complemented staff and knew that it took a lot of time and effort to prepare the Agenda for this meeting and knows that everyone including the architects and owners have done a great job.

  Commissioner Zamora echoed the same sentiments about staff's hard work and making it easier for him to review the Agenda and being there to answer his questions.

- Staff

  Senior Planner Cuong Nguyen announced that Planning Intern Gurdeep Kaur is leaving the City of Santa Fe Springs and joining the City of Bellflower as an Assistant Planner.

  Planning Intern Gurdeep Kaur expressed that she wanted to thank the Planning Commission and Planning Staff, they are intelligent and hardworking and truly great mentors.

  Everyone wished Gurdeep the best.

  Director of Planning Wayne Morrell announced that he will be missing Gurdeep tremendously, and in the future Planning Intern Eli Sandoval will be leaving since he has been accepted to Cornell University for his Master's Degree. As mentioned they are well trained then they move on but Gurdeep was the one that prepared the City's Drought Tolerant Landscape Ordinance and he has a lot of studying to do since she is leaving with a wealth of information. Mr. Morrell is very fortunate to have a great group of staff members also.

**10. ADJOURNMENT**

At 5:35 p.m. Vice Chairperson Madrigal adjourned the meeting to Monday, May 11, 2015 at 6:00 p.m.

_____
Chairperson Johnston

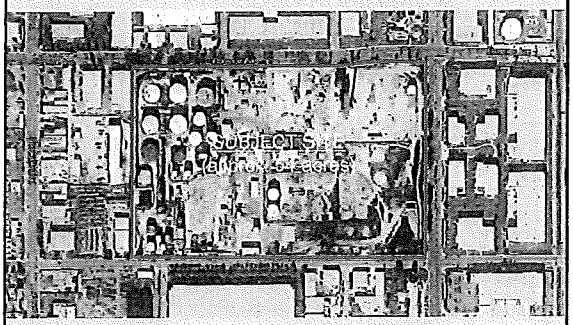
ATTEST:

_____
Teresa Cavallo, Planning Secretary

DRAFT




## AERIAL PHOTOGRAPH

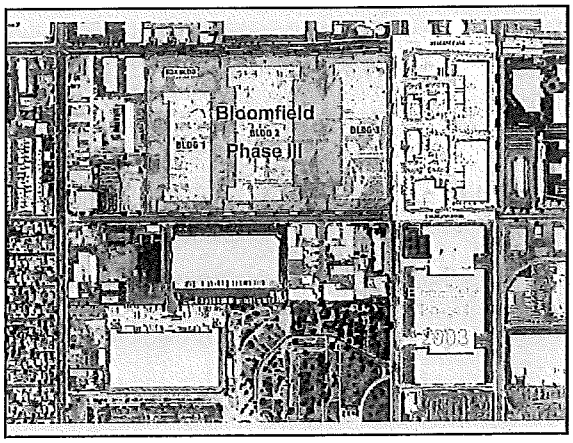



*PROJECT: Redevelopment of the:*

## ENTITLEMENTS:

- Separate DPA for each building.
- To subdivide the site and create a parcel for each building.

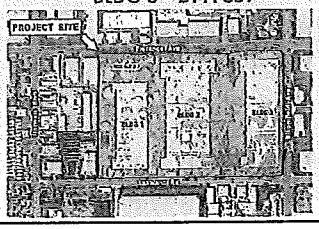
# DEVELOPMENT PLAN APPROVAL (DPA)



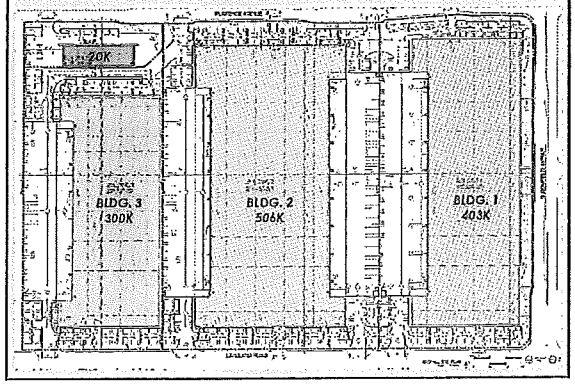

## *BLOOMFIELD PHASE III:*

3 LARGE INDUSTRIAL CONCRETE TILT-UP BUILDINGS
*(WAREHOUSE / LOGISTICS USES)*

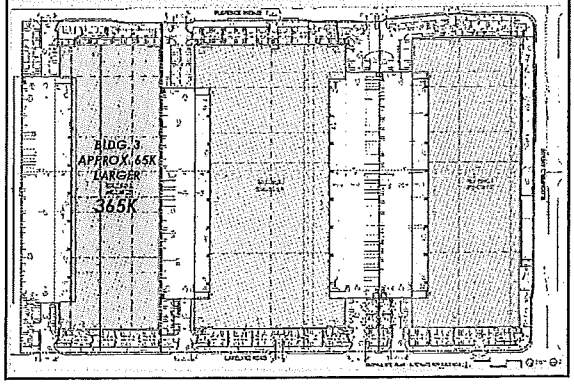
BLDG 1 – DPA 887
BLDG 2 – DPA 888
BLDG 3 – DPA 889



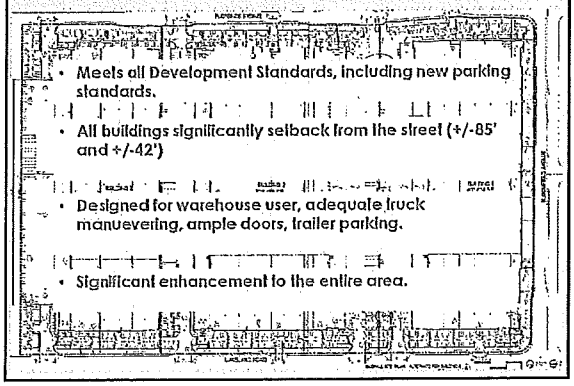
## PROPOSED SITE PLAN:




## ALTERNATE SITE PLAN:

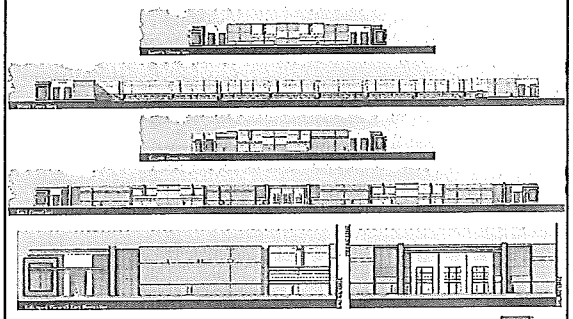



## ALTERNATE SITE PLAN:



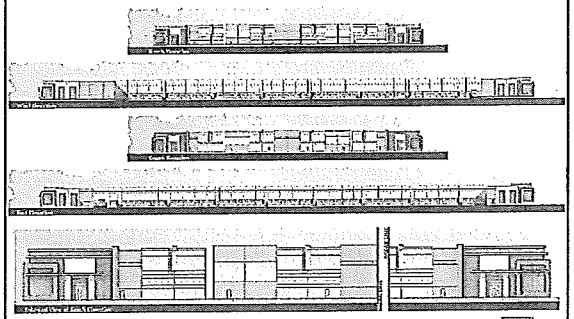
- Meets all Development Standards, including new parking standards.
- All buildings significantly setback from the street (+/-85' and +/-42')
- Designed for warehouse user, adequate truck manuevering, ample doors, trailer parking.
- Significant enhancement to the entire area.

## BUILDING 1:



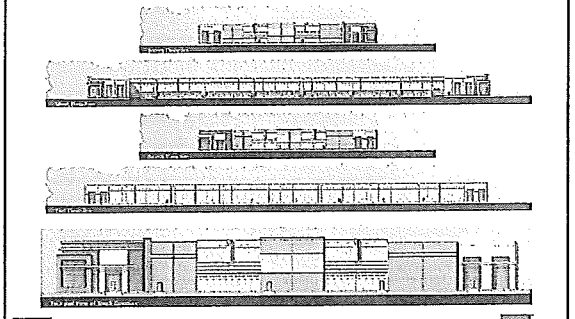
Goodman Logistics Center Santa Fe Springs

## BUILDING 2:



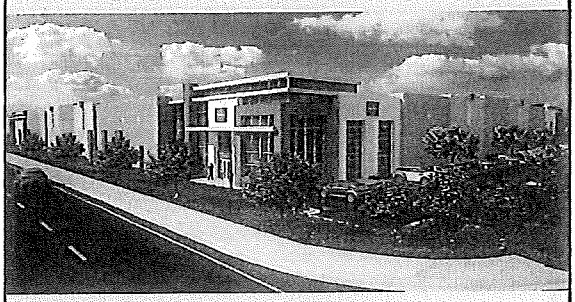
Goodman Logistics Center Santa Fe Springs

## BUILDING 3:



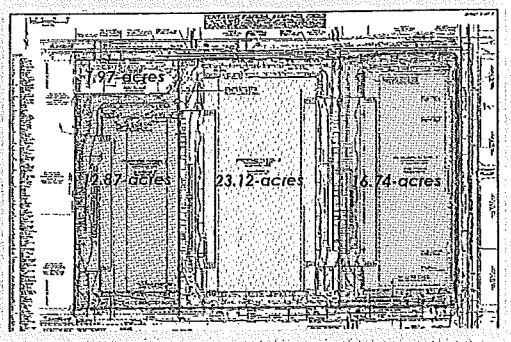
Goodman Logistics Center Santa Fe Springs

## RENDERING:



## TENTATIVE TRACT MAP (TPM)

## PROPOSED SUBDIVISION MAP



# CEQA

## CEQA MILESTONES

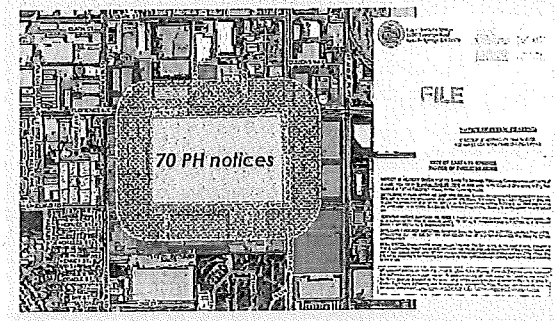
- Oct. 2014
- Dec. 2014
- Feb. 2015
- Apr. 2015

## Final EIR and MM&RP

1. Incorporates our response to various comments received.
2. Computer Worksheets
3. Final Traffic Impact Study
4. Mitigation Monitoring & Reporting Program

*NOTE: Although the EIR covers the 2-acre portion, separate CUP and DPA will be required of RDX (aka Ridgeline).*

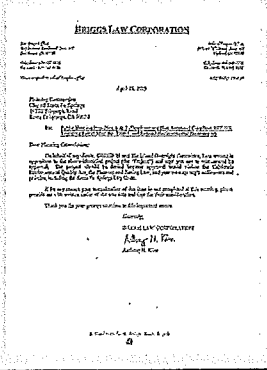
## 500' Radius




## Additional Notification

1. Surrounding Cities
2. Local School Districts
3. Various Utility Companies
4. Neighboring Residential Projects

## Opposition Letter



HERIGON LAW CORPORATION

April 15, 2015

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

Re: [illegible]

Dear Planning Commission:

[illegible]

Thank you for your consideration in this regard matter.

Sincerely,

HERIGON LAW CORPORATION

[illegible]

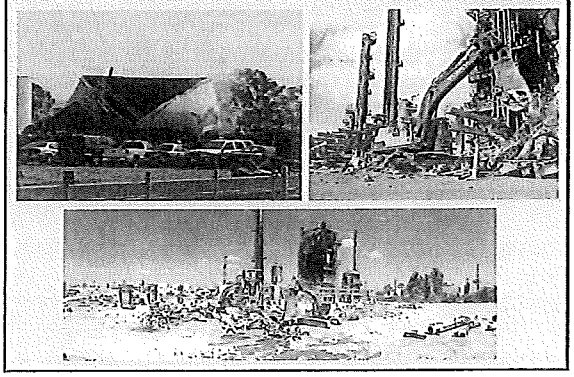
4

## Staff Recommendations

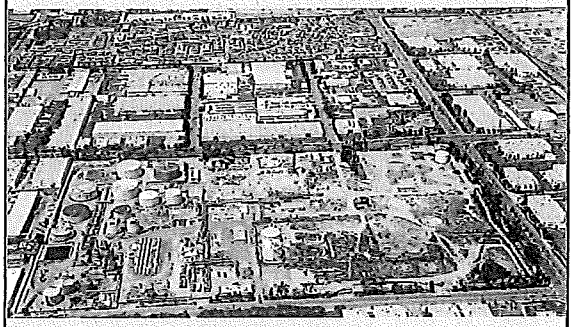
1. Pass & Adopt Resolution No. 50-2015 to certify the EIR for the GLC project.
2. Approved the MM&RP for the Final EIR.
3. Approve DPA Case Nos. 887-889 and TPM 73063, subject to conditions contained w/in the respective staff reports.



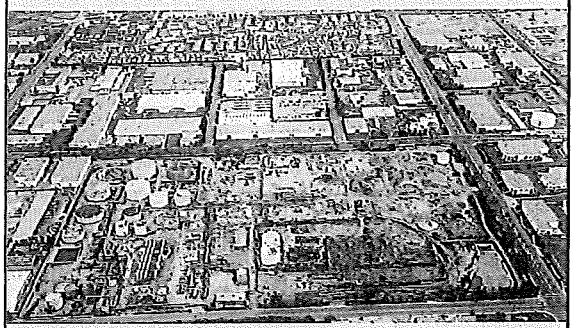
## TANK & EQUIPMENT REMOVAL:



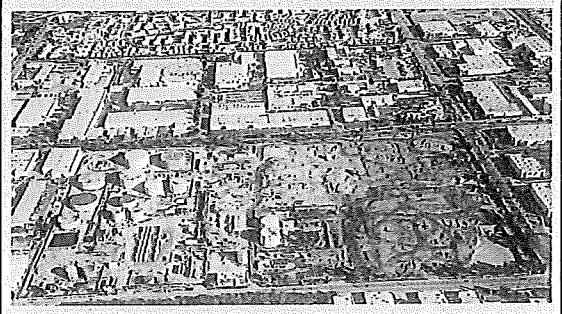
## AERIAL SHOWING RECENT ACTIVITY:



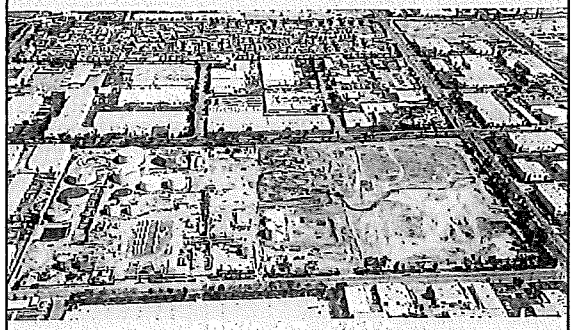
## AERIAL SHOWING RECENT ACTIVITY:



AERIAL SHOWING RECENT ACTIVITY:

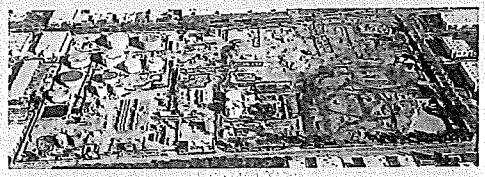


AERIAL SHOWING RECENT ACTIVITY:



AERIAL SHOWING RECENT ACTIVITY:





## PROGRESS W/ THE VILLAGE APARTMENTS:



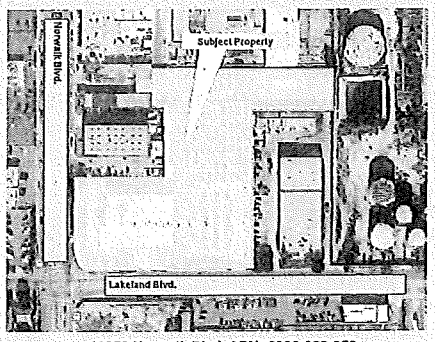


## CITY OF SANTA FE SPRINGS

ADJOURNED PLANNING COMMISSION




## Conditional Use Permit No. 340-7




10950 Norwalk Blvd. APN: 8009-022-050

# BRIGGS LAW CORPORATION

*San Diego Office:*
*814 Morena Boulevard, Suite 107*
*San Diego, CA 92110*

*Telephone: 619-497-0021*
*Facsimile: 619-515-6410*

*Inland Empire Office:*
*99 East "C" Street, Suite 111*
*Upland, CA 91786*

*Telephone: 909-949-7115*
*Facsimile: 909-949-7121*

*Please respond to: Inland Empire Office*

*BLC File(s): 1366.99*

April 24, 2015

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

Re: Public Hearing Item Nos. 6 & 7 (Development Plan Approval Case Nos. 887-889, Tentative Parcel Map No. 73063, and Related Environmental Documents)

Dear Planning Commission:

On behalf of my clients, CREED-21 and The Inland Oversight Committee, I am writing in opposition to the above-identified project (the "Project") and urge you not to recommend its approval. The project should be denied because approval would violate the California Environmental Quality Act, the Planning and Zoning Law, and your own agency's ordinances and policies, including the Santa Fe Springs City Code.

If for any reason your consideration of this item is not completed at this meeting, please provide me with written notice of the new date and time for their consideration.

Thank you for your prompt attention to this important matter.

Sincerely,

BRIGGS LAW CORPORATION

Anthony N. Kim

Anthony N. Kim

ORIGINAL

**Appeal of Planning Commission's Approval of the Goodman Logistics Center Project**

RECEIVED
City Clerk's Office
MAY 06 2015
City of
Santa Fe Springs

City Council c/o City Clerk
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Specific action or decision which is being appealed

The Inland Oversight Committee and CREED-21 ("Appellants") appeal the Planning Commission's approval of Public Hearing Item Nos 6. & 7 on the Santa Fe Springs Planning Commission Agenda, also known as Development Plan Approval Case Nos. 887-889 and Tentative Parcel Map No. 73063 (collectively, the "Project"). Appellants also appeal the Planning Commission's approval of the Project's environmental documents, including the Project's Environmental Impact Report.

Specific grounds for appeal, and the relief requested is as follows

1. The Project's EIR fails to provide adequate identification and analysis of the significant adverse environmental impacts of the Project, including but not limited to the following: (*i*) traffic and transportation; (*ii*) air quality; (*iii*) greenhouse gas emissions; (*iv*) hazards/hazardous materials; (*v*) water supply; (*vi*) hydrology and water quality; and (*vii*) cumulative impacts. Further, neither the analysis of impacts in the Project's EIR nor certification of the EIR in this respect is supported by substantial evidence in the administrative record.[1]

2. The Project's EIR fails to provide adequate identification and analysis of a reasonable range of alternatives to the Project. Further, neither the analysis of alternatives in the EIR nor certification of the EIR in this respect is supported by substantial evidence in the administrative record.

3. The Project's EIR fails to provide adequate identification and analysis of measures to mitigate the Project's significant adverse environmental impacts and fails to eliminate or substantially reduce all such impacts. Further, neither the analysis of mitigation measures nor certification of the EIR in this respect is supported by substantial evidence in the administrative record.

4. The Planning Commission abused its discretion under the Planning and Zoning Law and the Santa Fe Springs Code of Ordinances in approving the Project because there is no evidence in the administrative supporting the finding that the tentative parcel map is consistent with

[1] For this reason, approval of the Project also violates the Subdivision Map Act and the Santa Fe Springs Code of Ordinances.

the general plan as required by Section 66473.5 of the Subdivision Map Act.

Specific Relief Requested

Appellants request that the City Council grant the appeal and set aside the Planning Commission's approval of the Project. (After the Project's approval is set aside by City Council, the Planning Commission may again consider approval of the Project as long as it does so in accordance with all applicable laws.)

Thank you for our attention to this matter.

Sincerely,

BRIGGS LAW CORPORATION

Anthony N. Kim
Attorneys for Appellants The Inland Oversight Committee and CREED-21

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

**Planning • Environmental Analysis • Economics • Mapping and GIS**

**Date:** May 15, 2015

**To:** Mr. Cuong Nguyen
**From:** Mr. Marc Blodgett
**Subject:** Response to the Comment Letter Received from the Briggs Law Corporation

**Comment 1.**

The Inland Oversight Committee and CREED-21 ("Appellants") appeal the Planning Commission's approval of Public Hearing Item Nos. 6 & 7 on the Santa Fe Springs Planning Commission Agenda, also known as Development Plan Approval Case Nos. 887-889 and Tentative Parcel Map No. 73063 (collectively, the "Project"). Appellants also appeal the Planning Commission's approval of the Project's environmental documents, including the Project's Environmental Impact Report.

**Response 1.**

Comment noted. The City did not receive any comments from CREED during the 30 day review of the Notice of Preparation (NOP) or the 45 day review of the Draft Environmental Impact Report (Draft EIR). In addition, no public testimony was provided at the scoping meeting or the public hearing that was held for the project.

**Comment 2.**

The Project's EIR fails to provide adequate identification and analysis of the significant adverse environmental impacts of the Project, including but not limited to the following: *(i)* traffic and transportation; *(ii)* air quality; *(iii)* greenhouse gas emissions; *(iv)* hazards/hazardous materials; *(v)* water supply; *(vi)* hydrology and water quality; and *(vii)* cumulative impacts. Further, neither the analysis of impacts in the Project's EIR nor certification of the ER in this respect is supported by substantial evidence in the administrative record.

**Response 2.**

The comment fails to identify any specific shortcomings in the analysis of traffic impacts, air quality impacts, greenhouse gas impacts, hazards, hydrology and water quality, or cumulative impacts. All of the environmental issues identified in the above comment were fully analyzed in the EIR.

**Comment 3.**

The Project's EIR fails to provide adequate identification and analysis of a reasonable range of alternatives to the Project. Further, neither the analysis of alternatives in the EIR nor certification of the EIR in this respect is supported by substantial evidence in the administrative record.

**16388 EAST COLIMA ROAD, SUITE 206J • HACIENDA HEIGHTS, CALIFORNIA 91745**
**PHONE 626-336-0033 • CELLULAR 562-556-4542 • E-Mail Blodgett.marc@gmail.com**

**Response 3.**

The comment does not specifically indicate what other "reasonable alternatives" are required. For the purposes of the proposed project's alternatives analysis, the following alternatives were considered:

- *No Project Alternative.* This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative was not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

- *Revised Land Use Alternative.* This alternative reflects the potential land use scenario if the RDX site, consisting of 2 acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet.

- *Parcel Delivery Alternative.* Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that of the proposed project.

The aforementioned alternatives are both reasonable and realistic in that they were actually considered as part of the project scoping process. All of the aforementioned alternatives are consistent with the City of Santa Fe Springs General Plan. As a result, we are unclear as to why the above alternatives are not "reasonable."

**Comment 4.**

The Project's EIR fails to provide adequate identification and analysis of measures to mitigate the Project's significant adverse environmental impacts and fails to eliminate or substantially reduce all such impacts. Further, neither the analysis of mitigation measures nor certification of the EIR in this respect is supported by substantial evidence in the administrative record.

**Response 4.**

The comment is not specific in explaining why the recommended mitigation measures are deficient. The EIR *clearly* indicates that the mitigation measures will be effective in reducing the environmental impacts to levels that are less than significant. All of the mitigation measures that were identified in the Final EIR were also included in the Mitigation Monitoring and Reporting Program, which outlines the timing of implementation and the agency responsible for monitoring.

**Comment 5.**

The Planning Commission abused its discretion under the Planning and Zoning Law and the Santa Fe Springs Code of Ordinances in approving the Project because there is no evidence in the administrative supporting the finding that the tentative parcel map is consistent with the general plan as required by Section 66473.5 of the Subdivision Map Act.

**Response 5.**

The comment is in error. The project is in fact consistent with the City of Santa Fe Springs General Plan and Zoning Ordinance. This is clearly stated in the EIR (refer to Page 126) which states:

> *"The General Plan designation that is applicable to the project site is Industrial, and the site is zoned as M-2 (Heavy Industrial). This designation permits a wide range of industrial activities. According to the City of Santa Fe Springs General Plan, the existing use is conditionally permitted within this land use designation. As a result, no Zone Change or General Plan Amendment is required as part of the proposed project's implementation. In addition, the proposed project conforms to all applicable development standards. As a result, no zone variances will be required for the proposed project."*

In addition to the EIR, the staff report for Tentative Parcel Map No. 73063 also made the following finding:

> *[The] approval of the proposed Parcel Map would promote a number of specific General Plan Goals and Policies [as described in the table below (which is a reproduction of Table 2 included in the Staff Report):*

| **The Proposed Project's Conformity with the General Plan (Land Use Element)** | |
|---|---|
| **Policy** | **Project Consistency** |
| **Goal 9:** Provide for growth and diversification of industry and industrial related activities within the Santa Fe Springs industrial area. | Overall, the development of the Goodman Logistics Center will provide an opportunity for businesses in need of a larger industrial building with multiple dock doors to either stay, or otherwise relocate to the City of Santa Fe Springs. |
| **Policy 9.5:** Encourage the release of land surface no longer needed for petroleum production so the oil field area can be developed in accordance with the goals of the General Plan | The project involves the demolition and/or removal of existing tanks and equipment associated with a closed oil refinery, with the intent to construct a brand new industrial logistics center that will include three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210,800 square feet. |
| **Goal 11:** Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs | The consolidation and re-configuration of the existing parcels will support or otherwise help facilitate the future logistics center development on the existing industrial zoned property. |
| **Goal 13:** Seek to provide a variety of job opportunities in order to accommodate resident of the City as well as the residential population of the surrounding communities thus reduce time-consuming commutes, traffic, and the resulting air pollution. | The proposed development will include three large industrial concrete tilt-up buildings with a combined building area of approximately 1,210800 square feet. There should be many job opportunities to help service both the warehouse and office activities as well as indirectly create jobs for truck drivers making deliveries. |

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

We are also unclear as to how the Planning Commission "abused its discretion" in approving this project. In fact, the Planning Commission participated in a study session and sponsored a scoping meeting for this project. The Planning Commission also conducted a public hearing as part of the approval process.

**Comment 6.**

[The] Appellants request that the City Council grant the appeal and set aside the Planning Commission's approval of the Project. (After the Project's approval is set aside by City Council, the Planning Commission may again consider approval of the Project as long as it does so in accordance with all applicable laws.)

**Response 6.**

Comment noted. No response is required.

ORIGINAL

Appeal of Planning Commission's Approval of the Goodman Logistic F15

City Council c/o City Clerk
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

*City Clerks Office*

MAY 0 3 2015

city of
Santa Fe Springs

Specific action or decision which is being appealed

The Inland Oversight Committee and CREED-21 ("Appellants") appeal the Planning Commission's approval of Public Hearing Item Nos 6. & 7 on the Santa Fe Springs Planning Commission Agenda, also known as Development Plan Approval Case Nos. 887-889 and Tentative Parcel Map No. 73063 (collectively, the "Project"). Appellants also appeal the Planning Commission's approval of the Project's environmental documents, including the Project's Environmental Impact Report.

Specific grounds for appeal, and the relief requested is as follows

1. The Project's EIR fails to provide adequate identification and analysis of the significant adverse environmental impacts of the Project, including but not limited to the following: *(i)* traffic and transportation; *(ii)* air quality; *(iii)* greenhouse gas emissions; (iv) hazards/hazardous materials; (v) water supply; (vi) hydrology and water quality; and (vii) cumulative impacts. Further, neither the analysis of impacts in the Project's EIR nor certification of the ER in this respect is supported by substantial evidence in the administrative record.'

2. The Project's EIR fails to provide adequate identification and analysis of a reasonable range of alternatives to the Project. Further, neither the analysis of alternatives in the EIR nor certification of the Ent in this respect is supported by substantial evidence in the administrative record.

3. The Project's EIR fails to provide adequate identification and analysis of measures to mitigate the Project's significant adverse environmental impacts and fails to eliminate or substantially reduce all such impacts. Further, neither the analysis of mitigation measures nor certification of the EIR in this respect is supported by substantial evidence in the administrative record.

4. The Planning Commission abused its discretion under the Planning and Zoning Law and the Santa Fe Springs Code of Ordinances in approving the Project because there is no evidence in the administrative supporting the finding that the tentative parcel map is consistent with

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For this reason, approval of the Project also violates the Subdivision Map Act and the Santa Fe Springs Code of Ordinances.

the general plan as required by Section 66473.5 of the Subdivision Map Act.

Specific Relief Requested

Appellants request that the City Council grant the appeal and set aside the Planning Commission's approval of the Project. (After the Project's approval is set aside by City Council, the Planning Commission may again consider approval of the Project as long as it does so in accordance with all applicable laws.)

Thank you for our attention to this matter.

Sincerely,

BRIGGS W CORPORATION

Anthony N. Kim
Attorneys for Appellants The Inland Oversight Committee and CREED-21

## PRESENTATION

Older American Recognition Award Recipient - Presentation

RECOMMENDATION
That the City Council recognize Mrs. Peggy Radoumis for her recent nomination and recipient of the Older American Recognition Day Award.

## BACKGROUND

Mrs. Peggy Radoumis was selected as the recipient by the City Council and the Los Angeles County Commission for Older Adults (LACCOA) to receive the 50th Annual Older Americans Recognition Day Award for her energy, dedication, and commitment to service to the community of Santa Fe Springs.

District 4 celebrated their honorees at a luncheon on Wednesday, May 20, 2015, at the Kenneth Hahn Hall of Administration. Mrs. Radoumis was accompanied by five (5) guests, including her husband, her grandchildren, and Mayor Laurie Rios, as she was honored by the Honorable Don Knabe and LACCOA members.

The Mayor may wish to call upon Maritza Sosa-Nieves, Management Assistant, to assist with the presentation.

Thaddeus McCormack
City Manager

Report Submitted By: Maritza Sosa-Nieves
Community Services Department

Date of Report: May 19, 2015

## PRESENTATION

2015 SFS Art Fest – Recognition of Event Sponsors and Featured Artists

RECOMMENDATION
That the City Council recognize the 2015 SFS Art Fest event sponsors and featured artists Wayne Healy and David Botello for their participation.

## BACKGROUND

The City of Santa Fe Springs hosted its third annual SFS Art Fest event on Friday, May 8, 2015. It was held at the newly renovated Clarke Estate and featured two renowned artists, Wayne Healy and David Botello from East Los Streetscapers. The event and the evening consisted of over 200 artists, twelve artist vendors, four local restaurants, various entertainment, raffles, and prizes.

In spite the challenges of the rain, the SFS Art Fest event was held with an attendance of over 3,000 guests who were welcomed with an ambience of art, color, and life-size props. Special guests, sponsors, and artists experienced a step and repeat photo opportunity; four digital screens were visible promoting the 2013 SFS Art Fest event. Guests were able to enjoy the sounds of the N+8 Jazz band on the stage, a roaming musician's trio, and the sounds and music of host and radio personality Jimmy Reyes.

The Heritage Arts Advisory Committee (HAAC), who oversees the event each year, has been instrumental in providing community artists, vendors, and restaurants to sell and exhibit their talents in the community. In future years, efforts are under way for the SFS Art Fest event to be used as a venue to fundraise for arts grants that will bring additional art opportunities to local school children. In addition to the HAACs support, this event was made possible due to the tremendous generosity of numerous business and residential donors, donations from the local schools, service clubs, and community organizations. Without their generosity of monetary and in-kind sponsorships, the SFS Art Fest would not be possible. The City of Santa Fe Springs and HAAC thank the event sponsors and artists who sincerely made the 2015 SFS Art Fest one of the very best.

The Mayor may wish to call on Ed Ramirez, Community Services Supervisor to assist with the presentation.

## FISCAL IMPACT

Monetary and in-kind event sponsorships totaling $9,850.00

Report Submitted By: Ed Ramirez, Supervisor
Community Services Department
Date of Report: May 21, 2015

**Monetary Sponsors**

| | |
|---|---|
| C J Construction | $1,500.00 |
| Sylvan Learning Center | $1,500.00 |
| Santa Fe Springs Swap Meet | $500.00 |
| Santa Fe Springs Firefighters Association | $500.00 |
| Republic Services | $500.00 |
| Rio Hondo College | $500.00 |
| Mayor Laurie Rios | $250.00 |
| Mayor Pro Tem Richard Moore and Mrs. Pauline Moore | $250.00 |
| Albert Hayes | $250.00 |
| Carbajal Family | $250.00 |
| Santa Fe Springs Women's Club | $250.00 |
| Soroptimists International of Santa Fe Springs | $250.00 |
| Hungry Boy Burgers | $250.00 |
| New York Life Insurance | $100.00 |

**In-Kind Donations**

| | |
|---|---|
| Night Time Entertainment | $1,000.00 |
| RAD Custom Signs | $500.00 |
| Pacific Tents | $1,500.00 |

Total Monetary Donations: $6,850.00
Total In-Kind Donations: $3,000.00

**TOTAL DONATIONS: $9,850.00**

Thaddeus McCormack
City Manager

Report Submitted By: Ed Ramirez, Supervisor
Community Services Department

Date of Report: May 21, 2015

# PRESENTATION

Santa Fe Springs 2015 Youth Citizenship Award Recipients

RECOMMENDATION
That the City Council recognize the 2015 Youth Citizenship Award Recipients.

## BACKGROUND

Each year, the City of Santa Fe Springs sponsors the Youth Citizenship Awards (YCA) to recognize City residents who are either high school seniors or college students under the age of 21 that are active and engaged citizens in their school and/or community.

Applications for the Youth Citizenship Awards were made available at the local high schools and community colleges for a period of more than two months. After a thorough review of their applications, the selected candidates participated in an interview with a panel consisting of a member of the Executive Team and the YCA Program Coordinator to determine the recipients.

The following are the recipients for the 2015 Youth Citizenship Awards in the following categories:

***Excellence in Citizenship - $750 Award***
Marisa Gonzalez, St. Joseph's High School • Hong-Tran Nguyen, Santa Fe High School • Billy Villa, Santa Fe High School

***Outstanding Citizenship - $500 Award***
Alyssa Torres, Santa Fe High School

***Service in Citizenship - $250 Award***
Nicole Montoya, Santa Fe High School

The recipients have been invited to tonight's meeting to be recognized for their good citizenship, leadership, and service in the community. The Mayor may wish to call upon Management Assistant Wayne Bergeron to assist with the presentation of the Youth Citizenship Award recipients.

Thaddeus McCormack
City Manager

Report Submitted By: Wayne B. Bergeron
City Manager's Office

Date of Report: May 19, 2015

## PRESENTATION

Proclaiming May 2015 as "Lupus Awareness Month" in Santa Fe Springs

RECOMMENDATION
That the City Council proclaim May 2015, as "Lupus Awareness Month" in Santa Fe Springs.

## BACKGROUND

The aim of Lupus Awareness Month is to raise awareness and educate others about this life changing disease.

Lupus is an autoimmune disease. In a healthy immune system, the body produces antibodies which destroy unhealthy cells such as bacteria, viruses and foreign waste. However, lupus causes an overactive immune system to produce auto antibodies which attacks healthy body tissue. This can affect most parts of the body including any organ.

Lupus can often be hard to diagnose as the symptoms are similar to other diseases. In some cases it is not uncommon for several years to pass before a diagnosis of lupus is confirmed as other diseases may be ruled out first. As symptoms of lupus can come and go it can make diagnosis even harder.

Lupus Awareness Month is supported by the Lupus Foundation of America. They provide ideas and resources on how people can help raise awareness. Santa Fe Springs resident, Alie Rodriguez, Lupus patient and advocate, has been invited to tonight's meeting to receive the proclamation.

The Mayor may wish to call on the City Clerk to read the proclamation.

Thaddeus McCormack
City Manager

Attachment:
Lupus Awareness Month Proclamation

Report Submitted By: Anita Jimenez, City Clerk Date of Report: May 20, 2015

**WHEREAS,** Lupus is an autoimmune disease that affects approximately 1.5 million Americans; ninety percent of which are women. It is 2-3 times more prevalent among people of color, including African-Americans, Hispanics, Asians, and Native-Americans; and

**WHEREAS,** Lupus can affect any part of the body, including internal organs, the skin, and joints; has many different symptoms; and, affects each person differently; and

**WHEREAS,** Lupus It is hard to diagnose, mimics other diseases, and its sufferers usually do not get treatment until they have suffered with the symptoms for many years; and understanding Lupus will help us better understand infections in general; and

**WHEREAS,** Educating the public and the health care community throughout the state about this devastating disease is of paramount importance and is in every respect in the public interest and to the benefit of all residents of the State of California; and

**WHEREAS,** many organizations throughout the state have led the development of a public health strategy, there is a need to promote public awareness and increase knowledge about the causes of lupus and the importance of early diagnosis and treatment.

**NOW, THEREFORE, BE IT RESOLVED** that I, Laurie M. Rios, Mayor of the City of Santa Fe Springs, do hereby proclaim the month of May 2015, as

## "LUPUS AWARENESS MONTH"

in Santa Fe Springs and encourage the development and dissemination to patients, health professionals, and the public, of educational materials, available services, and strategies for prevention and control, and for the adaptation of this material to the appropriate languages and reading levels of medically underserved, ethnically diverse communities.

DATED this 28th day of May, 2015.

_____

Laurie M. Rios, MAYOR

ATTEST:

_____

Anita Jimenez, CITY CLERK

## APPOINTMENTS TO COMMITTEES AND COMMISSIONS

| Committee | Vacancies | Councilmember |
|---|---|---|
| Beautification | 1 | Moore |
| Beautification | 3 | Sarno |
| Beautification | 1 | Trujillo |
| Community Program | 1 | Moore |
| Community Program | 2 | Rios |
| Community Program | 1 | Rounds |
| Community Program | 3 | Trujillo |
| Family & Human Services | 1 | Rios |
| Family & Human Services | 1 | Rounds |
| Historical | 3 | Rios |
| Historical | 2 | Rounds |
| Historical | 2 | Sarno |
| Historical | 3 | Trujillo |
| Senior Citizens | 1 | Moore |
| Senior Citizens | 2 | Rios |
| Senior Citizens | 2 | Rounds |
| Senior Citizens | 4 | Trujillo |
| Sister City | 1 | Moore |
| Sister City | 4 | Sarno |
| Sister City | 2 | Trujillo |
| Youth Leadership | 2 | Moore |
| Youth Leadership | 3 | Rios |
| Youth Leadership | 2 | Sarno |
| Youth Leadership | 1 | Trujillo |

**Applications Received:** None.

**Recent Actions:** Dominique Velasco was appointed to the Sister City Committee.

Thaddeus McCormack
City Manager

Attachments:
Committee Lists
Prospective Members

Report Submitted by: Anita Jimenez
City Clerk

Date of Report: May 19, 2015

## Prospective Members for Various Committees/Commissions

**Beautification**

**Community Program**

**Family & Human Services**

**Heritage Arts**

**Historical**

**Personnel Advisory Board**

**Parks & Recreation**

**Planning Commission**

**Senior Citizens Advisory**

**Sister City**

**Traffic Commission**
Mark Sevillano

**Youth Leadership**

# BEAUTIFICATION COMMITTEE

Meets the fourth Wednesday of each month, except July, Aug, Dec.
9:30 a.m., Town Center Hall
Qualifications: 18 Years of age, reside or active in the City
Membership: 25

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Juliet Ray | (16) |
| | Paula Minnehan | (16) |
| | Annie Petris | (15) |
| | Guadalupe Placensia | (15) |
| | Vacant | (15) |
| **Rios** | Mary Reed | (16) |
| | Charlotte Zevallos | (16) |
| | Doris Yarwood | (16) |
| | Vada Conrad | (15) |
| | Joseph Saiza | (15) |
| **Rounds** | Sadie Calderon | (16) |
| | Rita Argott | (16) |
| | Mary Arias | (15) |
| | Marlene Vernava | (15) |
| | Debra Cabrera | (15) |
| **Sarno** | Vacant | (16) |
| | Irene Pasillas | (16) |
| | Vacant | (16) |
| | May Sharp | (15) |
| | Vacant | (15) |
| **Trujillo** | Mary Jo Haller | (16) |
| | Vacant | (16) |
| | Margaret Bustos* | (16) |
| | Rosalie Miller | (15) |
| | A.J. Hayes* | (15) |

**Indicates person currently serves on three committees*

# COMMUNITY PROGRAM COMMITTEE

Meets the third Wednesday in Jan., May, and Sept., at 7:00 p.m., Town Center Hall, Meeting Room #1

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | George Felix, Jr. | (16) |
| | Vacant | (16) |
| | Mary Jo Haller | (15) |
| | Gabriela Garcia | (15) |
| | Bryan Collins | (15) |
| **Rios** | Vacant | (16) |
| | Mary Anderson | (15) |
| | Dolores H. Romero* | (15) |
| | Vacant | (16) |
| | David Diaz-Infante* | (15) |
| **Rounds** | Mark Scoggins* | (16) |
| | Marlene Vernava | (16) |
| | Vacant | (16) |
| | Anthony Ambris | (15) |
| | Johana Coca* | (15) |
| **Sarno** | Jeanne Teran | (16) |
| | Miguel Estevez | (16) |
| | Kim Mette | (16) |
| | Cecilia Leader | (15) |
| | Frank Leader | (15) |
| **Trujillo** | Lydia Gonzales | (16) |
| | Vacant | (16) |
| | Vacant | (16) |
| | Judy Aslakson | (15) |
| | Vacant | (15) |

**Indicates person currently serves on three committees*

# FAMILY & HUMAN SERVICES ADVISORY COMMITTEE

Meets the third Wednesday of the month, except Jul., Aug., Sept., and Dec., at 5:45 p.m., Gus Velasco Neighborhood Center

Qualifications: 18 Years of age, reside or active in the City

Membership: 15 Residents Appointed by City Council

5 Social Service Agency Representatives Appointed by the Committee

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Arcelia Miranda | (16) |
| | Martha Villanueva | (15) |
| | Margaret Bustos* | (15) |
| **Rios** | Lydia Gonzales | (16) |
| | Manny Zevallos | (15) |
| | Vacant | (15) |
| **Rounds** | Annette Rodriguez | (16) |
| | Vacant | (15) |
| | Ted Radoumis | (15) |
| **Sarno** | Debbie Belmontes | (16) |
| | Linda Vallejo | (16) |
| | Hilda Zamora | (15) |
| **Trujillo** | Dolores H. Romero* | (16) |
| | Gloria Duran* | (16) |
| | David Diaz-Infante * | (15) |

Organizational Representatives: (Up to 5)

Nancy Stowe
Evelyn Castro-Guillen
Elvia Torres
(SPIRITT Family Services)

**Indicates person currently serves on three committees*

# HERITAGE ARTS ADVISORY COMMITTEE

Meets the Last Tuesday of the month, except Dec., at 9:00 a.m., at the Gus Velasco Neighborhood Center Room 1

Qualifications: 18 Years of age, reside or active in the City

Membership: 9 Voting Members
6 Non-Voting Members

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Pauline Moore | 6/30/2016 |
| **Rios** | Paula Minnehan | 6/30/2016 |
| **Rounds** | A.J. Hayes* | 6/30/2016 |
| **Sarno** | Gloria Duran* | 6/30/2016 |
| **Trujillo** | Amparo Oblea | 6/30/2016 |

**Committee Representatives**

| | | |
|---|---|---|
| Beautification Committee | Marlene Vernava* | 6/30/2015 |
| Historical Committee | Larry Oblea | 6/30/2015 |
| Planning Commission | Vacant | 6/30/2015 |
| Chamber of Commerce | Tom Summerfield | 6/30/2015 |

**Council/Staff Representatives**

| | |
|---|---|
| Council Liaison | Laurie Rios |
| Council Alternate | Richard Moore |
| City Manager | Thaddeus McCormack |
| Director of Community Services | Maricela Balderas |
| Director of Planning | Wayne Morrell |

**Indicates person currently serves on three committees*

# HISTORICAL COMMITTEE

Meets Quarterly - The 2nd Tuesday of Jan., April, July, and Oct., at 5:30 p.m.,
Heritage Park Train Depot

Qualifications: 18 Years of age, reside or active in the City

Membership: 20

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Astrid Shesterkin | (16) |
| | Tony Reyes | (16) |
| | Amparo Oblea | (15) |
| | George Felix, Jr. | (15) |
| **Rios** | Vacant | (16) |
| | Vacant | (16) |
| | Vacant | (15) |
| | Larry Oblea | (15) |
| **Rounds** | Vacant | (16) |
| | Vacant | (16) |
| | Mark Scoggins* | (15) |
| | Janice Smith | (15) |
| **Sarno** | Ed Duran | (16) |
| | Vacant | (16) |
| | Vacant | (15) |
| | Sally Gaitan | (15) |
| **Trujillo** | Vacant | (16) |
| | Vacant | (16) |
| | Merrie Hathaway | (15) |
| | Vacant | (15) |

**Indicates person currently serves on three committees*

# PARKS & RECREATION ADVISORY COMMITTEE

Meets the First Wednesday of the month, except Jul., Aug., and Dec., 7:00 p.m., Town Center Hall, Meeting Room #1

Subcommittee Meets at 6:00 p.m.

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Mary Tavera | (16) |
| | John Salgado | (16) |
| | William Logan | (15) |
| | Ralph Aranda | (15) |
| | Kurt Hamra | (15) |
| **Rios** | Francis Carbajal | (16) |
| | Bernie Landin | (16) |
| | Michele Carbajal | (16) |
| | Sally Gaitan | (15) |
| | Debra Cabrera | (15) |
| **Rounds** | Kenneth Arnold | (16) |
| | Richard Legarreta, Sr. | (16) |
| | Johana Coca* | (16) |
| | Tim Arnold | (15) |
| | Mark Scoggins* | (15) |
| **Sarno** | Joey Hernandez | (16) |
| | Debbie Belmontes | (16) |
| | Lisa Garcia | (15) |
| | Ed Madrid | (16) |
| | David Diaz-Infante* | (15) |
| **Trujillo** | Miguel Estevez | (16) |
| | Andrea Lopez | (16) |
| | A.J. Hayes* | (15) |
| | Judy Aslakson | (15) |
| | Arcelia Miranda | (15) |

**Indicates person currently serves on three committees*

# PERSONNEL ADVISORY BOARD

Meets Quarterly on an As-Needed Basis

Membership: 5 (2 Appointed by City Council, 1 by Personnel Board, 1 by Firemen's Association, 1 by Employees' Association)

Terms: Four Years

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Council** | Angel Munoz | 6/30/2017 |
| | Ron Biggs | 6/30/2017 |
| **Personnel Advisory Board** | Vacant | 6/30/2017 |
| **Firemen's Association** | Jim De Silva | 6/30/2017 |
| **Employees' Association** | Anita Ayala | 6/30/2017 |

# PLANNING COMMISSION

Meets the second Monday of every Month at 4:30 p.m.,
Council Chambers
Qualifications: 18 Years of age, reside or active in the City
Membership: 5

| APPOINTED BY | NAME |
|---|---|
| **Moore** | Ken Arnold |
| **Rios** | Michael Madrigal |
| **Rounds** | Susan Johnston |
| **Sarno** | Joe Angel Zamora |
| **Trujillo** | Frank Ybarra |

# SENIOR CITIZENS ADVISORY COMMITTEE

Meets the Second Tuesday of the month, except Jul., Aug., Sep., and Dec., at 9:30 a.m., Gus Velasco Neighborhood Center

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Yoshi Komaki | (16) |
| | Yoko Nakamura | (16) |
| | Paul Nakamura | (16) |
| | Astrid Shesterkin | (15) |
| | Vacant | (15) |
| **Rios** | Rebecca Lira | (16) |
| | Vacant | (16) |
| | Vacant | (16) |
| | Amelia Acosta | (15) |
| | Jesse Serrano | (15) |
| **Rounds** | Vacant | (16) |
| | Vacant | (16) |
| | Gloria Vasquez | (15) |
| | Lorena Huitron | (15) |
| | Berta Sera | (15) |
| **Sarno** | Gloria Duran* | (16) |
| | Betty Elizalde | (16) |
| | Hilda Zamora | (15) |
| | Linda Vallejo | (15) |
| | Ed Duran | (15) |
| **Trujillo** | Vacant | (16) |
| | Vacant | (16) |
| | Vacant | (15) |
| | Margaret Bustos* | (15) |
| | Vacant | (15) |

**Indicates person currently serves on three committees*

# SISTER CITY COMMITTEE

Meets the First Monday of every month, except Dec., at 6:45 p.m., Town Center Hall, Mtg. Room #1. If the regular meeting date falls on a holiday, the meeting is held on the second Monday of the month.

Qualifications: 18 Years of age, reside or active in the City

Membership: 25

| APPOINTED BY | NAME | TERM EXPIRES JUNE 30 OF |
|---|---|---|
| **Moore** | Martha Villanueva | (16) |
| | Vacant | (16) |
| | Mary K. Reed | (15) |
| | Peggy Radoumis | (15) |
| | Jeannette Wolfe | (15) |
| **Rios** | Charlotte Zevallos | (16) |
| | Francis Carbajal | (16) |
| | Michele Carbajal | (15) |
| | Doris Yarwood | (15) |
| | Lucy Gomez | (15) |
| **Rounds** | Manny Zevallos | (16) |
| | Susan Johnston | (16) |
| | Robert Wolfe | (16) |
| | Ted Radoumis | (15) |
| | Dominique Velasco | (15) |
| **Sarno** | Raymond Reyes | (16) |
| | Vacant | (16) |
| | Vacant | (15) |
| | Vacant | (16) |
| | Vacant | (15) |
| **Trujillo** | Vacant | (16) |
| | Andrea Lopez | (16) |
| | Dolores H. Romero* | (15) |
| | Marcella Obregon | (15) |
| | Vacant | (15) |

**Indicates person currently serves on three committees*

# TRAFFIC COMMISSION

Meets the Third Thursday of every month, at 6:00 p.m., Council Chambers

Membership: 5

Qualifications: 18 Years of age, reside or active in the City

| APPOINTED BY | NAME |
|---|---|
| Moore | Albert J. Hayes |
| Rios | Pauline Moore |
| Rounds | Ted Radoumis |
| Sarno | Alma Martinez |
| Trujillo | Greg Berg |

# YOUTH LEADERSHIP COMMITTEE

Meets the First Monday of every month, at 6:30 p.m., Gus Velasco Neighborhood Center

Qualifications: Ages 13-18, reside in Santa Fe Springs

Membership: 20

| APPOINTED BY | NAME | Term Expires in Year Listed or upon Graduation |
|---|---|---|
| **Moore** | Richard Aguilar | (17) |
| | Evony Reyes | (16) |
| | Vacant | () |
| | Vacant | () |
| **Rios** | Vacant | () |
| | Vacant | () |
| | Marisa Gonzalez | (15) |
| | Vacant | () |
| **Rounds** | Gabriel Perez | (15) |
| | Jennisa Casillas | (17) |
| | Laurence Ordaz | (15) |
| | Ciani Hernandez | (15) |
| **Sarno** | Anissa Rodriguez | (16) |
| | Vacant | () |
| | Vacant | () |
| | Alyssa Madrid | (16) |
| **Trujillo** | Paul Legarreta | (15) |
| | Victoria Nunez | (15) |
| | Richard Uribe | (15) |
| | Vacant | () |