



PIONEER BOULEVARD DEVELOPMENT PROJECT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lead Agency:

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

Project Applicant:

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ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

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March 2020

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Santa Fe Springs, in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the project.

This Initial Study informs City of Santa Fe Springs decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A “significant effect” or “significant impact” on the environment means *“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project”* (Guidelines §15382). As such, the MND’s intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit Moreno Valley and the applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

Existing Plans, Programs, or Policies (PPPs)

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study/MND was prepared by the City of Santa Fe Springs to evaluate the proposed project's potential to impact the physical environment.

Section 2.0 Project Setting

Provides information about the proposed project's location.

Section 3.0 Project Description

Includes a description of the proposed project's physical features and construction and operational characteristics.

Section 4.0 Discretionary Approvals

Includes a list of the discretionary approvals that would be required by the proposed project.

Section 5.0 Environmental Checklist

Includes the Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment.

Section 6.0 Document Preparers and Contributors

Includes a list of the persons that prepared this IS/MND.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The project site is located in southeastern Los Angeles County within the City of Santa Fe Springs. The site is within the United States Geological Survey (USGS) Whittier 7.5-Minute Series Quadrangle and can be identified within Section 31, Township 2 South, Range 11 West, San Bernardino Base and Meridian. The City of Santa Fe Springs is approximately 12 miles southeast of downtown Los Angeles and 18 miles northwest of downtown Santa Ana.

Regional access to the project site is available through Interstate 605 (I-605) to the west via Telegraph Road and Interstate 5 (I-5) via Pioneer Boulevard or Florence Avenue. The regional location of the project site is shown in Figure 1, *Regional Location*.

The project site is located at 9920 Pioneer Boulevard, Santa Fe Springs, California 90670. The project site consists of one parcel with the Assessor's Parcel Number (APN): 8005-010-011. The project site is generally bound by Pioneer Boulevard to the west, Telegraph Road to the south, Hamden Place to the north, and the Southern Pacific railroad to the east. The project site and the surrounding area is shown in Figure 2, *Local Vicinity*.

2.2 EXISTING LAND USES

The 9.06-acre project site is currently developed as a business park referred to as the Santa Fe Springs Commerce Center and has existing tenants. The site contains seven structures (totaling approximately 158,000 square feet) with associated surface parking lots adjacent to each building. Existing tenants conduct businesses that include: laboratory, office, and various limited industrial and services-type uses. Table 1, *Existing Uses Tabulation*, details the seven structures onsite with their existing use and building size.

Table 1: Existing Uses Tabulation

#	Address	Building Size (square feet)	Land Use
1	10016 Pioneer Blvd	27,894	Office/Restaurant/Warehouse
2	10020 Pioneer Blvd	19,000	Office/Light Manufacturing/Warehouse
3	10002 Pioneer Blvd	20,200	Office/Warehouse
4	10010 Pioneer Blvd	36,421	Warehouse
5	9930 Pioneer Blvd	32,360	Warehouse
6	9926 Pioneer Blvd	13,730	Office/Warehouse
7	9930 Pioneer Blvd	8,064	Office
Total Warehouse		148,745	
Total Office		8,064	
Total Restaurant		860	
TOTAL		157,669	

Site landscaping currently includes trees, turf grass, and other ornamental vegetation. The topography of the site is generally flat. East of the project site is an approximately 2-foot high block wall with trees, weeds, and debris in between the project site and the adjacent railroad tracks. Existing conditions of the project site and adjacent uses is shown in Figure 3, *Aerial Photograph*.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Santa Fe Springs General Plan designates the project site as Business Park. The General Plan's Land Use Element allows for the following uses under the Business Park land use designation: offices of all types; industrial uses restricted to limited manufacturing, research and light assembly operations; restaurants and other commercial and service-type uses; oil production, storage or refining should be avoided or should be an intermediate land use.

The project site is zoned "ML", or Limited Manufacturing Administration and Research Zone District, defined within Section 155.180 of the Zoning Code. The minimum lot size of land zoned ML is 25,000 square feet. As described in the zoning code, the following uses are intended for this zone: administrative offices of business and industrial concerns, scientific research offices and laboratories, restricted manufacturing and appurtenant uses compatible to the development of an industrial park, and to provide for special needs housing in the form of emergency shelters.

2.4 SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS

The project site is located within a developed, urbanized area within the City of Santa Fe Springs as described below:

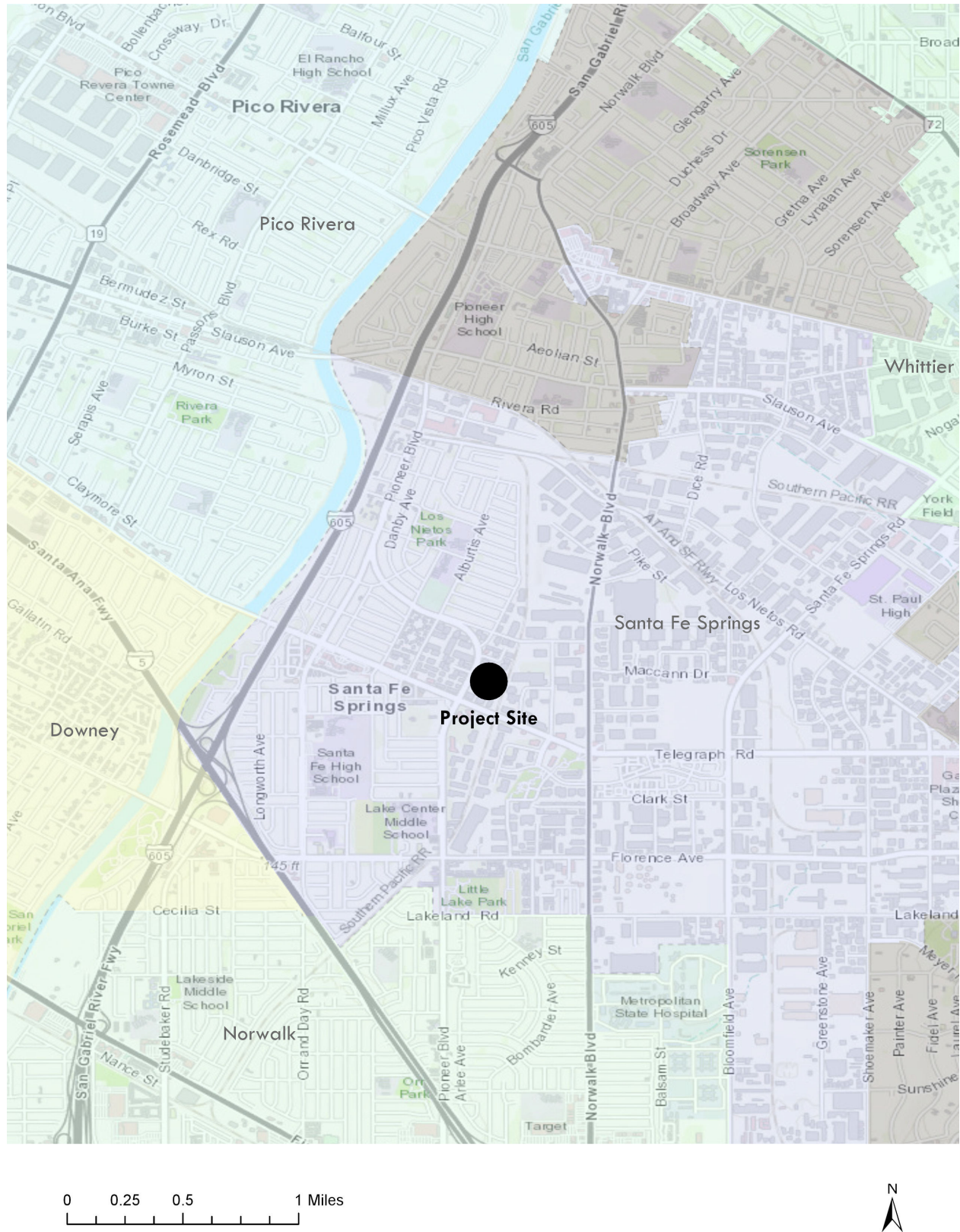
North: Immediately north of the project site are business park uses, designated as Business Park in the General Plan and zoned Limited Manufacturing (ML). A single-family residential neighborhood is approximately 640 feet to the northwest of the project site, designated as Single Family Residential in the General Plan and zoned Single Family (R-1).

West: Adjacent to the project site are business park uses, designated as Business Park in the General Plan and zoned Limited Manufacturing (ML). Beyond the business park (approximately 0.20 miles) is a multi-family development designated as Multiple Family Residential and zoned Multiple Family – Planned Development Overlay Zone (R-3-PD).

South: Immediately south of the project site are similar land use and zoning designations as the project site: Business Park, Railroad Right-of-Way land use designations and Limited Manufacturing – Design Overlay Zone (ML-D). Across Telegraph Road, zoning designations include Limited Manufacturing – Planning Development Overlay Zone (ML-PD) and Heavy Manufacturing (M-2). The City of Santa Fe Springs Civic Center is located approximately 345 feet southwest of the project site and is designated as Public Facilities by the General Plan and has a zoning designation of Community Commercial (C-4), Public Facilities (PF), and Limited Manufacturing (ML) with a Design Overlay.

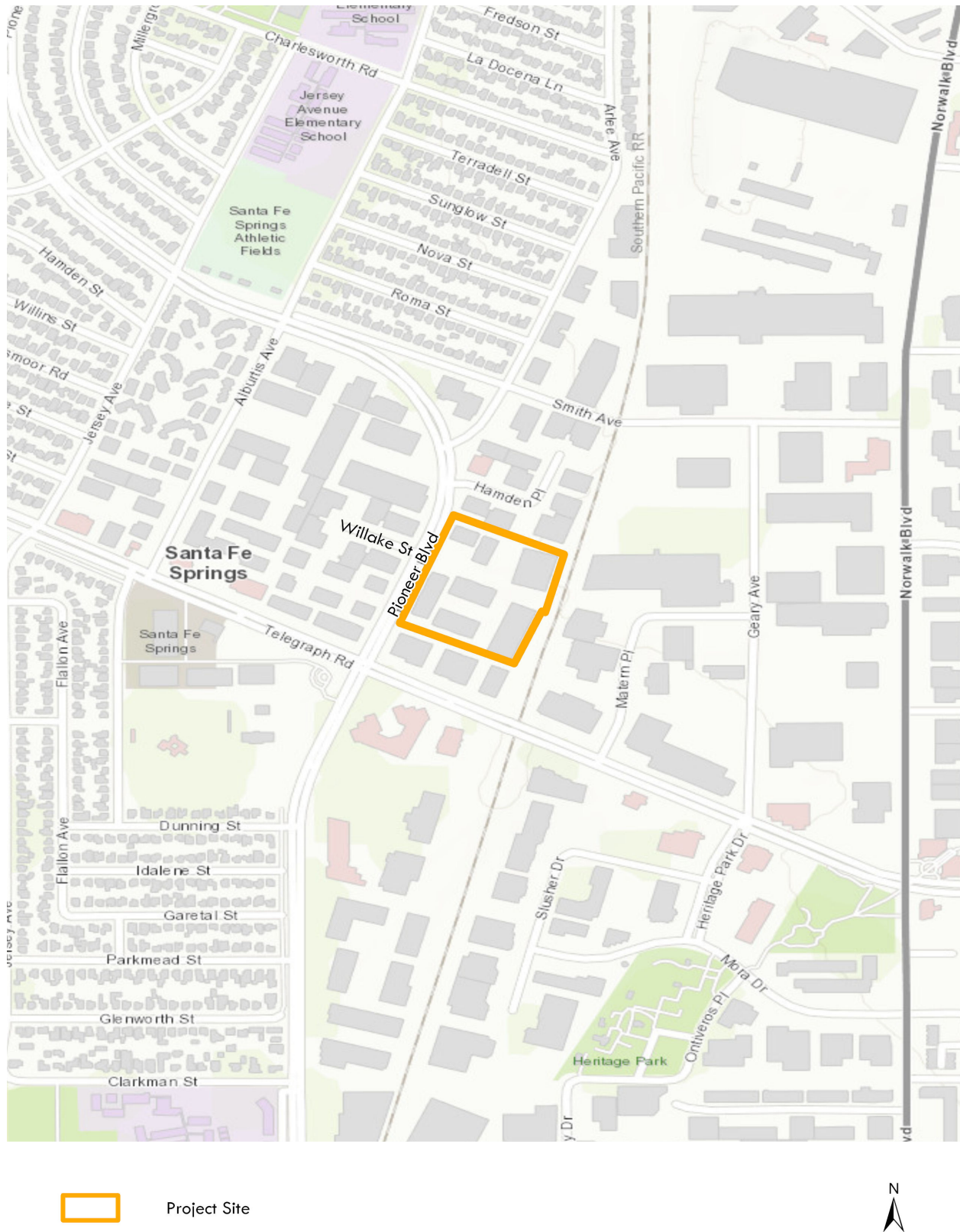
East: The Southern Pacific railroad tracks are adjacent to the site, which are followed by industrial uses. The General Plan designation of the area is Industrial, and the zoning designation is Heavy Manufacturing (M-2).

Regional Location



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Local Vicinity



Pioneer Boulevard Development
IS/MND
City of Santa Fe Springs

Figure 2

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Aerial View



Project Site



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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The project would redevelop the 9.06-acre project site with three concrete tilt-up industrial buildings. Currently, the project site is developed with seven industrial buildings that total approximately 158,000 square feet, which would be demolished as part of the proposed project. Each proposed building would include a loading dock area, mezzanine office space, and automobile parking. The project requests the approval of the following entitlements: 1) a Tentative Parcel Map (TPM 82433) for condominium purposes; and 2) three Development Plan Approvals (DPAs 947-949) for consideration of the architectural design, conceptual landscaping, and overall compliance with the City's Zoning Regulations. Figure 4, *Conceptual Site Plan* and Figure 5, *Tentative Parcel Map for Condominium Purposes* illustrates the project as proposed.

3.2 PROJECT FEATURES

Development Summary

The proposed project would construct three painted concrete tilt-up industrial buildings totaling 163,518 gross square feet. The project includes 9,000 square feet of office space, mezzanine space, parking, and surrounded by landscaping. Table 2 details each building breakdown.

Table 2: Building Breakdown

Building Components	Building 1	Building 2	Building 3	Project Totals
Warehouse	95,950 sf	23,146 sf	26,422 sf	149,518 sf
First Floor Office	4,000 sf	2,500 sf	2,500 sf	9,000 sf
Mezzanine Office	4,000 sf	2,500 sf	2,500 sf	9,000 sf
Total Building Area (Gross)	103,950 sf	28,146 sf	31,422 sf	163,518 sf
Building Footprint	99,950 sf	25,646 sf	28,922 sf	154,518 sf

Each building would be painted with a three-tone paint scheme of shades of blue, white, and gray. Building 1's maximum height would be at 40 feet 6 inches and Buildings 2 and 3 would both have a maximum height of 37 feet 6 inches. Future tenant signage, which will be reviewed and approved separately, would be featured on each side of Building 1 at its highest point and only on the south and west sides of Buildings 2 and 3. Office windows would be made of blue reflective glass with aluminum storefront canopies providing shade to the office entrance. The warehouse portions of each building would also have blue reflective glass clerestory windows. Figures 6A-6C, *Building 1-3 Elevations* illustrate building height and materials.

Building 1

Building 1 would be located on the south side of the project site. The 103,950-square-foot building would include 4,000 square feet of office space and 4,000 square feet of mezzanine at the southwest corner of the building. A loading dock and trash collection area would be located on the south side of the building. Within the loading area would be space for trailer parking, two ramps into the facility, and screened by a 14-foot concrete high wall with a 10-foot high tube steel sliding gate.

Building 2

Building 2 would be 28,146 square feet in size, with 2,500 square feet of primary office space and 2,500 square feet of mezzanine. The building's primary entrance, as well as access to the office space, would be located at the southwest corner of the building. A loading area would be on the northeast corner of the building and will be provided with a 42-inch high concrete guardrails to the north. The building's trash area would be to the north of the building, adjacent to automobile parking.

Building 3

Building 3 would be located on the northeast corner of the project site. The 31,422-square-foot building would also have 2,500 square feet of office space and 2,500 square feet of mezzanine on the southwest corner of the building. A loading dock would be located on the northwest corner of the building, mirroring the loading area for Building 2 and will be provided with a 42-inch concrete guardrail. A trash collection area would be located north of the building.

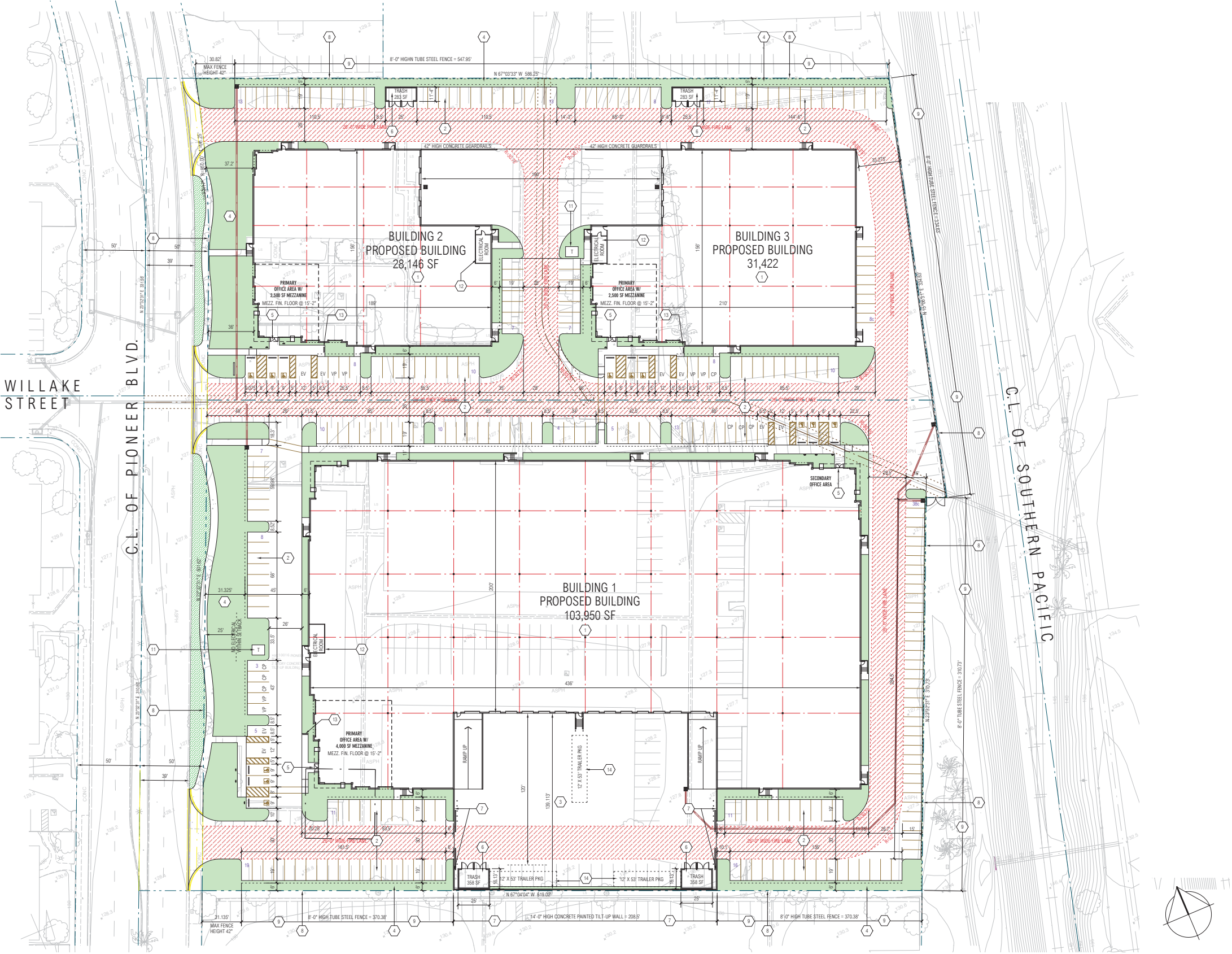
Parking and Circulation

The proposed project includes accessible, standard, compact and bicycle stalls that would be located around each building and along an onsite roadway. The project plans to provide 14 more parking spaces than what is required under Chapter 155.481 of the City's Municipal Code. Table 3, details the proposed parking.

Table 3: Proposed Parking Breakdown

	Building 1	Buildings 2 & 3	Totals
Parking Required⁽¹⁾	151	106	257
Parking Provided			
Accessible Stalls	6	6	12
Standard Stalls	118	95	213
Compact Stalls	38	8	46
TOTAL	162	109	271
Bicycle Stalls	9	6	15
Notes: (1) Required off-street parking for industrial uses between 100,001 and 200,000 square feet is one parking space per 1,000 square feet [City of Santa Fe Springs Municipal Code Chapter 155.481(D)]			

Access to the project site would be available via three driveways from Pioneer Boulevard: one on the north end, center, and southern portions of the site. The center access point would be the largest entrance onto the site, aligning with Willake Street, an east-west roadway, directly across Pioneer Boulevard. Internal circulation would be provided around Building 1, between Building 2 and 3, as well as along the eastern edge of Building 3.



Pioneer Boulevard Development
IS/MND
City of Santa Fe Springs

Figure 4

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Tentative Parcel Map for Condominium Purposes

TENTATIVE
PARCEL MAP NO. 82433
FOR CONDOMINIUM PURPOSES

IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

WALDEN & ASSOCIATES
JEFFREY A. WALDEN, P.L.S. 7914
FEBRUARY 2019

LEGAL DESCRIPTION:

PARCEL 1:

LOT 18 OF TRACT NO. 1664, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, EXCEPT THEREFROM THAT PORTION THEREOF WITHIN THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 18; THENCE NORTH 67°03'43" WEST 30.28 FEET ALONG THE SOUTHERLY LINE OF SAID LOT 18, TO A POINT IN A LINE THAT IS PARALLEL WITH AND DISTANT NORTHWESTERLY 30.00 FEET AT RIGHT ANGLES, FROM THE EASTERLY LINES OF SAID LOTS 18 AND 20; THENCE NORTH 15° 06' 10" EAST 535.69 FEET ALONG SAID PARALLEL LINE, TO A POINT; THENCE NORTH 21°06' 31" EAST 286.75 FEET TO A POINT IN THE EASTERLY LINE OF SAID LOT 20; THENCE SOUTH 15°06' 10" WEST 825.00 FEET ALONG THE EASTERLY LINE OF SAID LOTS 18 AND 20 TO THE POINT OF BEGINNING.

ALSO EXCEPT THAT PORTION OF SAID LAND WHICH LIES BELOW A DEPTH OF 500 FEET MEASURED VERTICALLY FROM THE SURFACE THEREOF, WITHOUT THE RIGHT TO USE THAT PORTION OF SAID LAND LYING ABOVE SAID EXCEPTED PORTION, AS EXCEPTED BY SANTA GERTRUDES LAND COMPANY, IN THE DEED RECORDED MARCH 14, 1972, AS INSTRUMENT NO. 442, OF OFFICIAL RECORDS.

PARCEL 2:

THAT PORTION OF LOT 17 OF TRACT NO. 1664, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 17; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOT, 618.99 FEET TO THE NORTHWESTERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO FRANK PIPPINGER AND WIFE, BY DEED RECORDED JULY 12, 1919, IN BOOK 6880, PAGE 320, OF DEEDS; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LAST MENTIONED LAND, 310.72 FEET TO THE SOUTHERLY LINE OF SAID LOT 17; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 618.99 FEET TO THE SOUTHWESTERLY CORNER OF SAID LOT; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT, 310.75 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PORTION OF SAID LAND WHICH LIES BELOW A DEPTH OF 500 FEET MEASURED VERTICALLY FROM THE SURFACE THEREOF, WITHOUT THE RIGHT TO USE THAT PORTION OF SAID LAND LYING ABOVE SAID EXCEPTED PORTION, AS EXCEPTED BY SANTA GERTRUDES LAND COMPANY, IN THE DEED RECORDED MARCH 14, 1972, AS INSTRUMENT NO. 442, OF OFFICIAL RECORDS.

EASEMENT LEGEND:

- (A) INDICATES AN EASEMENT IN FAVOR OF THE CITY OF SANTA FE SPRINGS, FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES, RECORDED SEPTEMBER 25, 1972 AS INSTRUMENT NO. 2530, IN BOOK D-5613, PAGE 322 OF OFFICIAL RECORDS.
- (B) INDICATES AN EASEMENT IN FAVOR OF THE CITY OF SANTA FE SPRINGS, FOR DRAINAGE PURPOSES, RECORDED JANUARY 15, 1973 AS INSTRUMENT NO. 3190 OF OFFICIAL RECORDS.
- (C) INDICATES AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, FOR UTILITY PURPOSES, RECORDED DECEMBER 26, 1973 AS INSTRUMENT NO. 856 OF OFFICIAL RECORDS.
- (D) INDICATES AN EASEMENT IN FAVOR OF GENERAL TELEPHONE COMPANY OF CALIFORNIA, FOR PUBLIC UTILITY PURPOSES, RECORDED MAY 20, 1974 AS INSTRUMENT NO. 3145, OF OFFICIAL RECORDS.
- (E) INDICATES AN EASEMENT IN FAVOR OF BOONE-SOUTHERN, A JOINT VENTURE, FOR STORM DRAIN PURPOSES, RECORDED FEBRUARY 10, 1977 AS INSTRUMENT NO. 77-145018 OF OFFICIAL RECORDS.
- (F) INDICATES AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, FOR PUBLIC UTILITY PURPOSES, RECORDED MARCH 28, 1991 AS INSTRUMENT NO. 91-440619, OF OFFICIAL RECORDS.

EXISTING SITE INFORMATION:

ASSESSOR PARCEL NUMBER: 8005-010-011
SITE ADDRESS: 9920, 9926, 9930, 10002, 10010, 10016 & 10020 PIONEER BLVD.
GENERAL PLAN LAND USE: BUSINESS PARK
ZONE: ML - MANUFACTURING LIMITED
AREA: 9.06 ACRES - 394,849 SQ. FT. GROSS
8.34 ACRES - 363,279 SQ. FT. NET

PROPOSED SITE INFORMATION:

ALL EXISTING DWELLINGS, BUILDINGS OR OTHER STRUCTURES ON THE PROPERTY WILL BE REMOVED.

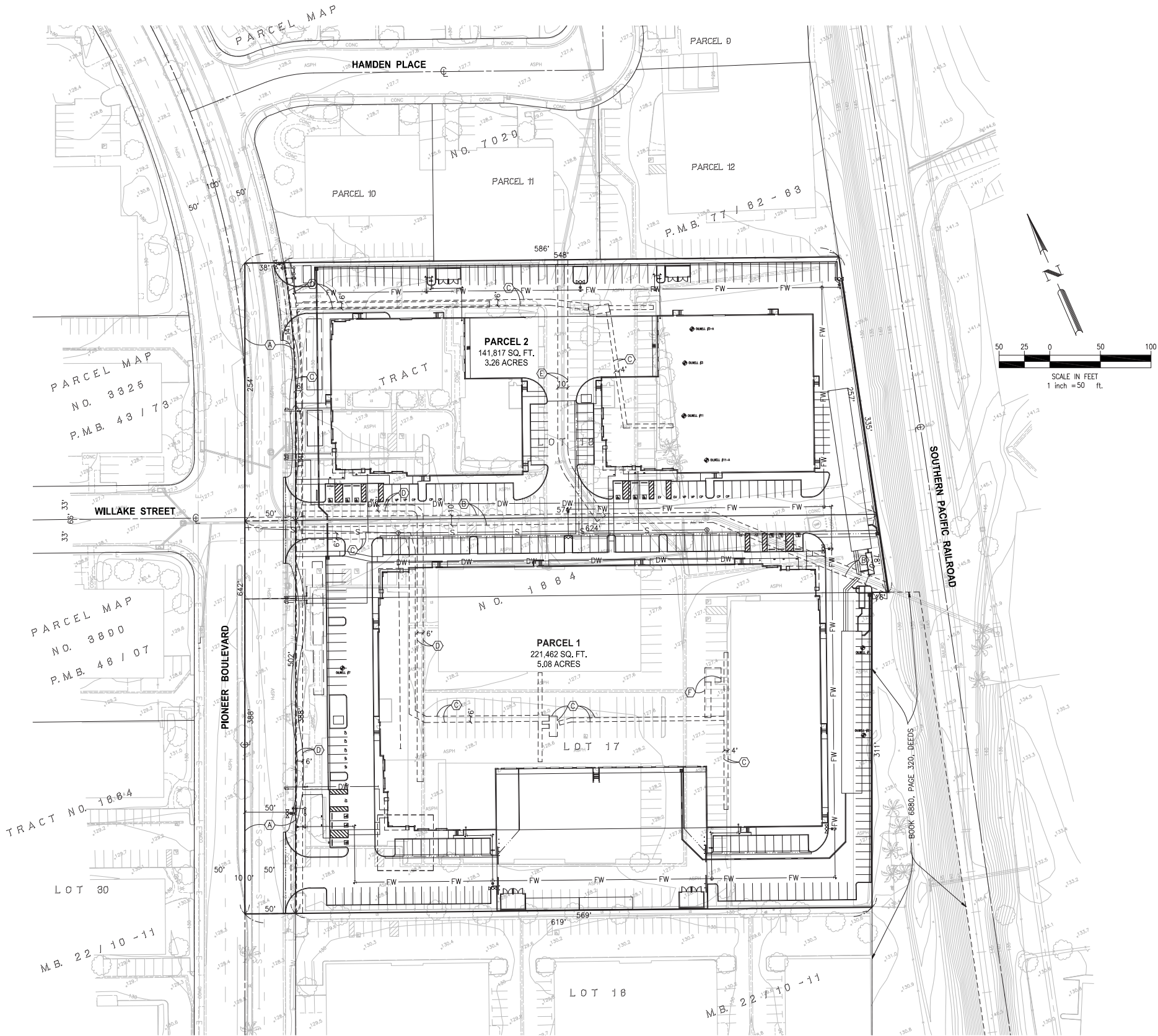
NUMBER OF INDUSTRIAL PARCELS: 2 NUMBERED

PROPOSED PARCELS AREA:

PARCEL 1: 5.53 ACRES - 240,854 SQ. FT. GROSS
5.08 ACRES - 221,462 SQ. FT. NET
PARCEL 2: 3.53 ACRES - 153,995 SQ. FT. GROSS
3.26 ACRES - 141,817 SQ. FT. NET

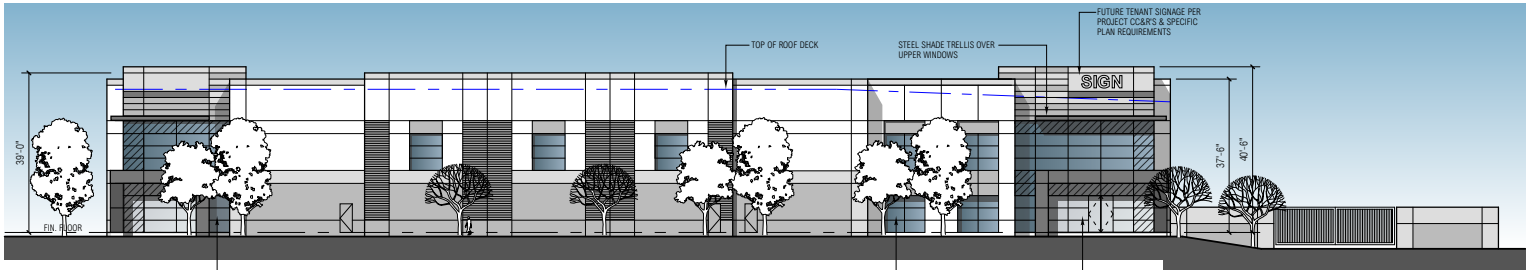
EASEMENTS FOR SHARED INGRESS/EGRESS, ACCESS, PARKING, PARCEL DRAINAGE, EMERGENCY VEHICLE ACCESS, PRIVATE UTILITIES, LANDSCAPING AND MAINTENANCE RESPONSIBILITIES FOR THESE AND OTHER INCIDENTAL PURPOSES ARE TO BE ADDRESSED UNDER CC&R'S TO BE RECORDED CONCURRENTLY WITH THE PARCEL MAP.

OWNER: THE BROOKHOLLOW GROUP
151 KALMUS DR., SUITE F-1
COSTA MESA, CA 92626
MR. ROBERT KNAPP
714-850-3906
APPLICANT: RGA, OFFICE OF ARCHITECTURAL DESIGN
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
MR. MIKE GILL
949-341-0920
LAND SURVEYOR: WALDEN & ASSOCIATES
2552 WHITE RD, SUITE B
IRVINE, CA 92614
JEFFREY WALDEN
949-660-0110

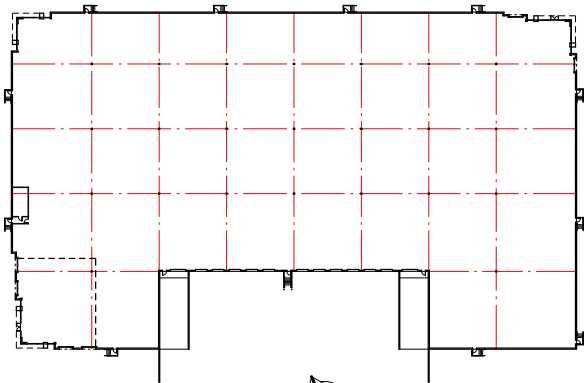


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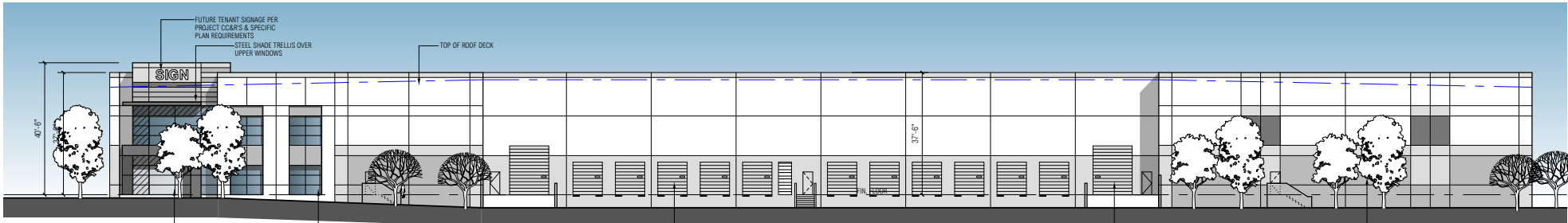
Building 1 Elevation



WEST ELEVATION



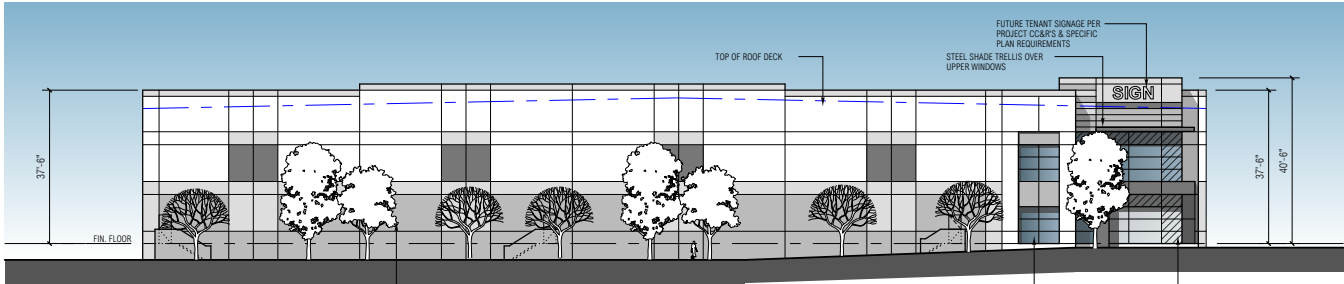
BUILDING FLOOR KEY PLAN



SOUTH ELEVATION

NOTES:

- 1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
- 2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.



EAST ELEVATION



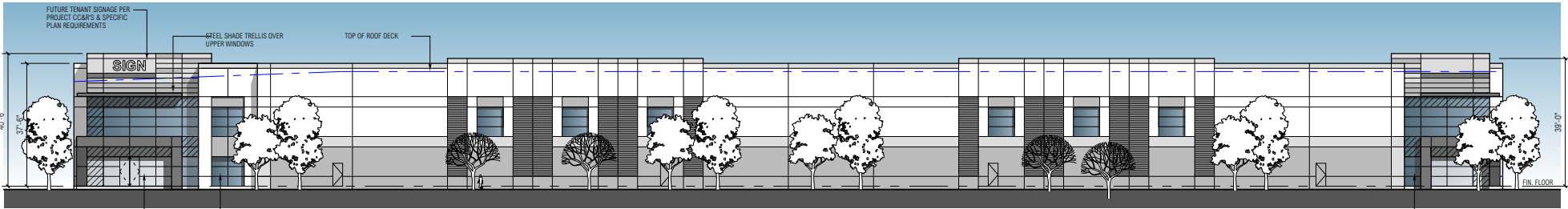
SIMILAR SITE LIGHTING STYLE
SCALE: N.T.S.



SIMILAR ENTRY LIGHTING STYLE
SCALE: N.T.S.

FINISH SCHEDULE:

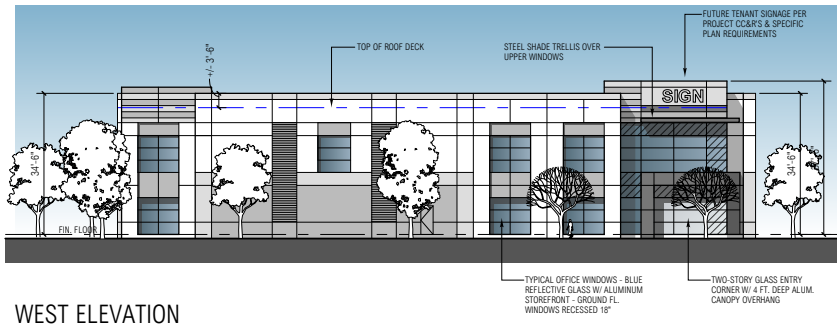
- | | |
|----|--|
| 1. | FIELD COLOR
FRAZEE - CL 3211W - WASH BASIN |
| 2. | LIGHT ACCENT COLOR
FRAZEE - CL 3214M - WAVELENGTH |
| 3. | DARK ACCENT COLOR
FRAZEE - CL 3215D - ELF |
| 4. | DARK ACCENT COLOR
FRAZEE - CL 3216A - BRAINCHILD |
| 5. | CANOPIES - ALUCOBOND:
NATURAL BRUSHED GRAPHITE |
| 6. | GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA |
| 7. | GLASS - ACCENT COLOR AT ENTRIES
PPG VISTACOL PACIFICA |



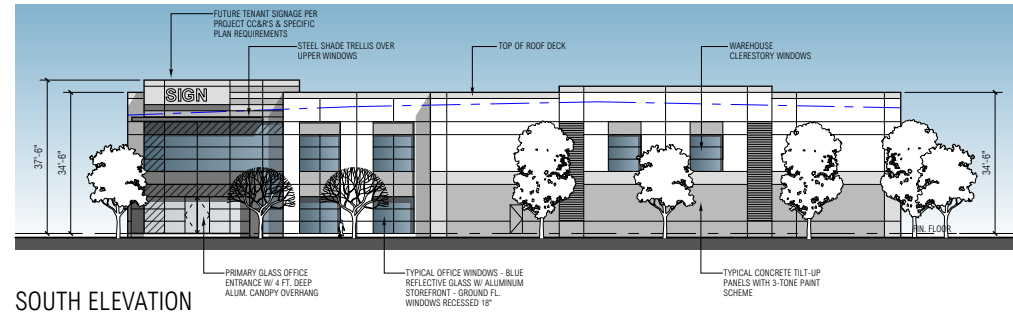
NORTH ELEVATION

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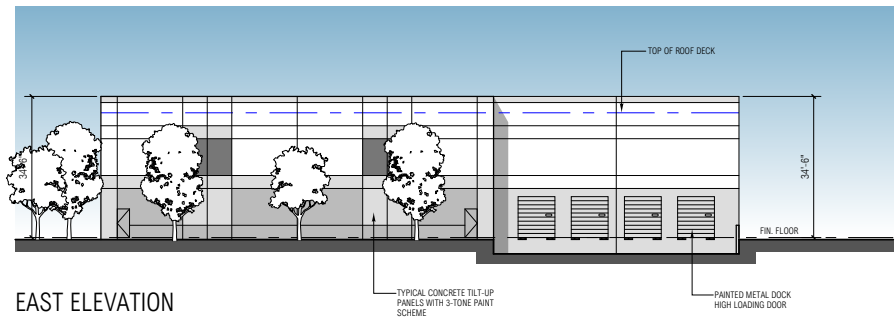
Building 2 Elevations



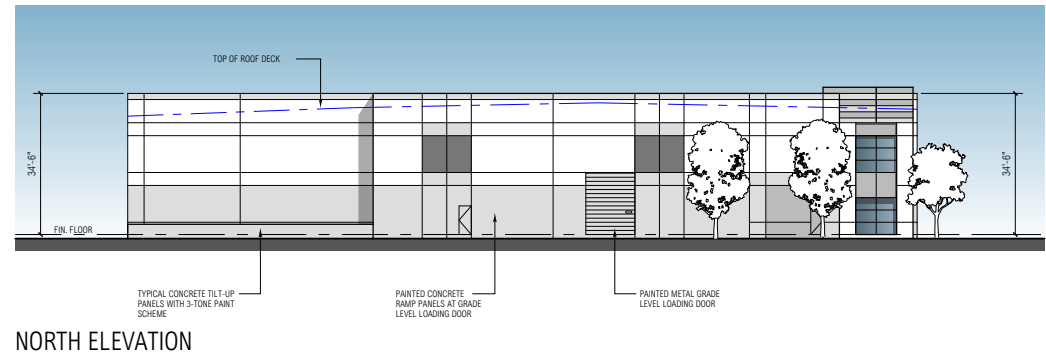
WEST ELEVATION



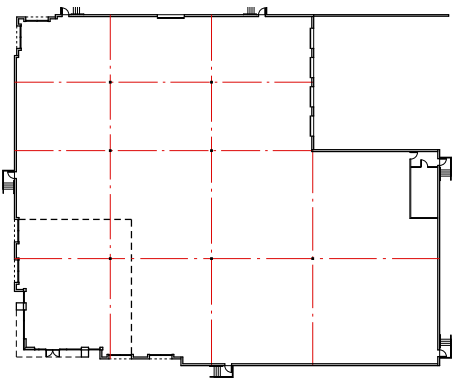
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



BUILDING FLOOR KEY PLAN



NOTES:

- 1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
- 2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

FINISH SCHEDULE:

	1.	FIELD COLOR FRAZEE - CL 3211W - WASH BASIN
	2.	LIGHT ACCENT COLOR FRAZEE - CL 3214M - WAVELENGTH
	3.	DARK ACCENT COLOR FRAZEE - CL 3215D - ELF
	4.	DARK ACCENT COLOR FRAZEE - CL 3216A - BRAINCHILD
	5.	CANOPIES - ALUCOBOND: NATURAL BRUSHED GRAPHITE
	6.	GLASS - PRIMARY WINDOW PPG SOLARCOOL PACIFICA



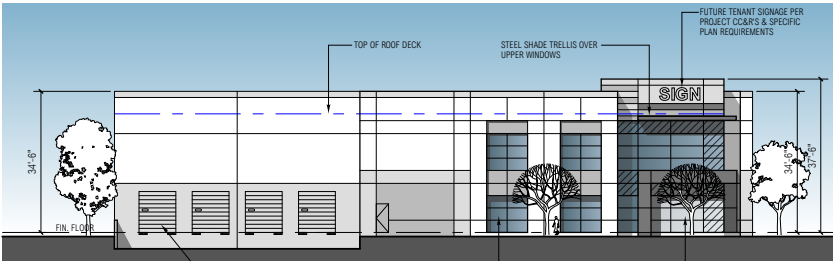
SIMILAR SITE LIGHTING STYLE



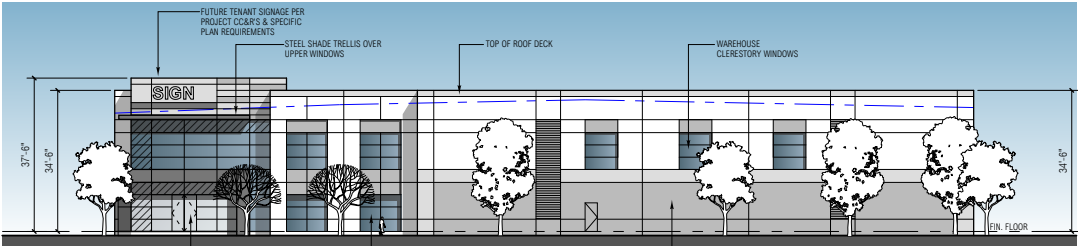
SIMILAR ENTRY LIGHTING STYLE

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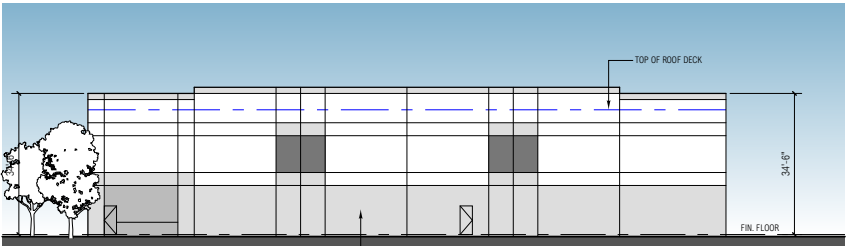
Building 3 Elevations



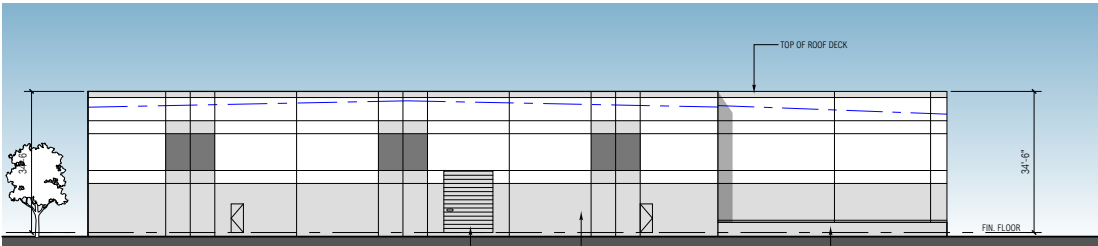
WEST ELEVATION



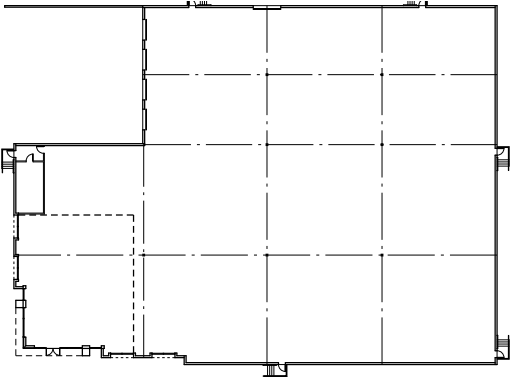
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



BUILDING FLOOR KEY PLAN

NOTES:

- 1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
- 2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

FINISH SCHEDULE:

- | | |
|----|--|
| 1. | FIELD COLOR
FRAZEE - CL 3211W - WASH BASIN |
| 2. | LIGHT ACCENT COLOR
FRAZEE - CL 3214M - WAVELENGTH |
| 3. | DARK ACCENT COLOR
FRAZEE - CL 3215D - ELF |
| 4. | DARK ACCENT COLOR
FRAZEE - CL 3216A - BRAINCHILD |
| 5. | CANOPIES - ALUCOBOND:
NATURAL BRUSHED GRAPHITE |
| 6. | GLASS - PRIMARY WINDOW
PPG SOLARCOOL PACIFICA |



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Landscaping

Landscaping onsite would surround all buildings with the exception of the north and eastern edges of Building 3. A north-south concrete sidewalk would be to the west of the proposed buildings, parallel to Pioneer Boulevard, with 24-inch and 36-inch box trees to enhance to the overall curb appeal from the public right-of-way. The proposed project would provide greater landscaping than what is required by the City's Municipal Code, as detailed in Table 4. The conceptual landscape plan includes low water use shrubs, trees, and ground cover. Figure 7, *Conceptual Landscape Plan* shows the proposed landscaping for the project.

Table 4: Proposed Landscaping Breakdown

	Building 1	Buildings 2 & 3	Total
Landscaping Required	11,257 sf	8,491 sf	19,748 sf
Landscaping Provided	22,420 sf	16,673 sf	39,093 sf

Infrastructure Improvements

Water and Sewer

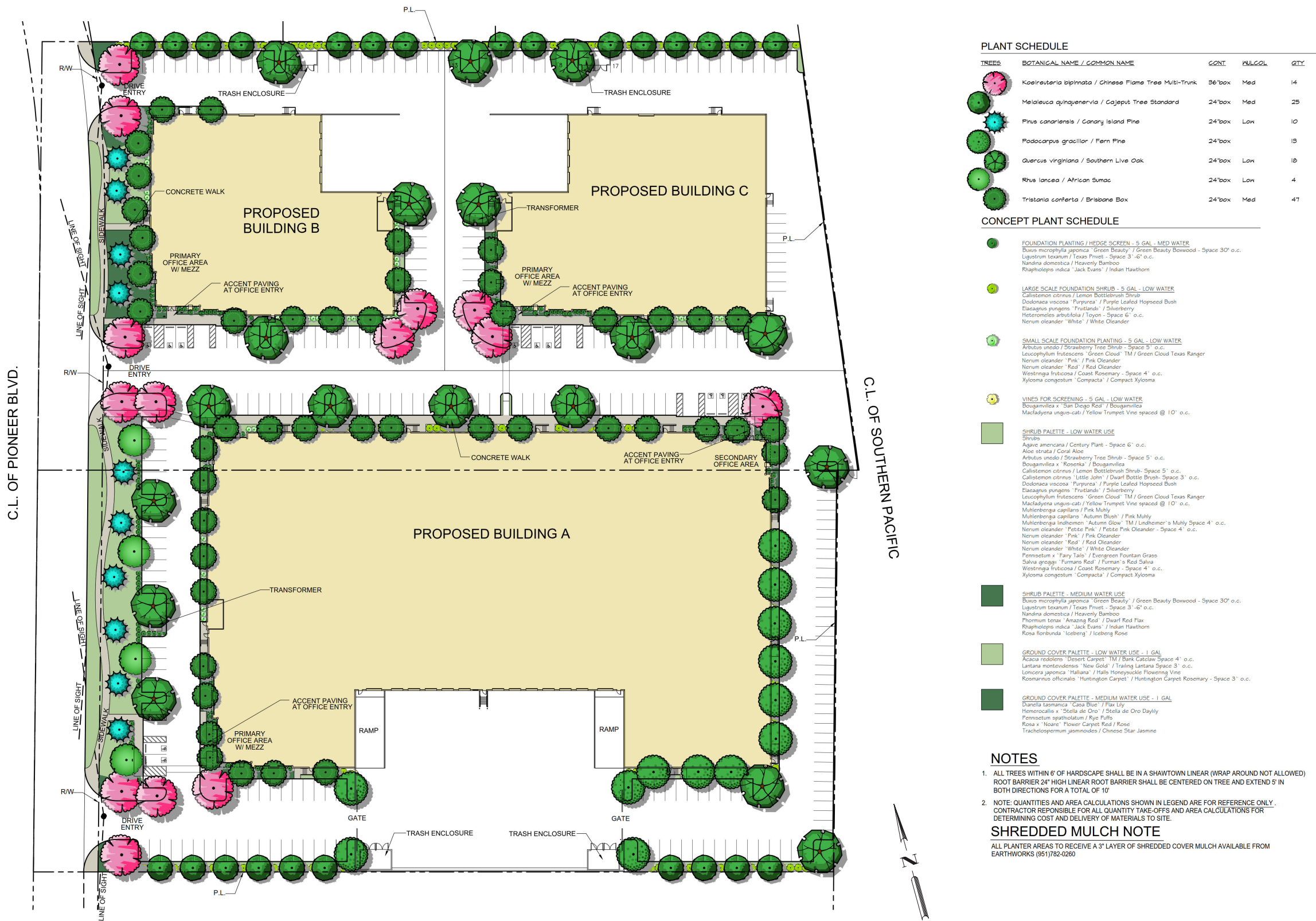
The proposed Project would install new onsite water and sewer lines that would connect to the existing water and sewer infrastructure within Pioneer Boulevard.

Drainage

During operation, drainage would generally flow to the east starting from an existing east-west 24-inch line within Pioneer Boulevard to an existing east-west 42-inch line that bisects the site to finally connect a north-south 84-inch storm drain line offsite. Storm drain lines would be installed to serve each building and connect to biofiltration basins along the western side of the site or biofiltration chambers along the eastern side of the site. Figure 8, *Preliminary Grading Plan* and Figure 9, *Preliminary Wet Utility Plan* shows existing infrastructure and proposed improvements onsite.

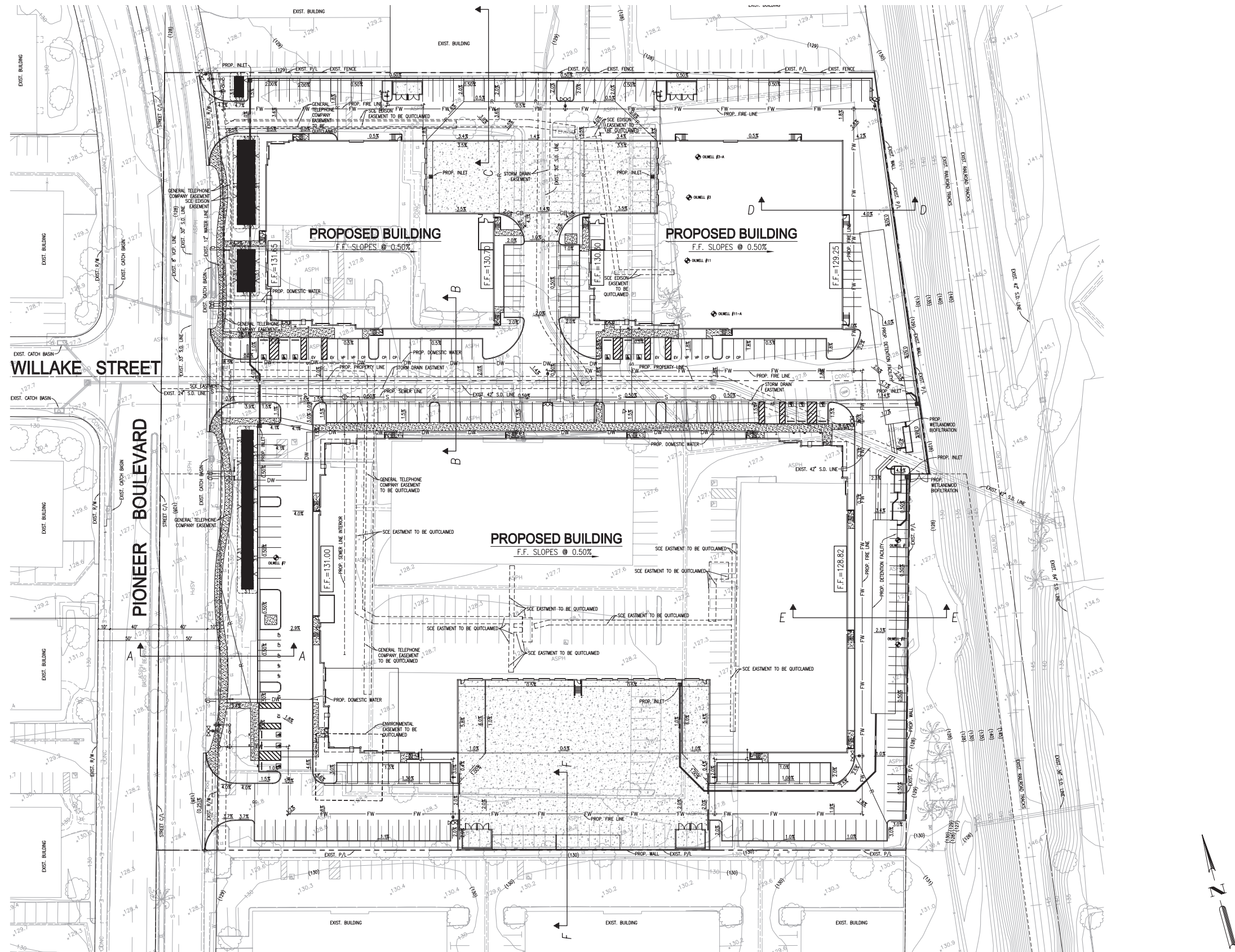
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Conceptual Landscape Plan



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Preliminary Grading Plan

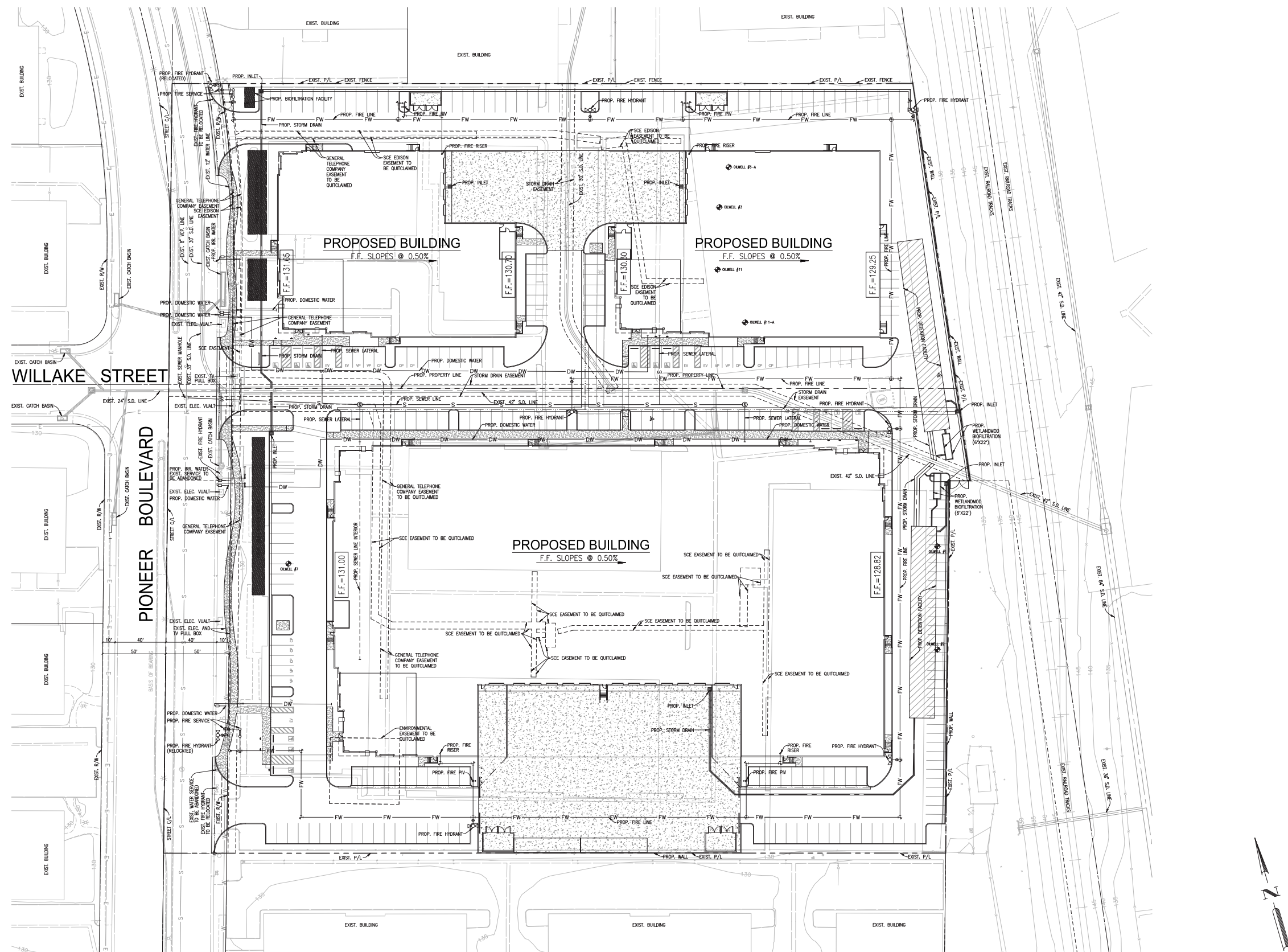


Pioneer Boulevard Development
IS/MND
City of Santa Fe Springs

Figure 8

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Preliminary Wet Utility Plan



Pioneer Boulevard Development
IS/MND
City of Santa Fe Springs

Figure 9

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3.3 CONSTRUCTION

Construction activities for the project would occur over one phase lasting approximately 14 months or less and in the following stages: (1) demolition and removal of existing structures, foundations, asphalt/pavement, utilities, and other subsurface improvements; (2) grading and excavation; (3) site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities and services; (4) building construction; and (5) landscape installation, paving, and application of architectural coatings. Project construction is anticipated to start in 2020 and be completed in 2021. Table 5 details total working days for each phase of construction for analytical purposes. Construction activities would be limited to the hours between 7:00 a.m. and 7:00 p.m. pursuant to the City's Municipal Code Chapter 155.425.

Table 5: Construction Schedule

Construction Phase	Work Days
Demolition	20
Site Preparation	10
Grading	20
Building Construction	230
Paving	20
Architectural Coating	40

The project would require the import of approximately 9,500 cubic yards of material. Construction activities include removal and re-compaction of soils to a minimum depth of 8 feet below existing grade or 3 feet beneath the base of the building foundations, whichever is deeper. Other areas onsite would require removal and re-compaction at least 5 feet beneath the existing grade or 2 feet beneath the finished subgrade within pavement areas, pursuant to California Building Code (CBC) requirements.

4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project. The checklist form identifies potential project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed project.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

4.2 DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

Signature	Date
Cuong Nguyen	City of Santa Fe Springs
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than

significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view of visual setting.

The project site is within an urbanized developed area of the City of Santa Fe Springs. The site is surrounded by business park uses to the north, south, and west. Southern Pacific railroad tracks border the site to the east, and industrial uses exist beyond. Existing public vantage points exist along roadways that surround the project site, which do not contain expansive scenic vistas. The project would redevelop the site and construct three new structures that would be similar to the height of the existing onsite buildings. Because there are no existing scenic vistas and the project would result in similar onsite development, implementation of the proposed project would not result in an impact on a scenic vista. No impact would occur.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest Officially Designated State Scenic Highway is a portion of State Route 57 (SR-57), which runs north-south starting north of the City of Brea to the State Route 60 interchange (Caltrans 2019). This portion of SR-57 is located 11.5 miles east of the Project site and is not visible

from the project site. Therefore, no impacts to scenic resources within a state scenic highway would occur.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Less than Significant Impact. The project site is located within an urbanized area of the City of Santa Fe Springs, surrounded by business park and industrial land uses. The proposed project would redevelop the site and construct three new concrete tilt-up industrial buildings, which would be an upgrade to the existing development on the site. Development of the site would be consistent with the General Plan and the City's Zoning Code. This includes site design requirements including but not limited to setbacks, building heights, parking, and landscaping, which would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project's compliance with building code requirements would be verified during the City's plan check and permitting process. As a result, impacts related to scenic quality within the urbanized environment would be less than significant.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less than Significant Impact. The project site is located within a developed urban area. Existing sources of light in the vicinity of the project site includes: street lights, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that passthrough windows. The exterior lighting on the project site includes exterior building mounted lighting and lighting at building entrances.

Construction. Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours, as permitted by the City's Municipal Code Chapter 155.425 (permitted construction activities from 7:00 a.m. to 7:00 p.m.). Lighting required during construction of the project would be shielded and directed toward work activity areas, in compliance with Municipal Code Chapters 155.432 and 155.496 (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. In addition, construction may include nighttime security lighting; however, this would be similar to the existing security lighting on the site, adjacent sites, and streetlights. Also, any construction related lighting would be temporary (approximately 14 months). Therefore, construction of the project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation. The project would include the provision of nighttime lighting for security purposes around the building and in the parking areas. Implementation of the project could contribute additional sources to the overall ambient nighttime lighting conditions. However, the project site is currently developed and emanates light from the existing buildings and parking areas, and the site is located within an urban area that includes various sources of nighttime lighting. Additionally, all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with Municipal Code Chapters 155.432 and 155.496 (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. Because the project area is within an already developed area with various sources of existing nighttime lighting, and because the project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that

would be generated by the project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the project would not use highly reflective surfaces, or glass sided buildings. Although the building would contain windows, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces and the windows would be separated by stucco that would limit the potential of glare. As described previously, onsite lighting would be angled down and be compliant with Municipal Code Chapter 155.432 and 155.496 (included as PPP AES-1), which would avoid the potential of onsite lighting generating offsite glare. Therefore, the project would not generate substantial sources of glare, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP AES-1: Glare. Pursuant to Municipal Code Chapters 155.432 and 155.496, 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.

Mitigation Measures

No mitigation measures related to aesthetics are required.

Sources

California Department of Transportation (Caltrans 2019). California Scenic Highway Mapping System, Los Angeles County and Orange County. Accessed June 2019. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is developed for urban uses and located in an area that is completely developed for urban uses. The project site and its vicinity are void of agricultural uses. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as urban land and it is not identified as Prime, Unique, or Farmland of Statewide Importance (CDC 2019). Therefore, conversion of such farmland designations would not occur from implementation of the proposed project. No impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is currently zoned Limited Manufacturing (ML), which does not provide for agricultural uses. In addition, the site is not subject to a Williamson Act contract. Thus, the proposed project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site currently includes business park and industrial land uses and is within an urbanized developed area. No forest land exists on or adjacent to the project site. The project site is currently zoned Limited Manufacturing (ML) and is not zoned for forest land or timberland uses. Thus, the proposed project would not result in impacts related to a conflict with existing forest land or timberland zoning, and impacts would not occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site currently includes business park and industrial uses and is within an urbanized developed area. No forest land exists on or adjacent to the project site. Thus, the project would not result in the loss of forest land or conversion of forest land to a non-forest use, and impacts would not occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described above, the project site currently includes business park and industrial land uses and is within an urbanized developed area. No forest land exists on or adjacent to the project site. Therefore, the implementation of the proposed project would not involve other changes in the existing environment which would result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use. Therefore, no impacts would occur.

Existing Plans, Programs, or Policies

There are no impacts reducing Plans, Programs, and Policies related to agriculture and forestry that are applicable to the project.

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

Sources

California Department of Conservation (CDC 2019). Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Los Angeles County. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Air Quality Impact Analysis (Urban 2019a) and the Mobile Source Health Risk Assessment (Urban 2019a), prepared by Urban Crossroads, included as Appendix A and B.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources.

For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As detailed below, the proposed project would not result in exceedance of local or regional

significance thresholds. The project site is designated as Business Park in the City's General Plan, which allows for industrial uses such as limited manufacturing, research, and light assembly operations. The proposed project would develop three new concrete tilt-up industrial buildings, which would have new limited manufacturing uses that would replace the existing uses on the subject site.

In addition, emissions generated by construction and operation of the project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the project would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015 (Urban Crossroads, 2019a).

Construction

Construction activities associated with the proposed project would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, building construction, paving, architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Construction activities would generate emissions from the demolition of 157,669 square feet of existing building space. In addition, the project would require 9,500 cubic yards of import and generate a need for construction worker vehicle trips to and from the project site during the estimated 14 months of construction.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403

requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1.

In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling, and is included as PPP AQ-2. As shown in Table AQ-2, CalEEMod results show that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Overall Construction Emissions Summary

Activity	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2020	4.17	43.13	25.27	0.07	10.07	6.02
2021	21.88	24.91	24.37	0.06	3.14	1.55
Maximum Daily Emissions	21.88	43.13	25.27	0.07	10.07	6.02
Significance Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: NO_x = nitrogen oxides; CO = carbon monoxide

PM₁₀ and PM_{2.5} = particulate matter; VOC = volatile organic compounds

SO_x = sulfur oxides

Source: Urban Crossroads, 2019a

Operation

Implementation of the proposed project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the project.

Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and would be less than significant.

Table AQ-3: Summary of Operational Emissions

Operational Year (Summer Season)	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	3.74	5.70e-04	0.06	0.00	2.20e-04	2.20e-04
Energy Source	0.07	0.62	0.52	3.69e-03	0.05	0.05
Mobile Source (Passenger Cars)	1.73	1.59	27.02	0.08	8.09	2.17
Mobile Source (Trucks)	1.58	40.62	11.57	0.16	6.69	2.27
On-Site Equipment	0.14	1.55	0.77	3.17e-03	0.05	0.05
Total Maximum Daily Emissions	7.26	44.37	39.94	0.24	14.88	4.54
Existing Emissions	8.91	16.13	55.76	0.16	14.12	3.94
Net Emissions (Project – Existing)	-1.65	28.24	-15.82	0.08	0.77	0.60
SCAQMD Significance Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Operational Year (Winter Season)						
Area Source	3.74	5.70e-04	0.06	0.00	2.20e-04	2.20e-04
Energy Source	0.07	0.62	0.52	3.69e-03	0.05	0.05
Mobile Source (Passenger Cars)	1.73	1.74	24.40	0.07	8.09	2.17
Mobile Source (Trucks)	1.54	41.87	10.23	0.16	6.68	2.27
On-Site Equipment	0.14	1.55	0.77	3.17e-03	0.05	0.05
Total Maximum Daily Emissions	7.22	45.76	35.98	0.24	14.87	4.54
Existing Emissions	8.94	16.72	52.34	0.15	14.11	3.91
Net Emissions (Project – Existing)	-1.73	29.04	-16.36	0.09	0.76	0.63
SCAQMD Significance Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: NO_x = nitrogen oxides; CO = carbon monoxide; PM₁₀ and PM_{2.5} = particular matter; VOC = volatile organic compounds; SO_x = sulfur oxides

Source: Urban Crossroads, 2019a

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (Urban 2019a). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 5, Southeast Los Angeles County.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The nearest LST sensitive receptor to the project site is an existing residence located 1,000 feet northwest of the project site on Arlee Avenue.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily and were used to evaluate LSTs. As shown in Table AQ-4, with implementation of SCAQMD Rules 403 and 1113

(included as PPP AQ-1 and PPP AQ-2), the maximum daily construction emissions from the proposed project would not exceed the applicable SCAQMD LST thresholds.

Table AQ-4: Localized Significance Summary of Construction

Activity	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀ ⁽¹⁾	PM _{2.5} ⁽¹⁾
On-Site Demolition				
Maximum Daily Emissions	33.20	21.75	4.69	2.00
SCAQMD Localized Threshold	80	571	103	42
Threshold Exceeded?	No	No	No	No
Site Preparation				
Maximum Daily Emissions	42.42	21.51	9.86	5.96
SCAQMD Localized Threshold	97	716	112	47
Threshold Exceeded?	No	No	No	No
Grading				
Maximum Daily Emissions	26.39	16.05	4.06	2.51
SCAQMD Localized Threshold	80	571	103	42
Threshold Exceeded?	No	No	No	No

Notes: NO_x = nitrogen oxides; CO = carbon monoxide; PM₁₀ and PM_{2.5} = particulate matter; VOC = volatile organic compounds; SO_x = sulfur oxides

Source: Urban Crossroads, 2019a

Operation

Localized Significance Analysis

For operational LSTs, on-site passenger car and truck travel emissions were modeled. As shown on Table AQ-5, operational emissions would not exceed the SCAQMD's LST thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, the project would result in a less than significant impact related to localized emissions from operational activities.

Table AQ-5: Localized Significance Summary of Operations

Operational Activity	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	4.34	3.28	0.84	0.32
SCAQMD Significance Threshold	172	1,480	32	14
Threshold Exceeded?	No	No	No	No

Notes: PM₁₀ and PM_{2.5} = particulate matter; VOC = volatile organic compounds; SO_x = sulfur oxides

Source: Urban Crossroads, 2019a

CO "Hot Spot" Analysis

Regarding potential "hot spots" of CO that could result from the project, Appendix A of this IS/MND describes that a daily traffic volume of 400,000 vehicles per day would not exceed the most stringent 1-hour CO standard (20 ppm).

The proposed project would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations (Urban 2019a). Therefore, CO "hot spots" are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Diesel Mobile Source Health Risk Analysis

A Diesel Mobile Source Health Risk Assessment, included as Appendix B, was prepared for the project to evaluate the health risk impacts as a result of exposure to diesel particulate matter (DPM)

as a result of heavy-duty diesel trucks entering and leaving the site during operation of the proposed project.

On-site truck idling was estimated to occur as trucks wait to park or maneuver through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

The SCAQMD recommends using a 10 in one million is used as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Residential: The residential land uses with the greatest potential exposure to Project DPM source emissions are those along the primary truck routs that would be used for Project construction and Project operations. Thus, closest sensitive receptors potentially impacted by Project DPM source emissions would be homes at the southwest corner of Telegraph Road and Alburdis Avenue, approximately 1,300 feet west of the project site. At this location, the maximum incremental cancer risk attributable to Project DPM source emissions is calculated at 0.68 in one million, which is less than the SCAQMD threshold of 10 in one million. Additionally, non-cancer risks were calculated to be 0.0002, which would not exceed the applicable threshold of 1.0 (Urban 2019b). As such, the Project would not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant.

Workers: The workers with the greatest potential exposure to Project DPM source emissions are located approximately 65 feet south of the project site at existing industrial land uses. At the maximally exposed worker (MEIW), the maximum incremental cancer risk impact at this location is 0.53 in one million which is less than the threshold of 10 in one million. Also, the non-cancer risks were calculated to be 0.002, which would not exceed the applicable threshold of 1.0 (Urban 2019b). As such, the project would not cause a significant human health or cancer risk to nearby workers, and impacts would be less than significant.

School Children: The school site with the greatest potential exposure to Project DPM source emissions is Lake Center Junior High School, located approximately 0.5 mile south of the project site. This school is anticipated to have the greatest potential exposure to DPM emissions due to its location near the project site, truck travel patterns, and meteorological conditions. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact would be 0.10 in one million which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.0002, which would not exceed the applicable threshold of 1.0 (Urban 2019b). As such, the Project would not cause a significant human health or cancer risk to any school children, and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not generate other emissions, not described previously. Also, typical land uses generally associated with odor complaints includes agricultural uses (livestock and farming), wastewater treatment plants, food processing plants,

chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project site is zoned ML (Limited Manufacturing) which does not allow land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-3) to prevent odor nuisances on sensitive land uses. Based on the potential future use of the site as various limited manufacturing businesses, and with compliance with SCAQMD Rule 402, impacts related to odors would be less than significant.

Existing Plans, Programs, or Policies

PPP AQ-1: The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

No mitigation measures related to air quality are required.

Sources

Air Quality Impact Analysis, prepared by Urban Crossroads, 2019 (Urban 2019a) (Appendix A).

Mobile Source Health Risk Assessment, prepared by Urban Crossroads, 2019 (Urban 2019b)
(Appendix B).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>4. BIOLOGICAL RESOURCES.</u>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The project site is developed with an existing business park consisting of 7 buildings surrounded by paved parking lots and landscaping. A small strip of land between the railroad tracks and the parking lot contains exposed soil with areas of grass, weeds, trees, and debris. In addition, the project site is surrounded by similar developed business park uses with paved parking

and ornamental landscaping. No candidate, sensitive, or special status species (or associated habitats) exist on the site or adjacent area.

The project would redevelop the site and provide new landscaping that would include a variety of ornamental trees, shrubs, and groundcover. As no sensitive species or habitat exists onsite, implementation of the project would not result in an adverse effect, either directly or through habitat modifications, on any sensitive species, and impacts would not occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies or are known to provide habitat for sensitive animal or plant species. As described in the previous response, the project site is within an urban area, developed, and does not contain any natural habitats, including riparian habitat or sensitive natural community. Additionally, the project site is bound by developed areas that include buildings, pavement, roadways, railroad tracks, and small areas of ornamental landscaping that do not contain sensitive natural habitat areas. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from project implementation.

c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal, pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site and adjacent areas are located within a developed urban area and do not contain natural wetlands. Therefore, the project would not result in impacts to wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant with Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. The project site does not support conditions of migratory wildlife corridors or linkages. The project site is completely developed and surrounded by roadways and rail lines. The site and surrounding areas do not provide function for wildlife movement. Additionally, the surrounding area is developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the project would not result in impacts related to wildlife movement or wildlife corridors.

However, the project site contains existing ornamental trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the

California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA prohibits disturbing or destroying active nests. Therefore, Mitigation Measure BIO-1 has been included to require that if commencement of demolition, construction, or vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-1, potential impacts to nesting birds would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the project. Trees in the public right-of-way in the City are protected under the City's Municipal Code Sections 96.130 through 96.140, which regulates the planting, maintenance, and removal of trees in public locations in the City. The project would install new 24-inch and 36-inch box trees along Pioneer Boulevard, which would be new public street trees. Installation of the trees would be completed in compliance with the City's requirements, as included by PPP BIO-1. Therefore, implementation of the project would not conflict with local policies or ordinances protecting trees and no impact would occur. No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is developed and in an urban area. The project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not result in impacts to biological habitat plans. No mitigation measures are required.

Existing Plans, Programs, or Policies

PPP BIO-1: Street Trees. Installation of street trees shall occur in compliance with the City of Santa Fe Springs Municipal Code Chapters 96.130 through 96.140, also known as the "Tree Ordinance".

Mitigation Measures

Mitigation Measure BIO-1: Migratory Bird Treaty Act. Prior to commencement of grading activities, the City Building Department, shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 feet for raptors and 300 feet for non-raptors [subject to the

recommendations of the qualified biologist]], and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Sources

City of Santa Fe Springs, Municipal Code, Chapters 96.130 through Chapter 96.140, Street Trees. Available at:
[http://library.amlegal.com/nxt/gateway.dll/California/santa/titleixgeneralregulations/chapter96streetsandsidewalks?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:santafesprings_ca\\$anc=JD_Chapter96](http://library.amlegal.com/nxt/gateway.dll/California/santa/titleixgeneralregulations/chapter96streetsandsidewalks?f=templates$fn=default.htm$3.0$vid=amlegal:santafesprings_ca$anc=JD_Chapter96)

U.S. Fish and Wildlife Service Migratory Bird Treaty Act. Available at:
<https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treatyact.php>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project's Lead Agency.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The Phase I Environmental Site Assessment (ESA) prepared for the project site, includes aerial photographs describing the transition of the site from an oil field to existing use. The Phase I ESA described that the existing buildings on the site were constructed in 1977 (HMC 2019a). Thus, the buildings onsite were constructed less than 50 years ago and are modern buildings. In addition, the project site is not listed on any register of resources and does not meet the CEQA criteria related to a historical resource (Dice and Burke 2018). Therefore, the project site does not contain any historical resources, and the project would not result in impacts to historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation Incorporated. The project site has been disturbed from previous development activities that include oil production fields, agriculture, and industrial

uses. Project construction would include removal and re-compaction to a minimum depth of 8 feet below existing grade or 3 feet beneath the base of the foundations, whichever is deeper. The excavation is possible to encroach into native soils that have not been previously disturbed and could contain archaeological resources. As a result, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. Mitigation Measure CUL-1 requires that work in the vicinity of a find be halted until the find can be assessed for significance by a qualified archaeologist to determine the appropriate treatment and documentation of the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f). Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed project would result in the disturbance of human remains. Existing regulation under the California Health and Safety Code, included as PPP CUL-1, outlines the procedures to undertake if human remains are found on the project site. Compliance with existing regulations would ensure impacts related to potential disturbance of human remains are less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to commencement of grading activities, the City of Santa Fe Springs Building Department shall verify that all project grading and construction plans and specifications state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). If the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources.

Sources

California Public Resources Code Section 21084.1

City of Santa Fe Springs Dice and Burke Industrial Development MND, Section 3 Environmental Analysis, Page 52 (Dice and Burke 2018). Accessed:
<https://www.santafesprings.org/civicax/filebank/blobdload.aspx?t=38065.18&BlobID=12134>

Governor's Office of Planning and Research, *State CEQA Guidelines*, Section 15064.5(a).

Phase I Environmental Site Assessment, prepared by Hazard Management Consulting, Inc. (HMC 2019a) (Appendix G).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Energy Tables, prepared by Urban Crossroads, 2019 (Urban 2019c) (Appendix C).

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in southern California. In addition, the extent of construction activities that would occur are limited to an approximate 14-month period, and the demand for construction-related electricity and fuels would be limited to that time frame. The Energy Tables (included as Appendix C) details that the total project construction electricity usage over the estimated 14-month construction period would be approximately 66,388 kWh, which is summarized in Table E-1.

Table E-1: Estimated Construction Electricity Usage

Land Use	Proposed Building Square Footage (1,000 SF)	Construction Duration (months)	Electricity Usage (kWh)
Light Industrial	163.518	14	66,388
Total Construction Electricity Usage (kWh)			66,388

Source: Urban Crossroads, 2019c.

Also, as shown in Table E-2, construction of the proposed project is estimated to result in the need for 42,513 gallons of diesel fuel.

Table E-2: Estimated Construction Fuel Consumption

Activity/Duration	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption (gal. diesel fuel)
Demolition (20 days)	Concrete/Industrial Saws	81	1	8	0.73	473	511
	Excavators	158	3	8	0.38	1,441	1,558
	Rubber Tired Dozers	247	2	8	0.40	1,581	1,709
Site Preparation (10 days)	Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
	Tractors/Loaders/Backhoes	97	4	8	0.37	1,148	621
Grading (30 days)	Excavators	158	1	8	0.38	480	519
	Graders	187	1	8	0.41	613	663
	Rubber Tired Dozers	247	1	8	0.40	790	854
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	931
Building Construction (230 days)	Cranes	231	1	8	0.29	536	6,663
	Forklifts	89	3	8	0.20	427	5,311
	Generator Sets	84	1	8	0.74	497	6,182
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	10,709
	Welders	46	1	8	0.45	166	2,059
Paving (20 days)	Pavers	130	2	8	0.42	874	944
	Paving Equipment	132	2	8	0.36	760	822
	Rollers	80	2	8	0.38	488	526
Architectural Coating (40 days)	Air Compressors	78	1	8	0.48	300	648
Total Construction Fuel Demand							42,513

Source: Urban Crossroads, 2019c.

Table E-3 shows that construction workers would use approximately 17,992 gallons of fuel to travel to and from the project site. Tables E-4 and E-5 show that approximately 5,330 gallons of fuel would be used by medium high duty trucks, and 13,437 gallons of fuel would be used for hauling by heavy high duty trucks during construction of the proposed project.

Table E-3: Estimated Construction Worker Fuel Consumption

Construction Activity	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition (20 days)	15	14.7	4,410	30.65	144
Site Preparation (10 days)	18	14.7	2,646	30.65	86
Grading (20 days)	15	14.7	4,410	30.65	144
Building Construction (230 days)	153	14.7	517,293	30.65	16,880
Paving (20 days)	15	14.7	4,410	30.65	144
Architectural Coating (40 days)	31	14.7	18,228	30.65	595
Total Construction Worker Fuel Consumption					17,992

Source: Urban Crossroads, 2019c.

Table E-4: Estimated Construction Vendor Fuel Consumption (Medium High Duty Trucks)

Activity/Duration	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Building Construction (230 days)	30	6.9	47,610	8.93	5,330

Source: Urban Crossroads, 2019c.

Table E-5: Estimated Construction Hauling Fuel Consumption (Heavy High Duty Trucks)

Construction Activity	Vendor/ Hauling Trips/ Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Building Construction (230 days)	30	6.9	47,610	6.38	7,464
Demolition (20 days)	717	20	14,340	6.38	2,248
Grading (20 days)	1,188	20	23,760	6.38	3,725
Total Construction Hauling Fuel Consumption					13,437

Source: Urban Crossroads, 2019c.

In addition, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and

lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table E-6, operation of the proposed project is estimated to result in the annual use of 437,667 gallons of fuel. In addition, the project would adhere to CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, that limits idling times to no more than 5 minutes, which would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table E-6: Estimated Annual Operational Automobile Fuel Consumption

Vehicle Type	Annual Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Light Duty Autos	2,247,531	30.65	73,338
Light Duty Trucks 1	176,856	25.95	6,815
Light Duty Trucks 2	821,839	24.03	34,203
Medium Duty Trucks	492,804	19.58	25,170
Light Heavy Duty Trucks	942,843	13.26	71,118
Medium Heavy Duty Trucks	464,103	8.93	51,954
Heavy Heavy Duty Trucks	1,116,724	6.38	175,069
Total (All Vehicles)	6,262,701	—	437,667

Source: Urban Crossroads, 2019c.

1 Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

2 Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

In addition, Table E-7 details that operation of the proposed project would use approximately 2,290,070 thousand British thermal units (kBtu) per year of natural gas, and approximately 1,561,048 kilowatt-hour (kWh) per year of electricity for operation.

Table E-7: Estimated Annual Natural Gas and Electricity Consumption

Natural Gas Demand	kBtu/year
Light Industrial	2,290,070
Total Natural Gas Demand	2,290,070
Electricity Demand	kWh/year
Light Industrial	1,552,600
Parking Lot	8,448
Total Electricity Demand	1,561,048

Source: Urban Crossroads, 2019c.

The proposed project would be required to meet the current Title 24 energy efficiency standards (as provided in Chapter 150.001 of the City's Municipal Code and included as PPP ENG-1). Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Title 24 Energy Efficiency Standards, and the California Green (CalGreen) Building Standards (included as PPP ENG-1). The proposed project would comply with existing

regulations as ensured through the City's plan check and permitting process. Thus, construction and operation of the proposed project would not conflict with or obstruct State or local plans for energy efficiency or renewable energy.

Existing Plans, Programs, or Policies

PPP ENG-1: CalGreen Compliance. The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code (Chapter 150.001) to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation Measures

No mitigation measures related to energy are required.

Sources

Urban Crossroads, Pioneer Boulevard Development Energy Tables, 2019 (Urban 2019c) (Appendix C).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Preliminary Geotechnical Evaluation and Design Recommendations, prepared by LGC Geotechnical, Inc., 2019 (LGC 2019) (Appendix D).

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

No Impact. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no faults were identified on the site (LGC 2019). The closest known active faults are associated with the Whittier section of the Elsinore Fault Zone, located approximately 6.2 miles northeast of the project site; the East Montebello Fault Zone, approximately 6.7 miles north of the project site; the Unnamed West Coyote Hills Fault, approximately 7.4 miles east of the project site; and the Newport Inglewood Fault Zone, approximately 10.7 miles southwest of the project site. Therefore, the project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault. No impact would occur.

- ii. Strong seismic ground shaking?**

Less than Significant Impact. The project site is located within a seismically active region of Southern California. As mentioned previously, the Whittier section of the Elsinore Fault Zone is located approximately 6.2 miles northeast of the project site (LGC 2019). The amount of motion expected at the project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City of Santa Fe Springs are required to be built in compliance with CBC, which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Implementation of CBC standards would be verified by the City during the plan check and permitting process. Because the proposed project would be constructed in compliance with the CBC, the proposed project would result in a less than significant impact related to strong seismic ground shaking.

- iii. Seismic-related ground failure, including liquefaction?**

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires “mobility” sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

According to the Preliminary Geotechnical Evaluation, the project site is located within a liquefaction hazard zone (LGC 2019). Site soils, in general, are dense and not susceptible to liquefaction, but isolated loose and medium dense sand layers are present and considered susceptible. Although,

groundwater was detected at an elevation of greater than 50 feet below existing grade, a historic high groundwater elevation of 10 feet below existing grade has been recorded (LGC 2019). The Geotechnical Evaluation describes that to reduce the potential effects of liquefaction construction of the project includes removal and re-compaction of onsite soils as detailed in the Project Description. In addition, the proposed project would be required to be constructed in compliance with the CBC and the City's Municipal Code, included as PPP GEO-1, which would be verified through the City's plan check and permitting process. With compliance with existing regulations, impacts related to seismically related ground failure and liquefaction would be less than significant.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The site is relatively flat with elevations ranging from approximately 127 to 129 feet above mean sea level (LGC 2019). There is an approximately 15 to 20-foot tall slope ascending up to the Southern Pacific railroad lines east of the project site (LGC 2019). As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the Geotechnical Evaluation states that the site is not within an area identified to have a potential for seismic slope instability (LGC 2019). Therefore, the project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides.

b) Result in soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the proposed project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 52, Stormwater Management and Discharge Control, implements the requirements of the Los Angeles County Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175, as amended, (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for construction activities for the project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's project review by the Department of Public Works, construction impacts related to erosion and loss of topsoil would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the project site is located in a relatively flat developed urban area that does not contain or adjacent to large slopes, and the project would not generate large slopes. Therefore, impacts related to landslides would not occur.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. According to the Geotechnical Evaluation, the project site has a low potential for lateral spreading, which would be reduced with implementation of the excavation and recompaction of onsite soils and compliance with the CBC. Thus, impacts related to lateral spreading would be less than significant.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. As described previously, the depth of groundwater was detected at an elevation of greater than 50 feet below existing grade; however, a historic high groundwater elevation of 10 feet below existing grade has been recorded (LGC 2019). The project would not pump water from the project area, thus impacts related to subsidence would not occur from implementation of the project.

Also, as described in Response a) iii., the project site is within a potential liquefaction area. Therefore, construction would include removal and re-compaction of onsite soils in compliance with the CBC which would reduce the potential of liquefaction, settlement, and subsidence to a less than significant level. As described previously, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process. Thus, potential impacts related to liquefaction, settlement, and subsidence would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Evaluation determined that the site soils are anticipated to have a "very low" to "low" expansion potential based on soils testing. In addition, as described in the previous responses, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, that require appropriate back fill, compaction of soils, and foundation design to ensure stable soils, which would be verified through the City's plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. The project would install onsite sewers that would connect to the existing infrastructure that is adjacent to the site. Therefore, no impacts related to the use of such facilities would occur from implementation of the project.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological “sensitivity” is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

The site is located on a laterally extensive young alluvial fan deposits that are Holocene and late Pleistocene age sediments (LGC 2019). These sediments are sensitive for paleontological resources. As described previously, the project site has been disturbed from previous development activities that include oil production fields, agriculture, and industrial uses, which reduces the potential of existing resources onsite. However, project construction would involve the removal and re-compaction of soil onsite to a depth of at least 8 feet (LGC 2019), which may include native undisturbed soils. Therefore, Mitigation Measure PAL-1 has been included to provide procedures to be followed in the unlikely event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure PAL-1 requires that work shall cease within 50 feet of a find until a qualified paleontologist has evaluated the find in accordance with federal and state regulations. Mitigation Measure PAL-1 would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Existing Plans, Programs, or Policies

PPP GEO-1: California Building Code. The project is required to comply with the California Building Code as included in the City’s Municipal Code Section 150.001 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of project approval.

PPP WQ-1: SWPPP. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City’s Municipal Code Chapter 52 Stormwater Management and Discharge Control and the Los Angeles County RWQCB NPDES Storm Water Permit Order No. R4-2012-0175. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Santa Fe Springs staff or its designee to confirm compliance.

Mitigation Measures

Mitigation Measure PAL-1: Paleontological Resources. Prior to issuance of a grading permit, the City of Santa Fe Springs Building Department shall verify that all project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.

Sources

Preliminary Geotechnical Evaluation and Design Recommendations, prepared by LGC Geotechnical, Inc., 2019 (LGC 2019) (Appendix D).

California Geological Survey Earthquake Zones of Required Investigation Whittier Quadrangle.
Accessed: http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/WHITTIER_EZRIM.pdf

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. GREENHOUSE GAS EMISSIONS.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Greenhouse Gas Analysis, prepared by Urban Crossroads, 2019 (Urban 2019d) (Appendix E).

Explanation

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO₂ and N₂O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO₂, where CO₂ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. GCC is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential projects are related to vehicle trips.

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from development, which is 3,000 metric tons carbon dioxide equivalent (MTCO₂e) per year (SCAQMD 2008). This approach is widely used by cities in the South Coast Air Basin, including the City of Santa Fe Springs. As such, this threshold is utilized herein to determine if GHG emissions from this project would be significant.

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. As shown on Table GHG-1, the project has the potential to generate a total of approximately 27.16 MTCO₂e per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG-1: Amortized Annual Construction Emissions

Year	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
2020	436.87	0.07	0.00	438.57
2021	374.97	0.05	0.00	376.32
Total Annual Construction Emissions	811.84	0.12	0.00	814.89
Amortized Construction Emissions (MTCO₂e)	27.06	0.00	0.00	27.16

Source: Urban Crossroads, 2019d

Operation

During operations, the project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of 2 GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

The project site is currently developed with 149,605 square feet of business park and 8,064 square feet of general office building uses. The estimated GHG emissions from the existing development are summarized in Table GHG-2, below.

Table GHG-2: Existing GHG Emissions

Emission Source	Existing Emissions (MT/year)			
	CO2	CH4	N2O	Total CO2E
Area Source	3.91e-03	1.00e-05	0.00	4.17e-03
Energy Source	790.51	0.03	7.56e-03	793.53
Mobile Source	1,942.99	0.13	0.00	1,946.23
Waste	29.76	1.76	0.00	73.74
Water Usage	185.94	0.92	0.02	215.83
Total CO2E (All Sources)	3,029.33			

Source: Urban Crossroads, 2019d

The project would construct three buildings that would provide in 5,849 gross square feet more space than currently exists onsite. Table GHG-3 shows the increase in operational GHG emissions that would result from operation of the additional building space. The large majority of GHG emissions generated from the industrial, manufacturing, warehousing/distribution uses on site are, and would continue to be, from truck trips. As shown in Table GHG-3, the project would generate an increase of approximately 1,986.98 MTCO2e per year, which is less than the SCAQMD threshold of 3,000 MTCO2e. Therefore, impacts would be less than significant.

Table GHG-3: Project GHG Emissions

Year	Emissions (metric tons per year)			
	CO2	CH4	N2O	Total CO2E
Annual construction-related emissions amortized over 30 years	27.06	0.00	0.00	27.16
Area Source	0.02	4.00e-05	0.00	0.02
Energy Source	619.55	0.02	6.49e-03	622.05
Mobile Source (Passenger Car)	1,184.50	0.03	0.00	1,185.26
Mobile Source (Truck)	2,817.19	0.10	0.00	51.25
On-site Equipment	50.84	0.02	0.00	51.25
Waste	41.16	2.43	0.00	101.97
Total CO2e (All Sources)	5,016.31			
Existing Emissions	-3,029.33			
Net Emissions (Project – Emissions)	1,986.98			

Source: Urban Crossroads, 2019d

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the project would not exceed thresholds related to GHG emissions. In addition, the project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The proposed building would not conflict with fuel and car standards or cap-and-trade.

- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The project would develop a new building that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) buildings. The project is required to comply with Title 24, which would be verified by the City during the plan check and permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicles trips generated by the project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the plan check and permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the project would not result in an exceedance of an air quality standard.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described in the previous response, emissions would not exceed the thresholds. Therefore, implementation of the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Existing Plans, Programs, or Policies

See (b) above for applicable regulations.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

South Coast Air Quality Management District Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Thresholds (SCAQMD 2008). Accessed: [http://www.aqmd.gov/docs/defaultsource/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significancethresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/defaultsource/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significancethresholds/ghgattachmente.pdf)

Greenhouse Gas Analysis, prepared by Urban Crossroads, 2019 (Urban 2019d) (Appendix E).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>9. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Hazard Management Consulting, Inc. (HMC 2019a) (Appendix G); Phase II Environmental Site Assessment, prepared by Hazard Management Consulting, Inc. (HMC 2019b) (Appendix H); and a Technical Memorandum on Abandoned Oil Wells on the Pioneer Boulevard Development Project, prepared by WZI, Inc., 2019 (WZI 2019) (Appendix I).

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injuries to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Operation

Potential future operations of the proposed project would include a combination of office, manufacturing, warehouse and distribution, assembly, and food production and distribution uses (excluding meat or fish products, sauerkraut, vinegar, and the rendering or refining of fats and oils), which generally use limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the project.

In addition, should any future business that occupies one of the proposed buildings handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95), the business would require a permit from the Los Angeles County Health Hazardous Materials Division. If the volume of hazardous materials handled or stored at the site is greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, it is required by AB 2185, to also file a Hazardous Materials Business Emergency Plan with the County Health Hazardous Materials Division. A Hazardous Materials Business Emergency Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County Hazardous Materials Division and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

Therefore, if future businesses that use or store hazardous materials occupy the proposed buildings, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Health Hazardous Materials Division to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed

project would result in a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less than Significant Impact with Mitigation Incorporated.

Construction

Contaminated Soils. The Phase I Environmental Site Assessment (Phase I ESA) describes that the project site was a former oilfield that contained seven oil wells, oil field sumps, and related piping until the 1970s when the site was redeveloped into the existing conditions. Previous investigations were conducted at the project site to assess the presence of petroleum hydrocarbons and related materials and were submitted to the City of Santa Fe Springs Fire Department. Detectable concentrations of hydrocarbons were found, which the City determined were acceptable to remain in place under a commercial land scenario. A letter of no further action was issued by DTSC for the project site but has not yet been presented to the City. Due to these historic uses of the site and amount of time that has transpired since the previous investigations, a new soil and soil gas investigation was completed, which documented the continued concentrations of petroleum hydrocarbons and methane gas present in the soil onsite (HMC 2019a). Several of the soil samples indicated elevated concentrations of petroleum hydrocarbons and odorous soil in sporadic areas of the site, which are typical of oil field locations. If the applicant cannot present the prior no further action letter, in order to reduce potential risks to future industrial/commercial uses from petroleum hydrocarbons in soil vapor and to ensure concentrations are at acceptable levels, mitigation and administrative measures, as well as long-term Operation and Maintenance (O&M) activities would be required by DTSC (or other oversight agency with jurisdiction) and the City. Prior to grading, the DTSC would require preparation of a Soil Management Plan (SMP) to provide guidance concerning the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport and disposal of potentially impacted soils, which may be encountered during development activities. The DTSC may also require recording of a land use covenant (LUC) as an institutional control to require that any changes in conditions (i.e., modifications of building slabs, new construction, etc.) be communicated to the DTSC, and that mitigation measures and subsurface conditions be communicated to future buyers and occupants.

The details of the items described above will be presented to DTSC in a Removal Action Workplan (RAW). DTSC will review and provide comments to the RAW and once these are satisfactorily addressed, the RAW will be considered Draft Final. The Draft Final RAW will be circulated for a 30-day public review and comment period. After the public comment period ends and any public questions and concerns are addressed, the RAW will be considered Final. The Final RAW can then be implemented by the developer once City permits and entitlements are secured. During grading and earthmoving activities, any potentially impacted soils handled per the protocols and procedures of the SMP will be reported and discussed with DTSC. Upon completion of soil removal and grading activities, a Removal Action Completion Report (RACR) will be submitted to the DTSC for review and approval. The RACR will certify that soil mitigation beneath the subject building(s) has(have) been implemented as per the requirements of the RAW. DTSC will review the RACR and upon approval, certify that the conditions of the RAW have been met. The project applicant/developer will be required to submit a copy of the Final RAW to the City prior to issuance of grading permits and the evidence of site certification per the RACR prior to issuance of building permits, per Mitigation Measure HAZ-1.

In addition, elevated concentrations of arsenic have been detected in sporadic locations throughout the site that appear to be from naturally occurring granitic lithology of Southern California soils (HMC 2019a). The concentrations found are below what was previously reported to the City of Santa Fe Springs Fire Department and allowed to remain in place. In response, the SMP required by Mitigation Measure HAZ-1 requires proper soil management and handling procedures. With implementation of Mitigation Measure HAZ-1 and SCAQMD Rules 1466 and 1166 (included as PPP HAZ-1 and PPP HAZ-2) impacts related to contaminated soils would be less than significant.

Methane Gas. Methane gas testing was also completed, which identified only low concentrations of methane (up to 0.4 percent by volume of ambient air or 4,000 ppm) at some testing locations (HMC 2019a). Because the site was previously used for oil production and is located within the City of Santa Fe Springs Methane Zone, the City Ordinance No. 955 requires new buildings to be constructed with a methane gas mitigation system (e.g. passive vapor barrier). In addition, Ordinance No. 955 requires an initial methane gas survey and quarterly monitoring for one year. Based on the results, annual monitoring may be required pursuant to Ordinance No. 955. With inclusion of the methane gas mitigation system and the required monitoring, pursuant to Ordinance No. 955, which is included as PPP HAZ-3, impacts related to methane gas would be less than significant.

Asbestos. Asbestos is a naturally occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by the USEPA. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. Asbestos and asbestos-containing materials (ACMs) are both a hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation.

The Occupational Safety and Health Administration (OSHA) regulation 29 CFR 1926.1101 requires certain construction materials to be presumed to contain asbestos, for purposes of this regulation. All thermal system insulation), surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1981 and have not been appropriately tested are “presumed asbestos-containing material”.

The buildings within the project site were constructed prior to 1981 when asbestos containing materials were commonly used and the Phase I identified suspected asbestos containing material throughout the existing structures on the site.

As a result, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that asbestos removed during demolition of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These requirements are included as PPP HAZ-4 to ensure that the project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Lead. Lead-based materials may also be located within existing structures on the project site. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and state regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by Cal-OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. These requirements are included as PPP HAZ-5 to ensure that the project applicant submits verification to the City that the appropriate activities related to lead have occurred, which would reduce the potential of impacts related to lead-based materials to a less than significant level.

Oil Well Abandonment. As discussed, the project site was a former oilfield that contained seven oil wells, oil field sumps, and related piping until the 1970s when the site was redeveloped into the existing conditions. Mitigation Measure HAZ-2 ensures that any unabandoned oil well(s) will be abandoned prior to development, per the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) for Construction Site Plan review. Documentation of compliance shall be in accordance with Ordinance 1104 and the provisions outlined in Chapter 117 of the Santa Fe Springs Municipal Code for approval. With implementation of Mitigation Measure HAZ-2, impacts related to oil well abandonment would be less than significant

Operation

As described above, the risks related to upset or accident conditions involving the release of hazardous materials into the environment would be adequately addressed through compliance with existing federal, state, and local regulations. Development of the proposed Project would result in various limited manufacturing and office uses that would use and store common hazardous materials such as paints, solvents, and cleaning products. Also, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides.

The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored, used, and handled. Additionally, any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the Los Angeles County Health Hazardous Materials Division, as described previously.

Through existing City and County Health Hazardous Materials Division permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. In addition, a Water Quality Management Plan (WQMP) is required to be implemented for the Project (as further discussed in

Section 10, *Hydrology and Water Quality*, and included as PPP WQ-2). The BMPs that would be implemented as part of the WQMP would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the project.

As a result, implementation of the proposed project would not result in 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, and operational impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. There are no existing or proposed schools within 0.25 mile of the project site. The following schools are near the project site: - Jersey Avenue Elementary School (0.35 mile); Lakeview Elementary School (0.44 mile); Rancho Santa Gertrudes Elementary School (0.48 mile); Santa Fe High School (0.51 mile).

Furthermore, construction and operation of the project would involve the use, storage and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the project were evaluated in the air quality analysis discussed above, and the emissions generated from the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to the California Department of Toxic Substances Control EnviroStor listing, and the Phase I Environmental Site Assessment prepared for the site (HMC 2019a) the project site is not located on or nearby any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.

e) For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project site is not within two miles of an airport. The closest airport is the Fullerton Municipal Airport, which is 7.4 miles southeast of the project site. The project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport safety zone. Therefore, the project would not result in a safety hazard for people residing or working in the project areas, and no impacts would occur.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.**Construction**

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways, Pioneer Boulevard would remain open to ensure adequate emergency access to the project area and vicinity. Impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

Operation of the proposed project would not result in a physical interference with an emergency response evacuation. Direct access to the project site would be provided from Pioneer Boulevard, which is adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 93.01. As a result, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is located within an urbanized area and therefore not identified as a wildland fire hazard area, as defined by the CalFire Fire Hazard Severity Zone Maps (CalFire). Thus, the project would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

PPP HAZ-1: SCAQMD Rule 1166, Volatile Organic Compounds. The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1166, which provides handling requirements to control the emission of Volatile Organic Compounds (VOC) from excavating, grading, handling and treating VOC contaminated soils. The requirements include segregating VOC contaminated stockpiles, spraying the stockpiles with water or vapor suppressant, cover stockpiles with plastic sheeting, and treat or remove contaminated soil from an excavation or grading site within 30 days from the time of excavation

PPP HAZ-2: SCAQMD Rule 1466, Soils with Toxic Air Contaminants. The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1466 related to fugitive dust emissions containing toxic air contaminants. Rule 1466 requires ambient monitoring of PM₁₀ concentrations during earth moving activities, activities to minimize fugitive dust, segregate stabilize and cover contaminated stockpiles with plastic sheeting and label with "SCAQMD Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminant(s) Applicable Soil".

PPP HAZ-3: Ordinance No. 955, Methane Gas. Pursuant to City Ordinance No. 955 the project shall install methane gas mitigation systems in the new building (e.g. ventilation system or a passive

barrier system) and quarterly methane gas monitoring shall be conducted for one year. If concentrations are below 25 percent of the Lower Explosive Limit (LEL) (i.e. 1.25 percent by volume of air or 12,500 ppm/v), during the first year, the system shall be required to be monitored on an annual basis.

PPP HAZ-4: SCAQMD Rule 1403, Asbestos. Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that an asbestos survey has been conducted at all existing buildings located on the project site. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP HAZ-5: Lead Based Paint. Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

PPP HAZ-6: Ordinance No. 1104. Criteria for Well Abandonment. The project shall comply with criteria related to abandonment of oil wells.

Mitigation Measures

Mitigation Measure HAZ-1: Petroleum Hydrocarbons and Arsenic. In order to reduce potential risks to future industrial/commercial uses from petroleum hydrocarbons in soil vapor and arsenic in soils that could be considered hazardous waste if disposed improperly, mitigation and administrative measures, as well as long-term Operation and Maintenance (O&M) activities, shall be required by DTSC (or other agency with regulatory oversight and jurisdiction) and the City of Santa Fe Springs through the preparation and approval of a Removal Action Workplan (RAW) (or equivalent plan and review process under other agency with regulatory oversight and jurisdiction) which will include:

1. **Preparation of a Soil Management Plan (SMP)** to provide guidance concerning the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport and disposal of potentially impacted soils, which may be encountered during development activities and at a minimum shall ensure that:
 - The SMP shall be implemented during grading activities onsite to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed onsite, and include the following:
 - A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that Environmental Screening Levels (ESLs) for non-residential uses are not exceeded.

Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the state to accept hazardous materials.

- Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the Department of Toxic Substances Control Screening Levels for industrial/commercial land use (DTSC-SLi) and the EPA Regional Screening Levels for industrial/commercial land use (EPA-RSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.
- The SMP shall include a Health and Safety Plan (HSP) addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor will be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

2. **Recording of a land use covenant (LUC)** as an institutional control to require that any changes in conditions (i.e., modifications of building slabs, new construction, etc.) be communicated to the DTSC, and that mitigation measures and subsurface conditions be communicated to future buyers and occupants.

Prior to issuance of grading permits, the project applicant/developer shall submit the Final RAW, which includes the SMP, to the City. During grading and earthmoving activities, any potentially impacted soils handled per the protocols and procedures of the SMP will be reported to and discussed with DTSC.

Upon completion of soil removal and grading activities, the project applicant/developer shall obtain a Site Certification from DTSC through a *Removal Action Completion Report* (RACR) certifying that soil mitigation beneath the subject building(s) has(have) been implemented as per the requirements of the RAW. Evidence of site certification shall be provided to the City of Santa Fe Springs prior to issuance of building permits.

Concurrent with the development of the RAW, the developer will engage DTSC to negotiate the LUC and thereafter record it with the County of Los Angeles.

Mitigation Measure HAZ-2: Oil Well Abandonment. Prior to issuance of grading permits, the Property Owner/Developer shall submit site development plans to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) for Construction Site Plan review. Property Owner/Developer shall implement any actions recommended by DOGGR, including but not limited to, well abandonment to current standards, venting, leak testing and setbacks. Documentation of compliance shall be in accordance with Ordinance 1104 and the provisions outlined in Chapter 117 of the Santa Fe Springs Municipal Code for approval.

Sources

CalFire Office of the State Fire Marshal. Fire Hazard Severity Zones Maps: State Responsibility Area. Available at: <https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

Phase I Environmental Site Assessment, prepared by Hazard Management Consulting, Inc. (HMC 2019a) (Appendix G).

Phase II Environmental Site Assessment, prepared by Hazard Management Consulting, Inc. (HMC 2019b) (Appendix H).

Technical Memorandum on Abandoned Oil Wells on the Pioneer Boulevard Development Project, prepared by WZI, Inc., 2019 (WZI 2019) (Appendix I).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

**Less Than Significant Impact.
Construction**

Construction of the project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the project would disturb more than one acre of soil; therefore, the proposed project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's plan check and permitting process are included as PPP WQ-1, which would ensure that the project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The project would operate three new concrete tilt-up industrial buildings, which would introduce the potential for pollutants such as, chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

Chapter 52 of the City's Municipal Code (and PPP WQ-2) requires implementation of Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the project. The BMP would include pollutant source control features and pollutant treatment control features. In addition, the City requires the project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Project drainage on the site would include two drainage subareas (one on the eastside and one on the westside), where runoff would drain to the bio-filtration systems via underground storm drain pipes. The biotreatment would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) prior to discharge into the existing storm drain system that is adjacent to the site.

With implementation of the WQMP, pursuant to the City Municipal Code, (included as PPP WQ-2); which would be verified during the plan check and permitting process for the proposed project, potential pollutants would be reduced to the maximum extent feasible, and development of the proposed project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

- b) **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

Less Than Significant Impact. The project currently receives water from the Central Basin Municipal Water District that operates several groundwater wells within the Central Basin. The Basin is managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. In addition, the project would not extract groundwater. Thus, the proposed project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- i. **Result in substantial erosion or siltation on- or off-site;**

Less Than Significant Impact. The project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. The project site is relatively flat and would drain into the internal stormwater system proposed.

Construction

Construction of the project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The project site is currently developed with seven structures and paved with impervious surfaces. After development of the project, the site would have a total of 154,518 square feet of impervious surfaces. Pervious areas onsite would be landscaped and would not generate soils that could erode. In addition, the proposed drainage infrastructure would slow and retain stormwater, which would also limit the potential for erosion or siltation. Also, as described previously, the City requires the project to implement a WQMP (as included by PPP WQ-2) that would implement BMPs, which reduce erosion and siltation. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed project. Therefore, the proposed project would not alter the existing drainage pattern in the project area and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact. As described in the previous response, the project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the proposed project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Also, as described above, the project would implement an operational WQMP (as included by PPP WQ-2) that would install an onsite storm drain system and biotreatment devices such as catch basin planters and tree box filters that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Thus, operation of the proposed project would not substantially increase stormwater runoff, and flooding on or off-site would not occur.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. As described in the previous responses, the proposed project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

Also, the project would implement an operational WQMP (included as PPP WQ-2) that would install an onsite storm drain system and biotreatment devices such as biofiltration planters as part of the project, that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Thus, operation of the proposed project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The project site is located in Zone X per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1829F (FEMA 2019). The site is identified as Zone X because it is located in an area with reduced flood risk due to a levee. Thus, the proposed project would not impede or redirect flood flows, and impacts would not occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The site also is not subject to flooding hazards associated with a seiche because there are no large body of surface water located near the project site to result in effects related to a seiche, which could result in release in pollutants due to inundation of the site.

The Pacific Ocean is located approximately 15 miles southwest of the project site; consequently, there is no potential for the project site to be inundated by a tsunami that could release pollutants. In addition, the project site is flat and not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the project site. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As described previously, the project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the project permitting and approval process (pursuant to PPP WQ-1 and PPP WQ-2), potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not obstruct implementation of a water quality control plan.

As described previously, water supplies are provided by the Central Basin Municipal Water District that extracts water from the Central Basin. Groundwater pumping is regulated through a Basin Production Percentage to ensure the groundwater supply is sustainable. In addition, the project would not extract groundwater. Thus, the proposed project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code Chapter 52 and the Los Angeles Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175 (MS4 Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Santa Fe Springs staff or its designee to confirm compliance.

PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the project applicant shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Chapter 52 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality

Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the project.

Mitigation Measures

No mitigation measures related to hydrology and water quality are required.

Sources

Federal Emergency Management Agency (FEMA 2019). National Flood Hazard Layer (NFHL) Viewer. Map #06037C1829F. Available at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road were built through an established community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such could include lack of a, or disruption of, access to services, schools, or shopping areas. It could also include the creation of blighted buildings or areas due to the division of the community.

The proposed project would redevelop an existing business park with three new concrete tilt-up industrial buildings within an already urbanized area that is surrounded by industrial, business park, and commercial uses. The project does not include the construction of a new road or the implementation of an inconsistent land use into the project's vicinity. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project site has a General Plan designation of Business Park and is zoned Limited Manufacturing (ML). The proposed project would redevelop an existing site that is currently developed with seven office and warehouse buildings with three new concrete tilt-up industrial buildings whose tenants will need to be consistent with the ML zone land uses. Additionally, the City's plan check and permitting process would ensure that the project complies with the applicable zoning and Municipal Code requirements. Thus, impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to land use and planning that are applicable to the project.

Mitigation Measures

No mitigation measures related to land use and planning are required.

Sources

City of Santa Fe Springs. Municipal Code sections 155.180 through 155.204, Limited Manufacturing (ML) Zone.

City of Santa Fe Springs. General Plan, Land Use Element.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the Special Report 209 from the California Geological Survey, the City of Santa Fe Springs is not included in a list of lead agencies in the San Gabriel Valley P-C Region with active mine operations, designated lands, or lands classified as Mineral Resource Zone 2 (MRZ-2) within its jurisdiction (CGS 2010). Therefore, development of the site would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

No Impact. As described above, the project site is not located within a region of known mineral significance. The site has a General Plan designation of Business Park and does not support mineral extraction activities onsite. Therefore, implementation of the Project would not result in the loss of locally important mineral resources, and impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to mineral resources that are applicable to the Project.

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

California Geological Survey (CGS 2010), Special Report 209, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, 2010.
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

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13. NOISE. Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The discussion below is based on the Noise Impact Analysis for 9920 Pioneer Boulevard, City of Santa Fe Springs, California, prepared by Giroux & Associates (Giroux 2019) (Appendix F).

Exterior Noise Level Standards

The City's General Plan Noise Element, Table 1: Noise/Land Use Compatibility Matrix illustrates that exterior noise levels for industrial land uses are normally acceptable below 70 dBA CNEL and conditionally acceptable with noise levels below 75 dBA CNEL.

Municipal Code Chapter 155.424 regulates noise level to not exceed levels set forth in Table N-1, below.

Table N-1: Permitted Noise Levels

A-Weighted Sound Level in Decibels (dB(A))										
	Daytime (7:00 a.m. to 10:00 p.m.)					Nighttime (10:00 p.m. to 7:00 a.m.)				
	Maximum Cumulative Minutes Duration in Any 1- Hour Period				Absolute Maximum	Maximum Cumulative Minutes Duration in Any 1- Hour Period				Absolute Maximum
Receiving Area	30	15	5	1		30	15	5	1	
In the ML, PF, or BP zone	60	65	70	75	80	60	65	70	75	80
Source: City of Santa Fe Springs, General Plan Noise Element, Table 1 Noise/Land Use Compatibility Matrix										

Sensitive Receptor Noise Levels

The City's Noise Element details that noise-sensitive residential land uses are considered normally acceptable with the exterior noise levels below 60 dBA CNEL, and conditionally acceptable with noise levels below 65 dBA CNEL. The closest noise sensitive receptors to the site are 850 feet from the nearest property line.

Existing Ambient Noise Levels

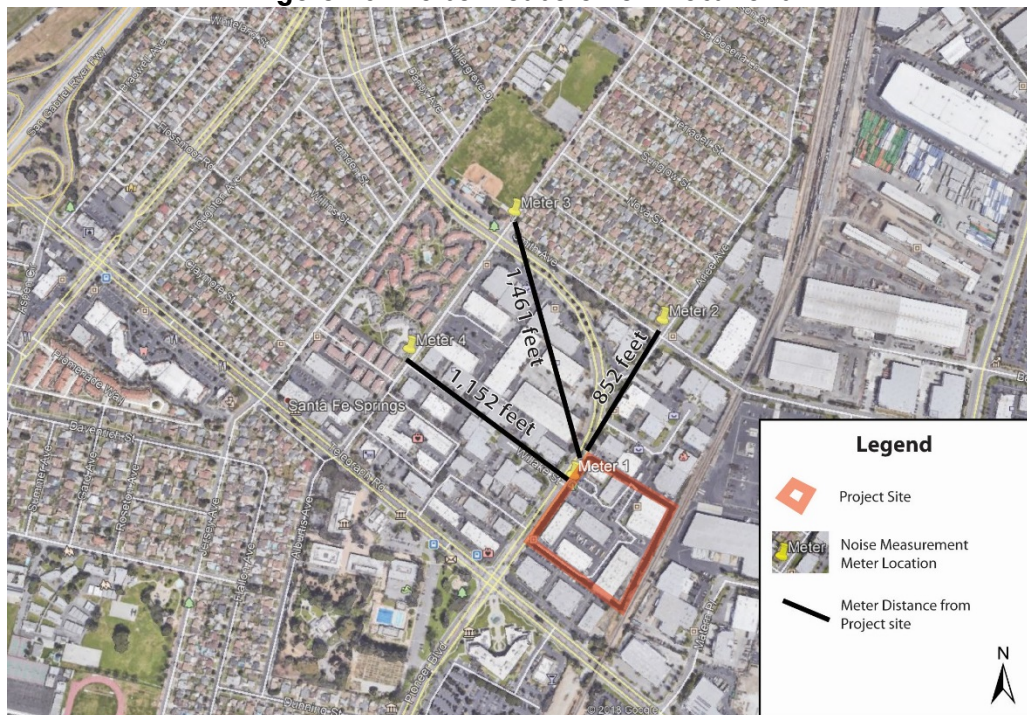
Noise measurements were taken in order to document existing baseline levels in the area. Short-term (15 minutes) noise measurements were conducted on Friday, June 7, 2019, at four locations from 2:20 p.m. to 3:50 p.m. (Giroux 2019). Measurements locations are shown in Table N-2 and Figure 10, *Noise Measurement Locations*.

Table N-2: Measured Noise Levels (dBA) and Meter Location

Meter	Location	Leq	Lmax	Lmin
1	Intersection of Pioneer Blvd and Alaree by Site	61.9	72.4	40.3
2	Corner Arlee Ave and Smith Ave	61.2	70.0	41.5
3	Pioneer and Alburtis Ave by Athletic Field	68.4	86.1	50.5
4	Alburtis Ave in front of Townhomes II Borgo	63.5	77.9	49.5

Source: Giroux & Associates, 2019

Figure 10: Noise Measurement Locations



- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than Significant Impact.

Construction

The construction activities for the proposed project are anticipated to include demolition, site preparation, grading, building construction, paving, and architectural coating. Construction of the proposed project would occur over a 14-month period. Noise impacts from construction activities

associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Noise levels generated by heavy construction equipment have the potential to range from approximately 78 dBA to 89 dBA, as shown on Table N-3.

Table N-3: Construction Activity Noise Level

Construction Activity	Noise Level (dBA)
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

Source: Giroux & Associates, 2019

Temporary construction noise impacts would vary because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. The demolition and earth-moving sources are the noisiest, with equipment noise typically ranging from 75 to 89 dBA at 50 feet from the source (Giroux 2019).

Point sources of noise emissions are attenuated by a factor of 6 dB per doubling of distance through geometrical (spherical) spreading of sound waves. The quieter noise sources will drop to a 65 dBA exterior/45 dBA interior noise level by about 200 feet from the source while the loudest may require 800 feet from the source to reduce an 89-90 dBA source strength to a generally acceptable 65 dBA exterior exposure level. This estimate assumes a clear line of-sight from the source to the receiver. Any partially or completed development will act as a noise barrier that will interrupt equipment noise propagation.

The closest noise sensitive receptors to the project site are 850 feet to the northeast (Giroux 2019). This distance provides more than -25 dBA of reduction due to distance alone, which would result in construction noise ranging between 50 to 64 dBA. However, there are numerous intervening structures between the project site and the nearby sensitive receptors that would further reduce construction noise. Thus, due to distance and shielding from existing structures, project construction would not result in noise that would exceed the City's standards.

In addition, Section 155.425 of the Santa Fe Springs Municipal Code, states that construction related activities are exempt from noise regulations provided the activities take place during the hours of 7:00 a.m. to 7:00 p.m. which the project would comply with and is included as PPP NOI-1. Therefore, project construction would be compliant with the City's noise related standards and impacts would be less than significant.

Operation

The proposed project would result in the operation of three concrete tilt-up industrial buildings. Operation of the proposed buildings would generate noise from idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, refrigerated containers or reefers, roof-top air conditioning units, and parking lot vehicle movements. The primary noise source would be from the buildings' loading docks. The proposed loading docks are generally located on the northern portion of the Buildings 2 and 3 and the southern side of Building 1. With the exception of a 14-foot high wall around the truck yard area for Building 1, the project includes the installation of 8-foot high tube steel fence along the property lines of the project site.

The Noise Impact Analysis detailed that noise level for a forklift with a back-up alarm is 75 dBA. A flat-bed truck has a noise level of 74 dBA Lmax. Together with a forklift this could create a combined noise level of 76 dBA at 50 feet. As mentioned previously, the distance to the closest sensitive noise receptor is 850 feet from the project site. Unlike the 14-foot wall around the truck yard area for Building 1, potential noise impacts from Buildings 2 and 3 are not reduced from the 8-foot high tube steel fence. However, distance and intervening structures would provide 3 dBA of attenuation. Therefore, the resultant noise level of 48 dBA Leq would be lower than the measured noise level at the closest off-site use and would not result in an exceedance of the City's noise standards.

Vehicular Noise

Vehicular noise would result from operation of the proposed project. As discussed in the Trip Generation and Level of Service Analysis (Appendix J) and detailed in Table T-1, the proposed project is forecast to generate 910 fewer daily trips than the existing use on the project site. However, it would generate 76 more a.m. peak hour and 69 more p.m. peak hour trips. Table N-4 details the existing traffic volumes and the projected project traffic for both a.m. and p.m. peak hours.

Table N-4: Peak Hour Area Traffic with and without Project

AM Peak Hour	(vehicles per hour)		Project Noise Increase (dBA)
Roadway Segment	Peak Hour Traffic	Project Traffic	
Pioneer/ N of Willake	617	29	+0.2
Pioneer/ S of Willake	660	87	+0.5
Pioneer N of Telegraph	679	145	+0.8
Pioneer S of Telegraph	863	43	+0.2
Telegraph/ E of Pioneer	3,337	67	+0.1
Telegraph/ W of Pioneer	3,279	35	+0.1
PM Peak Hour	(vehicles per hour)		Project Noise Increase (dBA)
Roadway Segment	Peak Hour Traffic	Project Traffic	
Pioneer/ N of Willake	834	26	+0.1
Pioneer/ S of Willake	859	78	+0.4
Pioneer N of Telegraph	881	130	+0.6
Pioneer S of Telegraph	1,258	39	+0.1
Telegraph/ E of Pioneer	3,213	31	+0.1
Telegraph/ W of Pioneer	3,308	60	+0.1

Source: EPD, 2019

The increase from 679 to 824 vehicles in the a.m. peak hour would result in a 0.8 dBA increase in noise levels. Generally, a 3 dBA increase and above is considered a significant impact. Therefore, the project would result in a less than significant increase in vehicular noise.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. There are no city vibration standards applicable to the proposed project. However, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) provides guidelines for assessing the potential for adverse vibration effects related to structural damage and human perception. The vibration guidelines established by Caltrans for assessing structural damage and human perception are shown in Tables N-5 and N-6, respectively.

Table N-5: Caltrans Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans, 2013

Table N-6: Caltrans Vibration Annoyance Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.35	0.01
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe	2.0	0.40

Source: Caltrans, 2013

The project includes temporary and intermittent use of construction equipment for various construction activities that can result in the generation of groundborne vibration levels. Groundborne vibration is a concern when sensitive receptors, such as residences, are in proximity to the vibration sources. The nearest sensitive receptor that could be exposed to vibration levels from project construction are 850 feet to the northeast (Giroux 2019). No pile driving or blasting, which are considered to be major sources of vibration levels, would be required for the proposed project; however, construction would utilize jackhammers, bulldozers, and loaded trucks.

The various PPV vibration velocities for this construction equipment, along with their corresponding RMS velocities (in VdB), that can generate perceptible vibration levels are identified in Table N-7. As shown, vibration velocities could range from approximately 0.003 to 0.089 inch-per-second PPV at 25 feet from the source activity, depending on the type of construction equipment in use.

Table N-7: Vibration Source Levels for Construction Equipment at 25 Feet

Equipment	PPV (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: Caltrans, 2013

As the vibration level for a large bulldozer would be 0.089 at 25 feet, and the closest sensitive receptor is 850 feet from the site, the vibration at the sensitive receptor would be much lower, and would not be exposed to PPV groundborne vibration levels that exceed the 0.3 in/sec PPV threshold for continuous/frequent intermittent vibration sources, and vibration impacts associated with building damage would be less than significant. Additionally, based on Caltrans criteria for human annoyance, the vibration levels experienced at the closest sensitive receptor would not be distinctly or strongly perceptible. In addition, project construction would occur in accordance with the permissible construction hours established by the City. Thus, vibration impacts associated with human annoyance would be less than significant.

- c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. There are no airports within two miles of the project site. The closest airport is the Fullerton Municipal Airport that is located 7.5 miles southeast of the project site. Similarly, the project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels related to an airstrip. No impacts related to airport or airstrip noise would occur from implementation of the project.

Existing Plans, Programs, or Policies

PPP NOI-1: Construction Hours: Pursuant to Section 155.425 of the Santa Fe Springs Municipal Code, states that construction type devices, provided it is not within 500 feet from a residential zone, may be utilized between the hours of 7:00 a.m. to 7:00 p.m., and provided that the operation or use of such devices do not exceed the permitted noise levels identified in Section 155.424.

Mitigation Measures

No mitigation measures related to noise are required.

Sources

Noise Impact Analysis for 9920 Pioneer Boulevard, City of Santa Fe Springs, California, prepared by Giroux & Associates (Giroux 2019) (Appendix F).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

No Impact. The proposed project would redevelop an existing business park and construct three new concrete tilt-up industrial buildings. The proposed development is consistent with the City's General Plan and zoning designations for the project site. The Southern California Association of Governments (SCAG) projects regional population growth and forecasts their projections based on planned land use. The project is not anticipated to change the existing land use of the project site. Thus, the development of the project for the proposed uses have been planned for and would not result in substantial unplanned population growth. Similarly, during construction, workers are anticipated to come from the local region and travel from job site to job site, and do not typically relocate. As described in the Project Description, construction of the proposed project is anticipated to occur over 14 months. The temporary need for construction workers on the project site would not induce substantial unplanned population area in the Santa Fe Springs area.

In addition, the proposed project does not include the extension of roads or other infrastructure. The project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located with the adjacent roadways. Therefore, the proposed project would not extend roads or other infrastructure that could indirectly induce unplanned population growth. Overall, no direct and indirect impacts related to unplanned population growth would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site currently consists of approximately 158,000 square feet of business park uses and does not contain any housing. The project would redevelop the site to construct three new concrete tilt-up industrial buildings. No housing would be displaced by implementation of the proposed project, and no impact would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to population and housing are applicable to the project.

Mitigation Measures

No mitigation measures related to population and housing are required.

Sources

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

Fire Protection – Less than Significant Impact. The Santa Fe Springs Department of Fire – Rescue fire provides services the resident community and business population in an area of approximately 9 square miles. The Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The Fire Department has four fire stations. The closest fire station is Fire Station 4, located at 11736 Telegraph Road, which is located 850 feet west of the project site. Redevelopment of the project site would result in an increased number of employees onsite. However, the project would include new fire prevention infrastructure pursuant to current code requirements. The City has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in Chapter 93.01 of the City Municipal Code, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection system, and appropriate emergency access throughout the site.

Since the site is already served by the existing fire station that is across the street from the site, and the project would be constructed pursuant to existing California Fire Code regulations, the project would not result in the need for new or physically altered fire department facilities that could cause significant environmental impacts. Therefore, the project would result in less than significant impacts related to fire protection services.

Police Protection - Less than Significant Impact. The City of Whittier Police Department provides policing services for the City of Santa Fe Springs under contract. The Police Services Center is located at 11576 Telegraph Road, approximately 1,900 feet west of the project site. As described in the previous response, the project would result in an increased number of employees onsite site. Crime and safety issues during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism.

During operation, the project is anticipated to generate a typical range of police service calls, such as vehicle break-ins, residential thefts and disturbances, and vandalism. Security concerns would be addressed by providing low-intensity security lighting. Also, pursuant to the City's existing plan check and permitting process, the Police Department would review the project's site plan and photometric plan to ensure that design measures are incorporated appropriately to provide a safe environment. Because the project would generate a slight increase in employees on the project site, it would result in an incremental increase in demands on law enforcement services. However, due to the redevelopment nature of the project site that is within an area that is already served, the increase would not be significant when compared to the current demand levels. Due to the location of the Police Department facility in relation to the project site, law enforcement personnel are anticipated to be able to respond in a timely manner to emergency calls from the project site. In addition, the response to calls for law enforcement services from the project site would not require construction or expansion of the Police Department headquarters facilities. Therefore, the project would not result in the need for, new or physically altered police protection facilities, and impacts related to police protection services would be less than significant.

Schools – Less than Significant Impact. The project is a light industrial project that would not directly generate students. As described previously, the proposed project is not anticipated to generate a new population. During construction of the project, workers are anticipated to come from the local region and travel from job site to job site. Construction of the project is anticipated to occur over 14 months. Thus, construction workers and their student aged children are not anticipated to move to the project area in response to the project. Therefore, the number of students from construction of the project is not anticipated to increase. Similarly, employees needed to operate the proposed uses are anticipated to come from within the project region due to the unemployment rate and limited number of employees needed for the project. Thus, substantial in-migration of employees that could generate new students is not anticipated to occur. As required by all projects within the City, the proposed project is required to pay School Mitigation Impact fees, as included by PPP PS-1. Overall, impacts related to schools would be less than significant.

Parks – Less than Significant Impact. The proposed project would develop three new concrete tilt-up industrial buildings and does not include development of park facilities. In addition, as described previously, the proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed buildings are primarily anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would require construction or expansion of park facilities, and impacts would be less than significant.

Other Public Facilities – Less than Significant Impact. Refer to the previous responses. The proposed project would not result in an increased resident population or a significant increase in the local workforce. Based on these factors, the proposed project would not result in any long-term impacts to other public facilities.

Existing Plans, Programs, or Policies

PPP PS-1: School Fees: Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation Measures

No mitigation measures related to public services are required.

Sources

City of Santa Fe Springs. Department of Fire - Rescue. Accessed:
http://www.santafesprings.org/cityhall/fire_rescue/default.asp

City of Santa Fe Springs. Police Services. Accessed:
http://www.santafesprings.org/cityhall/police_services/default.asp

City of Santa Fe Springs Municipal Code. Accessed at:
http://www.amlegal.com/codes/client/santa-fe-springs_ca/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less than Significant Impact. As described previously, the proposed project would re-develop the site with three new concrete tilt-up industrial buildings, which would not result in an influx of new residents, as the employees needed to operate the project are primarily anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would generate significant use of existing neighborhood or regional parks and recreation facilities, such that substantial physical deterioration would occur or be accelerated, and impacts would be less than significant.

b) Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed project would not result in an influx of new residents. Thus, the proposed project would not generate a substantial population that would generate significant use of existing recreational facilities, and construction of new or expansion of existing recreational facilities is not anticipated to be required. Thus, impacts related to recreation would be less than significant.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to recreation are applicable to the project.

Mitigation Measures

No mitigation measures related to recreation are required.

Sources

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Trip Generation and Level of Service Analysis, prepared by EPD Solutions, Inc. (EPD 2019) (Appendix J).

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact.

Construction

Construction activities associated with the project would generate vehicular trips from construction workers traveling to and from the project site, delivery of construction supplies and import materials to, and export of debris from, the project site. However, these activities would only occur for an estimated time period of 14 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the project would generate less than significant traffic related impacts.

Operation

As detailed in the project description, the project site is currently developed with seven structures of business and office uses for a total of 157,669 square feet. A total of 149,605 square feet is used for business park uses, while 8,064 square feet is office space. The project would redevelop the existing site with three new speculative concrete tilt-up industrial buildings totaling 163,518 square feet, or an increase of 5,849 square feet beyond the existing square footage.

Table T-1 shows that during operation the proposed project would generate 145 vehicle trips during the a.m. peak hour, 131 vehicle trips during the p.m. peak hour, and 1,029 daily vehicle trips. The trip generation analysis for the project was prepared using trip rates from the Institute of

Transportation Engineers (ITE) Trip Generation, 10th Edition (2017). The trip generation for the project is based on the ITE rates for the “General Light Industrial” land use. The rate is based on more than 40 surveys of General Light Industrial developments throughout the country. The ITE description of General Light Industrial notes that there is a small amount of office space associated with this type of land use, and it would be typical for a General Light Industrial building to include office space to accommodate the administrative functions of the business. Therefore, the office space included in the project description (approximately 5 percent of the project) would be supportive of the light industrial activities and is accounted for in the trip rate.

The analysis accounts for trips generated by the existing business park and forecasts the net new trip generation of the project. The trip generation also provides an estimate of the heavy vehicle trips and applies a passenger car equivalent (PCE) factor to heavy vehicle trips. Table T-1 presents the PCE trip generation estimate for the project. As shown, the project would generate 910 fewer daily trips; but, 76 more a.m. peak hour and 59 more p.m. peak hour trips compared to the existing uses.

Table T-1: Project PCE Trip Generation

Land Use	Units		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Rates</u>									
General Light Industrial ¹	TSF		4.96	0.62	0.08	0.70	0.08	0.55	0.63
Business Park ²	TSF		12.44	0.24	0.16	0.40	0.19	0.23	0.42
General Office Building ³	TSF		9.74	1.00	0.16	1.16	0.18	0.97	1.15
<u>Existing Trip Generation</u>									
Business Park	149.605	TSF	1861	37	23	60	29	34	63
Office	8.064	TSF	79	8	1	9	1	8	9
Total Trip Generation			1940	45	25	69	30	42	72
<u>Project Trip Generation</u>									
Proposed Project (Light Industrial)	163.518	TSF	811	98	16	114	13	90	103
<u>Vehicle Mix⁴</u>		<u>Percent</u>							
Passenger Vehicles		78.60%	637	79	11	90	11	70	81
2-Axle Trucks		8.00%	65	8	1	9	1	7	8
3-Axle Trucks		3.90%	32	4	1	4	1	3	4
4+-Axle Trucks		9.50%	77	10	1	11	1	9	10
		100%	811	101	14	114	13	90	103
<u>PCE Trip Generation⁵</u>		<u>PCE Factor</u>							
Passenger Vehicles		1.0	637	79	11	90	11	70	81
2-Axle Trucks		1.5	97	12	2	14	2	11	12
3-Axle Trucks		2.0	63	8	1	9	1	7	8
4+-Axle Trucks		3.0	231	29	4	33	4	26	29
Total PCE Trip Generation			1029	128	17	145	17	114	131
Net Trip Generation			-910	83	-7	76	-13	72	59

TSF = Thousand Square Feet

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 110 - General Light Industrial.

² Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 770 - Business Park.

³ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 710 - General Office Building.

⁴ Vehicle Mix from the City of Fontana, *Truck Trip Generation Study, August 2003*. Classification: General Light Industrial

⁵ Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

Traffic traveling to and from the project site would mostly be traveling to and from the I-605 and I-5 freeways, and the intersections of Pioneer Boulevard/Telegraph Road and Pioneer Boulevard/Willake Street would receive most of the project traffic

The following trip distribution assumptions were applied to the project trip generation:

- 20% traveling to the north on I-605 via Telegraph Road
- 10% traveling to the south on I-605 via Telegraph Road
- 10% traveling to the north on I-5 via Telegraph Road and Lakewood Blvd ramps
- 20% traveling to the south on I-5 via Pioneer Boulevard and Florence Avenue
- 20% traveling east on Telegraph Road (non-freeway trips)
- 10% traveling west on Telegraph Road (non-freeway trips)

Traffic counts at Pioneer Boulevard/Telegraph Road and Pioneer Boulevard/Willake Street were collected on Tuesday, July 9, 2019 and were used to calculate the existing level of service (LOS). Traffic counts at the remaining intersections were collected on Thursday, January 16, 2019. Future Opening Year traffic volumes were forecast by adding a 2 percent per year growth rate to the existing traffic counts and by adding trips generated by other approved projects in the area. Two projects were identified: 1) Breitburn Industrial which proposes 318,121 square feet of industrial use at the northwest corner of Santa Fe Springs road/Telegraph Road and; 2) Rexford Industrial, which proposes 201,467 square feet of industrial use at 9615 Norwalk Boulevard. The trip generation of the two cumulative projects is shown in Table T-2.

Table T-2: Cumulative Projects Trip Generation

Land Use	Units		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Rates</u>									
General Light Industrial ¹	TSF		4.960	0.602	0.098	0.700	0.082	0.548	0.630
<u>Total Vehicle Trip Generation</u>									
Breitburn Industrial	318.121	TSF	1578	196	27	223	26	174	200
Rexford Industrial	201.467	TSF	999	124	17	141	17	110	127
Total Trip Generation			2577	320	44	364	43	285	327
<u>Vehicle Mix²</u>		<u>Percent</u>							
Passenger Vehicles		78.60%	2026	252	34	286	33	224	257
2-Axle Trucks		8.00%	206	26	3	29	3	23	26
3-Axle Trucks		3.90%	101	12	2	14	2	11	13
4+-Axle Trucks		9.50%	245	30	4	35	4	27	31
		100%	2577	320	44	364	43	285	327
<u>PCE Trip Generation³</u>		<u>PCE Factor</u>							
Passenger Vehicles		1.0	2026	252	34	286	33	224	257
2-Axle Trucks		1.5	309	38	5	44	5	34	39
3-Axle Trucks		2.0	201	25	3	28	3	22	26
4+-Axle Trucks		3.0	734	91	12	104	12	81	93
Total PCE Trip Generation			3270	406	55	462	54	631	415

TSF = Thousand Square Feet

PCE = Passenger Car

Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition*, 2017. Land Use Code 110 - General Light Industrial.

² Vehicle Mix from the City of Fontana, *Truck Trip Generation Study*, August 2003. Classification: General Light Industrial

³ Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

LOS were calculated using the Intersection Capacity Utilization methodology for signalized intersections and the Highway Capacity Manual 6th Edition methodology for unsignalized and Caltrans intersections. The LOS was calculated for existing and existing plus project conditions and is shown in Table T-3. It should be noted that the LOS analysis evaluated the new project trips without taking credit for the existing land uses. For this reason, the actual with-project LOS is expected to be lower than shown in the table. Project impacts were determined using the significant impact thresholds provided in the Los Angeles County Department of Public Works Traffic Impact Analysis Report Guidelines which state that a significant impact would occur if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the following thresholds:

<u>Pre-project LOS</u>	<u>Pre-project V/C</u>	<u>Project V/C Increase</u>
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Table T-3: Baseline and Plus Project Peak Hour Levels of Service

			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak	
			V/C or Delay ²	LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²	LOS ¹	V/C or Delay ²	LOS ¹	Increase in Delay or V/C Ratio		
Intersection	Signal Control	Analysis Method	Existing				Existing plus Project						
1. Pioneer Blvd/Willake St	TWSC	ICU	15.0	C	14.8	B	16.9	C	26.5	D			
2. Pioneer Blvd/Telegraph Rd	Signal	ICU	0.689	B	0.775	C	0.731	C	0.788	C	0.042	0.013	No
3. Orr & Day Rd/Telegraph Rd	Signal	ICU	0.709	C	0.839	D	0.722	C	0.851	D	0.013	0.012	No
4. I-605 NB Ramp-	Signal	ICU	0.716	C	0.678	B	0.717	C	0.690	B	0.001	0.012	No
Bartley Ave/Telegraph Rd		HCM	23.0	C	16.5	B	23.0	C	16.8	B			
5. I-605 SB Ramps-	Signal	ICU	0.976	E	1.072	F	0.981	E	1.079	F	0.005	0.007	No
Cedardale Dr/Telegraph Rd		HCM	90.30	F	115.7	F	90.4	F	117.7	F			
			Opening Year				Opening Year plus Project						
1. Pioneer Blvd/Willake St	TWSC	ICU	15.5	C	15.4	C	17.6	C	29.1	D			
2. Pioneer Blvd/Telegraph Rd	Signal	ICU	0.753	C	0.807	D	0.761	C	0.820	D	0.008	0.013	No
3. Orr & Day Rd/Telegraph Rd	Signal	ICU	0.768	C	0.900	D	0.781	C	0.912	E	0.013	0.012	No
4. I-605 NB Ramp-	Signal	ICU	0.746	C	0.732	C	0.747	C	0.744	C	0.001	0.012	No
Bartley Ave/Telegraph Rd		HCM	24.2	C	18.3	B	24.3	C	18.8	B			
5. I-605 SB Ramps-	Signal	ICU	1.036	F	1.147	F	1.042	F	1.154	F	0.006	0.007	No
Cedardale Dr/Telegraph Rd		HCM	103.2	F	136.7	F	103.3	F	138.7	F			

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual 6th Edition

TWSC = Two Way Stop Controlled (evaluated using the HCM Methodology)

¹ Level of Service² Volume-to-capacity ratio for signalized intersection, delay for unsignalized intersections

Based on this analysis, the project would not create any significant traffic impacts in the existing plus project or opening year plus project conditions.

In addition, the project area is currently served with transit service from the Los Angeles County Metropolitan Transportation Authority (LA Metro) and Norwalk Transit System (NTS). There is an existing bus stop with LA Metro's Local Route 62 line located at the northwest corner of the intersection of Telegraph Road and Pioneer Boulevard, which, starting on Telegraph Road, runs east-west from Boyle Heights in the City of Los Angeles to the City of Hawaiian Gardens. Another bus stop at the southwest corner of the same intersection serves Norwalk Transit System Line 1 and 3. Operation of the project would not affect the operation of the bus routes. Thus, no impacts would occur.

There are no existing bicycle infrastructure such as bicycle trails/lanes on the surrounding streets. Therefore, the project would not alter existing bicycle facilities. In addition, an existing sidewalk runs along the western edge of the project site. Implementation of the project would remove and replace the existing sidewalk along the western edge of the project site. These improvements would result in a less than significant impact.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. CEQA Guidelines section 15064.3 subdivision (b) discusses the use of vehicle miles traveled (VMT) for the impact analysis. The requirement of this section takes effect in June 2020 or where an agency has adopted thresholds for VMT. The City of Santa Fe Springs has not adopted any thresholds regarding VMT. Therefore, the project would not be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would not occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project would develop and operate three concrete tilt-up industrial buildings onsite. None of the proposed structures would include incompatible uses such as farm equipment. The project's design would be reviewed by the City during the plan check and permitting process; thus, the geometric design features of the project site would not result in increased hazards. Access to the project site would be via three driveways along Pioneer Boulevard, each ranging between 25 to 35 feet in width, and would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and delivery trucks.

Additionally, the project site does not include any visual obstructions that would block sight distance at the driveways or that would prohibit full access in, and out of, the project area. Thus, motorists entering and exiting the project site would be able to do so comfortably, safely, and without undue congestion. As such, project access and circulation would be adequate, and project impacts related to hazardous design features would be less than significant.

d) Result in inadequate emergency access?

No Impact. The proposed project would develop and operate three concrete tilt-up industrial buildings that would be permitted and approved in compliance with existing safety regulations,

such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Pioneer Boulevard would remain open to ensure adequate emergency access to the project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed project would also not result in inadequate emergency access. Direct access to the project site would be provided from Pioneer Boulevard. The driveways and on-site circulation constructed by the project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Santa Fe Springs Fire Department would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to transportation that are applicable to the project.

Mitigation Measure

No mitigation measures related to transportation are required.

Sources

City of Norwalk. Norwalk Transit Systems. Fares and Schedules. Available at: <https://www.norwalk.org/city-hall/departments/norwalk-transit-system-nts/fares-schedules>

Los Angeles County Metropolitan Transportation Authority (LA Metro). Maps & Timetables. Metro Local Line 62. Available at: <https://media.metro.net/documents/4e3d8753-426a-4447-8d5e-e12952103ea5.pdf>

Trip Generation and Level of Service Analysis, prepared by EPD Solutions, Inc. (EPD 2019) (Appendix J).

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. The project site was historically used for oil extraction and is currently developed with modern structures and does not contain any historical resources. In addition, substantial ground disturbance has occurred on the project site from previous uses such as oil fields and the construction of the existing uses. The project site is not eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The proposed project would not result in an impact to a historical resource.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact with Mitigation Incorporated.

Assembly Bill 52

Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

A search of the Sacred Lands File (SLF) was requested for the project by the Native American Heritage Commission (NAHC). The NAHC responded on July 24, 2019 stating that there are no known/known sacred lands within 0.5 mile of the project site. Pursuant to the requirements of AB 52, the City sent informational letters about the proposed project and requests for consultation to each tribe on the City's list of tribes requesting consultation on July 8, 2019. These tribes include the following: Gabrielino-Tongva Tribe, Gabrielino Band of Mission Indians – Kizh Nation, Gabrielino Tongva – San Gabriel Band of Mission Indians, Gabrielino Tongva – San Gabriel California Tribal Council, and Gabrielino/Tongva Nation.

On July 15, 2019, the City received an e-mailed response to the City's AB 52 outreach letters, which was from the Gabrielino Band of Mission Indians stating that the subject site is within their Ancestral Tribal Territory and thus had requested that a consultation be scheduled to go over the project and surrounding location in further detail. Said consultation occurred over-the-phone on September 4, 2019, and information was presented that the project site is within an area believed to occupy the ancient Santa Fe trail and given the 1970's era development, concluded with the understanding that the tribe Chairman, Andy Salas, would provide the lead agency (City of Santa Fe Springs) with suggested mitigation measures. On October 1, 2019, the City received mitigation measures from the tribe Chairman and Mitigation Measure TCR-1 has been included tribal monitoring of initial site clearing (such as pavement removal, grubbing, tree removals) ground-disturbing activities that cause excavation to depths greater than artificial fill into previously undisturbed soils.

As described above, the project does not contain any historic structures and project area has a low sensitivity for the presence of prehistoric or historical archaeological resources. In addition, the entire parcel has been disturbed from previous oil extraction and development uses. Furthermore, the NAHC has not identified any known sacred lands within 0.5 mile of the project area. Additionally, as described previously (and included as PPP CUL-1), California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. However, as described previously, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential resources are discovered during grading, excavation, or construction activities. As detailed previously, if the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources. Thus, impacts related to California Native American tribes would be less than significant with implementation of Mitigation Measure CUL-1 and TCR-1.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Listed previously in Section 5, Cultural Resources.

Mitigation Measures

Mitigation Measure CUL-1: Inadvertent Discoveries. Listed previously in Section 5, Cultural Resources.

Mitigation Measure TCR-1: Native American Monitor. Prior to the issuance of any permits for initial site clearing (such as pavement removal, grubbing, tree removals) or issuance of permits allowing ground-disturbing activities that cause excavation to depths greater than artificial fill (including as boring, grading, excavation, drilling, potholing or auguring, and trenching), the City of Santa Fe Springs shall ensure that the project applicant/developer retain qualified Native American Monitor(s) during construction-related ground disturbance activities. The monitor(s) shall be approved by the tribal representatives of the Gabrieleño Band of Mission Indians - Kizh Nation and be present on-site during construction that involve ground disturbing activities identified herein. The Native American monitor(s) shall be responsible for the following activities during the monitoring, as appropriate:

- Complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified.
- The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor have indicated that the site has a low potential for tribal cultural resources.
- Upon discovery, the tribal and/or archaeological monitor/consultant/consultant shall immediately divert work a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) shall then notify the tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner.
- Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC, as mandated by state law, who will then appoint a Most Likely Descendent (MLD).
- If the Gabrieleño Band of Mission Indians - Kizh Nation is designated MLD, the following treatment measures shall be implemented.
- Prior to the continuation of ground-disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.
- The tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that the burials will be removed. The tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully.
- If data recovery is approved by the tribe, documentation shall be taken that includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the tribe for data recovery purposes.
- Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes

- Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project Site but at a location agreed upon between the tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Sources

Governor's Office of Planning and Research (OPR 2005). Tribal Consultation Guidelines, Supplement to General Plan Guidelines. November 14, 2005. Available at: <http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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19. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less than Significant Impact.**Water Infrastructure**

The proposed project is within an urbanized, developed area of Santa Fe Springs. An existing 12-inch water line runs north-south along Pioneer Boulevard, which is adjacent to the project site. The project would install new onsite domestic water and fire service lines that would connect to the existing line in Pioneer Boulevard. Because the site has been planned for operation of industrial uses, the water line has been planned to accommodate development of the project site and would not require expansion to serve the proposed project.

Therefore, although construction of the onsite water lines would be required to support the new development, no extensions or expansions to the water pipelines supplying the project site would be required. The necessary installation of the onsite water supply line is included as part of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Thus, the proposed project would not result in the construction of

new water facilities or expansion of existing facilities that serve the project area, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment

The project would install onsite sewer lines that would connect to an existing 8-inch sewer line located in Pioneer Boulevard, which is adjacent to the project site. Because the site has been planned for operation of industrial uses, the water line has been planned to accommodate development of the project site and would not require expansion to serve the proposed project. The necessary installation of the onsite sewer line is included as part of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

Stormwater Drainage

The project would maintain the existing stormwater flow pattern. The project would install new onsite storm drains that would convey runoff to biofiltration basins along the western side of the site or biofiltration chambers along the eastern side of the site. After biofiltration runoff would drain into the existing offsite 42-inch storm drain line.

Because the site is currently developed with impervious surfaces, and the biofiltration basins and chambers have been sized to accommodate required flows, the proposed project would not result in a substantial increase stormwater runoff. Thus, the project would not require or result in the construction of new offsite stormwater drainage facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects. The required installation of onsite drainage features is included as part of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. According to the City of Santa Fe Springs 2015 Urban Water Management Plan (UWMP), the City receives water supplies from local groundwater pumped from city wells, treated groundwater through the Central Basin Water Quality Protection Program (CBWQPP), treated imported water purchased from the Metropolitan Water District (MWD) through the Central Basin Municipal Water District (CBMWD), and recycled water supplies (UWMP 2017). In 2015, the City utilized a total of 6,369 acre-feet per year (afy) of water, which included: 2,716 afy of groundwater treated by CBWQPP, 2,714 afy of imported water from MWD, and 939 afy of recycled water from CBMWD.

The UWMP projects that the water supply mix will remain similar through 2040, with an increase in recycled water and groundwater to cover the incremental increased demand for water related to anticipated growth within the City. The City's water demand in 2015 was 6,369 acre-feet and is projected to increase to 7,351 AFY by 2040 (UWMP 2017).

The proposed project would be consistent with existing land use and growth projections that are included in the UWMP projections; and thus, is included in the UWMP projections and EMWD would be able to meet all of the anticipated water supply needs. Therefore, the proposed project would have sufficient water supplies available to serve the project, and impacts would be less than significant.

- c) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less than Significant Impact. The proposed building would generate wastewater flows, which would be conveyed through existing sewer facilities to the Los Coyotes Water Reclamation Plant (WRP). The Los Coyotes WRP provides primary, secondary, and tertiary treatment and has a capacity to treat up to 37.5 million gallons per day (UWMP 2017). The UWMP determines capacity of existing wastewater facilities within the Los Angeles County Sanitation District based on land use designations and generation rates thereof. The proposed project would not result in change of land use. Therefore, the Los Coyotes WRP would be able to accommodate the wastewater flow from the project, and impacts related to the wastewater treatment system would be less than significant.

- d) **Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?**

Less than Significant Impact. In 2018, most of the solid waste from the City, which was disposed of in landfills, went to either the Olinda Alpha Sanitary Landfill, El Sobrante Landfill, or Sunshine Canyon Landfill (CalRecycle 2019a).

The Olinda Alpha Sanitary Landfill is permitted to accept 8,000 tons per day of solid waste and is permitted to operate through 2021. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In June 2019, a maximum of 13,796 tons in a day was disposed at the El Sobrante Landfill, which provides for a remaining capacity of 2,258 tons per day. The Sunshine Canyon Landfill is permitted to accept 12,100 tons per day of solid waste and is permitted to operate through 2037, and the CalRecycle monthly reports indicate that it is operating within the permitting capacity limits (CalRecycle 2019b).

The proposed project would include the demolition of 157,669 square feet of existing building space that would result debris. In addition, solid waste would be generated from construction materials and packaging used on the site. However, construction would only occur over an estimated 14-month period and a large volume of the waste would be recycled. The project would be required to comply with the City Municipal Code Chapter 50.64, Compliance with Waste Management Plan, (included as PPP UT-1) which states that 75 percent of construction and demolition debris must be diverted via reuse or recycling. The landfills described previously have the permitted capacity to accommodate the projected amount of debris estimated to be generated by the project during demolition and construction.

Based on a solid waste generation of 1.42 pounds per 100 square feet per day, identified in the CalRecycle Solid Waste Information System Database, operation of 163,518 square feet of light industrial building space would generate approximately 2,321 pounds per day, or 11,605 pounds (5.80 tons) of solid waste per week (based on a five-day work week) (CalRecycle 2019c).

However, based on the current recycling requirements, which require diversion of 50 percent of solid waste away from landfills, the project would result in an increase of 1,160.5 pounds of solid waste per day being disposed of in landfills. In 2020, state regulations per AB 341 will become effective, which will require diversion of 75 percent of solid waste from landfills. Thus, it is anticipated that the increase of solid waste landfill disposal from operation of the project in 2020 would be approximately 580.25 pounds per day. As described above, the El Sobrante Landfill has an average daily additional capacity of 2,258 tons per day and the Sunshine Canyon Landfill

is permitted to accept 12,100 tons per day of solid waste (CalRecycle 2019b). Therefore, the existing landfills have sufficient permitted capacity to accommodate the additional solid waste disposal needs that would result from the project, and impacts related to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid wastes produced during operation of the project would be disposed of in accordance with all applicable statutes and regulations. Accordingly, anticipated impacts from the proposed project related to landfill capacity and compliance with applicable regulations would be less than significant.

Existing Plans, Programs, or Policies

PPP UT-1: Solid Waste. As required by Municipal Code Chapter 50.64, prior to the completion of any covered project, the applicant shall submit to the Waste Management Plan Compliance Official documentation that the diversion requirement has been met. The diversion requirement shall be that the applicant has diverted at least 75 percent of the total construction and demolition debris generated by the project via reuse or recycling.

Mitigation Measures

No mitigation measures related to utilities and service systems are required.

Sources

CalRecycle (Calrecycle 2019a). Local Government Information Center. Jurisdiction Disposal by Facility. Los Angeles County, Santa Fe Springs, 2019. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

CalRecycle (CalRecycle 2019b). Solid Waste Information System Facility/Site Search. Available at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>

CalRecycle (CalRecycle 2019c). Estimated Solid Waste Generation Rates. Available at: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

City of Santa Fe Springs Urban Water Management Plan (UWMP 2017). Accessed: <https://www.santafesprings.org/civicax/filebank/blobdload.aspx?blobid=12521>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to Figure 12.5, *Fire Hazard Severity Zones Policy Map*, of the Los Angeles County General Plan, the City of Santa Fe Springs (including the project site) is not within a Very High Fire Hazard zone (Los Angeles County 2015). Direct access to the project site would be provided from three separate driveways along Pioneer Boulevard. The project is required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code, and the Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Chapter 93.01, Adoption of California Fire Code and Other Recognized Standards). As a result, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As described in the previous response, the project site is not located within a Very High Fire Hazard Severity Zone. The areas within the project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, no impact would occur.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. As described in the previous responses, the project site is not within a Very High Fire Hazard Severity Zone. The project site is located within an urbanized area within the City of Santa Fe Springs. The project does not involve any new infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or result in other impacts to the environment. Therefore, no impacts would occur.

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. As described in the previous responses, the project site is not within a Very High Fire Hazard Severity Zone. In addition, adjacent areas to the project site are relatively flat urban sites and do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. In addition, the project would not generate large slopes and would connect to existing drainage facilities. Thus, the project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to wildfires that are applicable to the Project.

Mitigation Measures

No mitigation measures related to wildfires are required.

Sources

Los Angeles County Department of Regional Planning (Los Angeles County 2015). General Plan 2035. Figure 12.5, Fire Hazard Severity Zones Policy Map. Adopted October 6, 2015. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_12-5_Fire_Hazard_Severity_Zones_Policy_Map_Responsibility.pdf

21. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Less than Significant with Mitigation Incorporated. As discussed in previous sections of this IS/MND, the project site is currently developed with 149,605 square feet of business park and 8,064 square feet of general office building uses. There are no special status vegetation types or wildlife species, nor suitable habitat located on or adjacent to the project site. However, the project site contains ornamental trees that could be used for nesting by common bird species that are protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515. These bird species are protected during the avian nesting and breeding season, which occurs between February 1 and September 15. Therefore, Mitigation Measure BIO-1 has been included to require a nesting bird survey if construction commences during nesting season. Mitigation Measure BIO-1 would reduce potential impacts to a less than significant level.

The site does not contain any historic resources, and the potential for the project site to contain any archaeological resources is low. However, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. With implementation of Mitigation Measure CUL-1, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less than Significant Impact. The project would redevelop an existing business park and office complex with three new concrete tilt-up industrial buildings. As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures and existing plans, programs, or policies that are imposed by the City and effectively reduce environmental impacts.

The cumulative effect of the proposed project taken into consideration with these other development projects in the area would be limited, because the project would be consistent with the City's General Plan and Municipal Code and would not result in substantial effects to any environmental resource topic, as described throughout this document. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than Significant with Mitigation Incorporated. The project consists of redevelopment of an existing developed site. The project would not consist of any use or any activities that would result in a substantial negative effect on any persons in the vicinity. All resource topics associated with the project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts with mitigation, as previously detailed. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly, with implementation of the mitigation measures that have been previously detailed.

5 MITIGATION MONITORING AND REPORTING PROGRAM

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which a Mitigated Negative Declaration has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Pioneer Boulevard Development Project (project). The City of Santa Fe Springs is the Lead Agency for the project and is responsible for implementation of the MMRP. This MMRP identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures.

5.2 MITIGATION MONITORING AND REPORTING PROGRAM

The mitigation monitoring and reporting program has been prepared in compliance with Public Resource Code Section 21081.6. It describes the requirements and procedures to be followed by the City to ensure that all mitigation measures adopted as part of the proposed Project would be carried out as described in the IS/MND. This MMRP for the project will be active through all phases of the project, including design, construction, and operation.

Table 5-1 identifies project specific mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the project, the timing of implementation, and the responsible party or parties for monitoring compliance. This MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed.

**TABLE 5-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
BIO-1	<p>Migratory Bird Treaty Act. Prior to commencement of grading activities and issuance of any building permits, the City Building Department shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.</p> <p>The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 feet for raptors and 300 feet for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p>	Prior to commencement of grading activities	City Building Department	
CUL-1	<p>Inadvertent Discoveries. Prior to commencement of grading activities, the City of Santa Fe Springs Building Department shall verify that all project grading and construction plans and specifications state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). If the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources.</p>	Prior to commencement of grading activities	City Planning/Building Department	

**TABLE 5-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
PAL-1	<p>Paleontological Resources. Prior to issuance of a grading permit, the City of Santa Fe Springs Building Department shall verify that all project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.</p>	Prior to issuance of a grading permit	City Planning/Building Department	
HAZ-1	<p>Soil Management Plan. The Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP) prior to issuance of a grading permit that shall detail procedures and protocols for onsite management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities onsite to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed onsite, and include the following:</p> <ul style="list-style-type: none"> • A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that Environmental Screening Levels (ESLs) for non-residential uses are not exceeded. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the state to accept hazardous materials. • Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the Department of Toxic Substances Control 	Prior to issuance of a grading permit	City Building Department	

**TABLE 5-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
	<p>Screening Levels for industrial/commercial land use (DTSC-SLi) and the EPA Regional Screening Levels for industrial/commercial land use (EPA-RSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.</p> <ul style="list-style-type: none"> The SMP shall include a Health and Safety Plan (HSP) addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor will be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils become airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment. All SMP measures shall be printed on the construction documents, contracts, and project plans prior to issuance of grading permits. 			
TCR-1	Native American Monitor. Prior to the issuance of any permits for initial site clearing (such as pavement removal, grubbing, tree removals) or issuance of permits allowing			

**TABLE 5-1
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	<p>ground-disturbing activities that cause excavation to depths greater than artificial fill (including as boring, grading, excavation, drilling, potholing or auguring, and trenching), the City of Santa Fe Springs shall ensure that the project applicant/developer retain qualified Native American Monitor(s) during construction-related ground disturbance activities. The monitor(s) shall be approved by the tribal representatives of the Gabrieleno Band of Mission Indians - Kizh Nation and be present on-site during construction that involve ground disturbing activities identified herein. The Native American monitor(s) shall be responsible for the following activities during the monitoring, as appropriate:</p> <ul style="list-style-type: none"> • Complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. • The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor have indicated that the site has a low potential for tribal cultural resources. • Upon discovery, the tribal and/or archaeological monitor/consultant/consultant shall immediately divert work a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) shall then notify the tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner. • Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC, as mandated by state law, who will then appoint a Most Likely Descendent (MLD). • If the Gabrieleno Band of Mission Indians - Kizh Nation is designated MLD, the following treatment measures shall be implemented. • Prior to the continuation of ground-disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. • In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and 			

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	<p>a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.</p> <ul style="list-style-type: none"> • The tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that the burials will be removed. The tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. • If data recovery is approved by the tribe, documentation shall be taken that includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the tribe for data recovery purposes. • Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project Site but at a location agreed upon between the tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered</p>			

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