CALIFORNIA HIGHWAY PATROL

Santa Fe Springs Area Office Replacement Project

Draft Environmental Impact Report

State Clearinghouse No. 2019030003

Prepared for:

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Acronyms and Abbreviations

A

AB	Assembly Bill
ACI	ACI International
ADA	Americans with Disabilities Act
AQMP	Air Quality Management Plan
AST	above-ground storage tank
ATCM	airborne toxic control measure

B

BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMP	best management practice

C

CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Program
CalEEMod	California Emissions Estimator Model
Cal EMA	California Emergency Management Agency
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	California Governor's Office of Emergency Services
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CALVEG	Classification and Assessment with LANDSAT of Visible Ecological Groupings
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (also known as the Superfund Act)
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey

CFR	Code of Federal Regulations
CH_4	methane
CHP	California Highway Patrol
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
County	Los Angeles County
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWHR	California Wildlife Habitat Relationships System
cy	cubic yards

D

dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DGS	California Department of General Services
DPR	California Department of Parks and Recreation
DSH	Department of State Hospitals
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control

E

EA	environmental assessment
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EMF	electric and magnetic field
EMFAC	Emission Factors
EO	Executive Order
ESA	Endangered Species Act
ESBSSA	Essential Services Buildings Seismic Safety Act
Eveg	Existing Vegetation

F

F&G Code	California Fish and Game Code
FAA	Federal Aviation Administration
FCC	Federal Communications Commission

FR	Federal Register
ft	feet
ft^2	square feet
FTA	Federal Transit Administration

G

GHG	greenhouse gas
GIS	geographic information system
GSWC	Golden State Water Company
GWP	global warming potential

H

H_2S	hydrogen sulfide
HAP	hazardous air pollutant
HCP	habitat conservation plan
HCM	Highway Capacity Manual
HI	hazard index
hp	horsepower
HOV	High Occupancy Vehicle
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning

I

I-5	Interstate 5
I-605	Interstate 605
ICU	Intersection Capacity Utilization
IS	initial study
IS/MND	initial study/mitigated negative declaration

J

JRP	JRP Historical Consulting

K

kBTU	kilo-British thermal unit
kW	kilowatt
kWh	kilowatt hour

L

LACSD	Sanitation Districts of Los Angeles County
Ldn	energy average of the A weighted sound levels occurring during a 24 hour period
LEED	Leadership in Energy & Environmental Design
L_{eq}	equivalent steady-state sound level

L_{max}	maximum sound level measured during a given measurement period
L_{min}	minimum sound level measured during a given measurement period
LOS	level of service
LS	less than significant
LSM	less than significant with mitigation
LUST	leaking underground storage tank
L_{xx}	sound level exceeded x percent of a specific time period

M

MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MMT CO2e	million metric tons of carbon dioxide equivalents
mph	miles per hour
MS4	municipal separate storm sewer system
MSL	mean sea level
MT CO2e/yr	metric tons of carbon dioxide equivalents per year

N

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NFA	no further action
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NI	no impact
NMFS	National Marine Fisheries Service
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act of 1977
NRHP	National Register of Historic Places
NSHHD	Norwalk State Hospital Historic District

O

O_2	oxygen
O_3	ozone
OEHHA	[California] Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration

P

PM2.5	particulate matter of aerodynamic radius of 2.5 micrometers or less
PM10	particulate matter of aerodynamic radius of 10 micrometers or less
Porter–Cologne Act	Porter–Cologne Water Quality Control Act
Pb	lead
PCE	Passenger car equivalent
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
Proposed Project	Santa Fe Springs Area Office Replacement Project
PST	Pacific Standard Time
Pub. Res. Code	Public Resources Code
PVC	polyvinyl chloride

R

RCRA	Resource Conservation and Recovery Act of 1976
RF	radio frequency
RMP	risk management plan
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board

S

S	significant
SAR	IPCC's 1996 Second Assessment Report
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas
SO_2	sulfur dioxide
SOx	Sulfur oxide
SPCC	Spill Prevention, Control, and Countermeasure
SRA	State Responsibility Areas
SU	significant and unavoidable
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board

T

TAC	toxic air contaminant
TCE	trichloroethene
TCP	traditional cultural properties

TCR	tribal cultural resource
TPH	total petroleum hydrocarbons
U	
UNFCCC	United Nations Framework Convention on Climate Change
U.S.	United States of America
USC	U.S. Code
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
V	
V/C	volume-to–capacity
VdB	vibration decibel
VEC	vapor encroachment condition
VOC	volatile organic compound
VMT	vehicle miles traveled
W	
WB	westbound
Z	
Zev	Zero Emissions Vehicle
ºF	degrees Fahrenheit
µg/m3	micrograms per cubic meter
§	section
§§	subsection
Δ V/C	change in volume-to–capacity

EXECUTIVE SUMMARY

Introduction

The California Highway Patrol (CHP), with assistance from the California Department of General Services (DGS), has prepared this Draft Environmental Impact Report (DEIR) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the proposed Santa Fe Springs Area Office Replacement Project (Proposed Project or Project). This DEIR was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines (California Code of Regulations title 14, section 15000 et seq.).

Proposed Project Background

The CHP is a statewide law enforcement agency responsible for enforcing vehicular and traffic laws on state highways and freeways; regulating the transport of goods, including hazardous waste; and serving as emergency responders to incidents on the state's highway system. The CHP's mission is to provide "the highest level of safety, service, and security to the people of California" (CHP 2018).

Proposed Project Purpose and Objectives

The Proposed Project is part of a statewide effort to replace aging or inadequate CHP field offices and other facilities. As described above, the Proposed Project's purpose is to replace the CHP Santa Fe Springs Area Office with upgraded facilities.

Specific project objectives are as follows:

- construct a facility that meets CHP's statewide programming requirements (e.g., provision of a citation clearance area and additional/separate locker rooms for female employees);
- construct a facility in a location capable of serving the Santa Fe Springs Area Office's service area and that provides efficient access to the highway system,
- develop a CHP facility that is accredited under the U.S. Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) program at the "Silver" or better level of certification, as required by state law;
- meet the California Essential Services Buildings Seismic Safety Act requirements by designing and constructing a facility capable of providing essential services to the public after a disaster; and
- construct a facility that meets the standards of the Americans with Disabilities Act (ADA), and Title 24 requirements, including the California Green Building Standards Code and the California Energy Code.

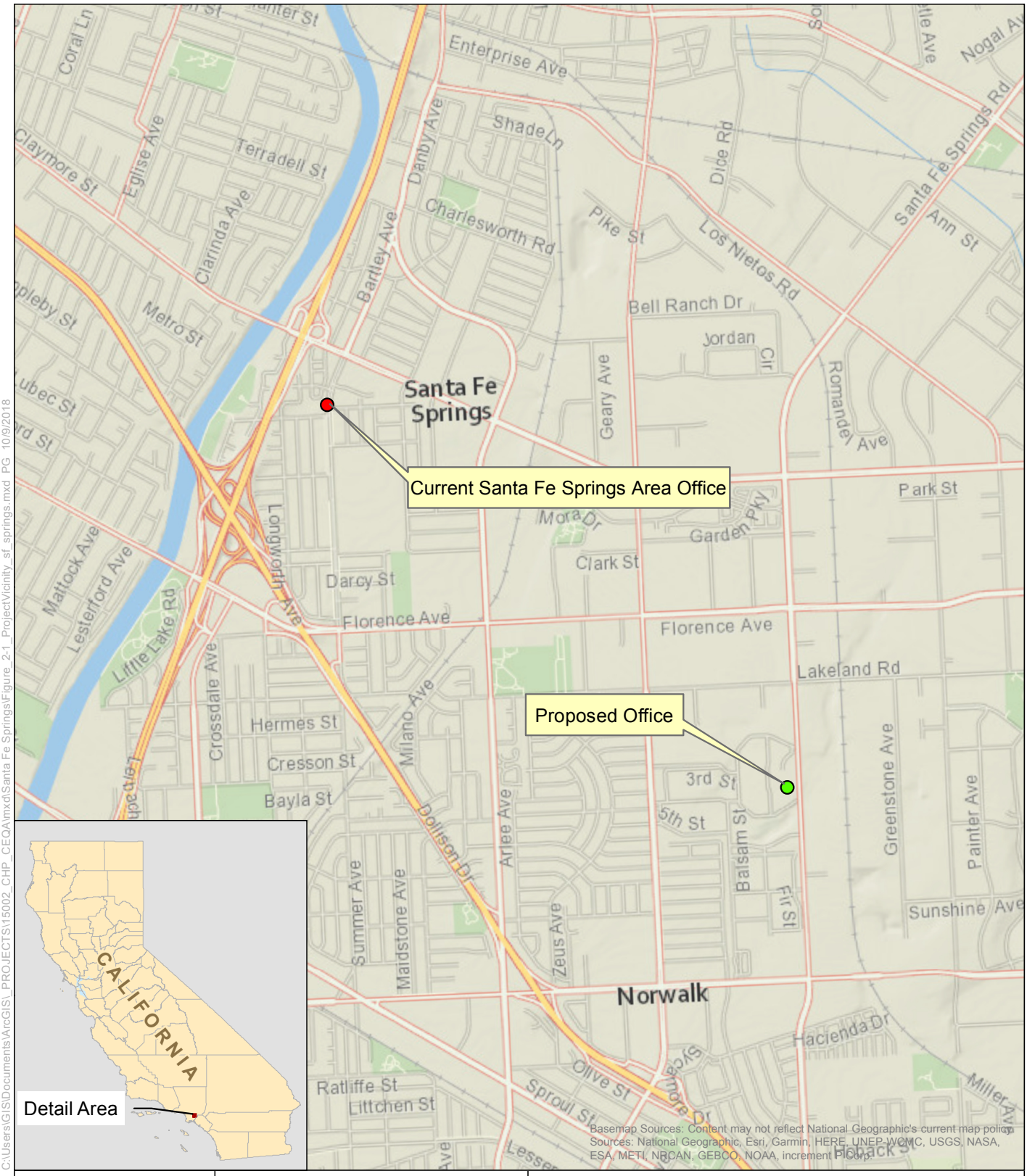
Proposed Project Location

The Proposed Project site will be a 6-acre parcel that will be sectioned from the existing 165-acre campus of the Department of State Hospitals-Metropolitan (formally known as Metropolitan State Hospital), located at 11401 Bloomfield Avenue in the City of Norwalk, located west of Bloomfield Avenue and south of Lakeland Road in Norwalk, California (see **Figure ES-1**). This location is situated approximately 0.7 mile north of Imperial Highway, 1.3 miles east of Interstate 5, and 2 miles east of Interstate 605. As shown in Figure ES-1, the Proposed Project site is situated approximately 2 miles southeast of CHP's existing Santa Fe Springs Office. The site is located inside the northeast corner of the hospital, which occupies Assessor Parcel Number 8025-003-902.

Proposed Project Overview

The Proposed Project would include construction of structures, auto service bays, a communications tower, secured and visitor parking areas, a citation clearance area, enclosures and storage areas, a fuel island and gas tanks, an emergency generator, utility improvements, and other ancillary improvements. Structures that would be part of the Proposed Project include an office building, an automobile service building, a radio vault building, and a property storage building. The communications tower would be a 120-foot-tall steel lattice tower supporting a 20-foot-tall mast and 8-foot lightning rod, comprising a total height of 148 feet. A citation clearance area and visitor parking area would be included in the Proposed Project. The citation clearance area would provide for verifying corrected citations and processing of standard passenger vehicles and larger commercial vehicles, including buses. The vehicle fueling area would include an approximately 12,000-gallon above-ground fuel storage tank with two mechanized fuel dispensers, a canopy over the fueling area, and parking for a fuel tanker truck. Offsite utility improvements would occur within existing paved roadway areas and require repaving of the affected existing roadway areas. A new sidewalk would be installed along Bloomfield Avenue within the Proposed Project site. See Chapter 2, *Project Description,* for a complete description of all Proposed Project features.

Overall, the Proposed Project would develop approximately 5.2 acres of the approximately 6-acre Proposed Project parcel. The Project site would likely be accessed from Bloomfield Avenue and South Circle Drive. The conceptual site plan for the Proposed Project is shown in **Figure 2-4** in Chapter 2, *Project Description.* Access to the site is currently on Bloomfield Avenue, Elm Street, and Cedar Street. South Circle would be connected to Bloomfield Avenue to make it an additional access point.



Prepared by:
Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

N

0 0.5
Miles

Figure ES-1: Project Vicinity

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

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Public Involvement Process

Scoping Comment Period

A Notice of Preparation (NOP) and Initial Study (IS) for the Proposed Project was prepared in accordance with CEQA Guidelines Section 15082 and circulated to state agencies through the Governor's Office of Planning and Research's State Clearinghouse on March 8, 2019, which initiated the public scoping period. The IS/NOP was distributed for review and comment to numerous federal and state agencies; departmental and public services agencies within Los Angeles County the City of Norwalk, and the City of Santa Fe Springs; private property owners within 500 feet of the Proposed Project site; and private property owners within 20 feet of the proposed utility improvement areas. The public review continued for 30 days and ended on April 8, 2019.

A scoping meeting was held on March 19, 2019, from 5:30 to 7:30 p.m., at the Town Center Hall, Meeting Room 1, 11740 Telegraph Road, Santa Fe Springs, CA 90670. In addition to DGS and contractor staff, one individual attended the scoping meeting—a representative from the City of Santa Fe Springs.

CHP accepted written comments at the meeting, as well as during the 30-day scoping period. Comment forms were distributed at the scoping meeting for submission of written comments during or after the meeting. Information contained in the IS/NOP (e.g., project description and range of topics) has been refined based on the input received in public comments on the IS/NOP and is reflected in the text of this DEIR.

Draft EIR Public Comment Period

CHP has prepared this DEIR, as informed by public and agency input received during the scoping period, to disclose potentially significant environmental impacts associated with the Proposed Project. Where any such impacts are significant, feasible mitigation measures and potentially feasible alternatives that substantially reduce or avoid such effects are identified and discussed. The public review period provides the public an opportunity to provide input to the lead agency on the DEIR.

Submittal of Written Comments

Written comments concerning this DEIR can be submitted at the public meeting described in the Notice of Availability (NOA) or throughout the DEIR public review period. All comments must be received by 5:00 p.m. on the final date of public review as identified in the NOA, and directed to the name and address listed below:

Jennifer Parson, Senior Environmental Planner
State of California Department of General Services
Real Estate Services Division, Professional Services Branch
Environmental Services Section
707 Third Street, 4th Floor, MS509
West Sacramento, CA 95605
email: santa-fe-springs-comments@chp-ceqa.com

Submittal of written comments by email (attached documents in MS Word or PDF format are encouraged) would be greatly appreciated. Written comments received in response to this DEIR during the public review period will be addressed in a Response to Comments section of the Final EIR.

The NOA and Draft EIR can be reviewed online at the following website:

chp-ceqa.com/santa-fe-springs/

Areas of Known Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b) requires that an Executive Summary identify "areas of controversy known to a lead agency including issues raised by agencies and the public." To date, a few issues have been raised regarding the Proposed Project which may be considered controversial, including the following:

- The Proposed Project's location within the boundaries of the Norwalk State Hospital Historic District (NSHHD). Construction of the CHP building, its smaller associated buildings, and the tall concrete wall around secure areas will destroy the open and scenic nature of this portion of the grounds.

Significant Impacts

This section presents the significant impacts that were identified in the DEIR. This is not a comprehensive discussion of impacts of the Proposed Project; the reader is directed to **Table ES-1**, *Summary of Impacts and Mitigation Measures*, at the end of this chapter for additional information. Environmental resource topics with the potential for significant environmental impacts and evaluated in detail in this DEIR are as follows:

- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

Chapters 4 through 11 of this DEIR address each of these environmental resource topics and the impacts of the Proposed Project in more detail.

Significant and Unavoidable Impacts

The following impacts have been identified as significant and unavoidable:

- Impact CR-1: Potential for a Substantial Adverse Impact on Historical Resources
- Impact CUM-2: Cumulative Impacts on Historical Resources

Alternatives Considered

Four alternatives, including the No Project Alternative, were identified within the context of the primary environmental concerns raised during EIR scoping, the set of potentially feasible sites identified during the site selection process, and the significant impacts of the Proposed Project. See Chapter 13, *Alternatives,* for the full analysis.

No Project Alternative

Under the No Project Alternative, CHP would not construct a new Santa Fe Springs Area Office or its accompanying facilities, and would continue to provide essential services to the Santa Fe Springs area from its existing facility at 10051 Orr and Day Road, Santa Fe Springs, California. The existing area office was constructed in 1967 and is located on approximately 1.2 acres of land. Structurally, the mechanical, electrical, and plumbing systems are well beyond their useful life and do not meet current code requirements. The roof has surpassed its useful life and is overdue for replacement. There are hazardous materials that need abatement as the standard at the time of construction involved the use of asbestos tiles and lead paint.

Under the No Project Alternative, all of the impacts associated with the construction and operation of the Santa Fe Springs Area Office would be avoided. Overall, not constructing the Proposed Project would be expected to impede provision of adequate law enforcement service to the Santa Fe Springs area and potentially impair police response times, as the existing facility lacks adequate space to accommodate the assigned and projected number of employees needed to serve the area.

Alternative 1: Telegraph Road Site

Based on the previously described siting criteria, a site located at 10330 Greenleaf Avenue, at the northeast corner of Telegraph Road and Greenleaf Avenue, was identified as a potential alternative site for the new CHP Santa Fe Springs Area Office. This 3-acre site is located 2.4 miles east of the existing office and 1.4 miles northeast of the Proposed Project site. The Telegraph Road site is a vacant parcel; however, site layout options would be limited because of the small size of the property. The site would meet most, but not all, of the siting criteria outlined above.

Impacts of Alternative 2 would be similar to those of constructing and operating the Proposed Project; impacts on undisturbed ground would be reduced. No significant and unavoidable impacts on historical resources would result. Few sensitive receptors would be affected by construction or operation. The site would be of sufficient size to accommodate an increasing number of employees to serve the Project site, although potentially not large enough to accommodate all identified program-related improvements.

Alternative 2: Florence Avenue Site

Based on the previously described siting criteria, a site located at 11146 Florence Avenue, Downey, at the southeast corner of Studebaker Road and Florence Avenue, was identified as a potential alternative site for the new CHP Santa Fe Springs Area Office. This 6-acre site is located 1.3 miles southwest of the existing office and 2.6 miles northwest of the Proposed

Project site. The Florence Avenue site was formerly occupied by two vacant car dealerships; the buildings have been demolished, and the site is entirely covered by impervious surfaces. The site would meet most of the siting criteria outlined above. Surrounding uses include commercial and industrial facilities; residential areas and a school are located south of but not immediately adjacent to the site.

Impacts of Alternative 3 would be similar to those of constructing and operating the Proposed Project; no impacts on undisturbed ground would result. No significant and unavoidable impact on historical resources would result. Some sensitive receptors (i.e., residents, school) would be affected by construction or operation. The site would be of sufficient size to accommodate an increasing number of employees to serve the Project site and accommodate all identified program-related improvements.

Alternative 3: Reduced Hospital Site

Similar to the Proposed Project, Alternative 3 would replace the existing CHP Santa Fe Springs Area Office 10051 Orr and Day Road, Santa Fe Springs, with new CHP facilities on the grounds of Department of State Hospitals – Metropolitan at 11401 Bloomfield Avenue, Norwalk. Where the Proposed Project would involve transfer of approximately 6 acres from the Department of State Hospitals to CHP, however, Alternative 3 would reduce the area to approximately 4.25 acres. The reduced area would allow for avoidance of the landscaped area at the main entrance to the grounds and setbacks between the CHP facilities and surrounding historic buildings.

With Alternative 3, significant and unavoidable impact on historic resources (impact on Norwalk State Hospital Historic District) would be reduced but would not be mitigated to a less-than-significant level. Other impacts would be the same as identified for the Proposed Project, but reduced in terms of affected area. The site would be of sufficient size to accommodate increasing number of employees to serve the Project site and accommodate all identified program-related improvements.

Environmentally Superior Alternative

Of the alternatives evaluated in detail above, Alternative 2: Florence Avenue Site is considered environmentally superior as it would avoid many of the environmental impacts associated with implementing the Proposed Project, including significant and unavoidable impacts on historical resources. It would achieve all of the Proposed Project's objectives to a similar degree as the Proposed Project, and as a result would have the same environmental benefits related to Essential Services Buildings Seismic Safety Act and ADA compliance and CHP operations. Alternative 2 would have no impacts on undisturbed ground because the entire site is already developed; it would also accommodate all of CHP's statewide programming needs. In summary, Alternative 2 would offer the most reductions in environmental impacts among the alternatives considered.

Summary of Impacts and Levels of Significance

The impacts of the Proposed Project, proposed mitigation, and significance conclusions before and after mitigation are discussed in detail in Chapters 4 through 13 of this DEIR. Table ES-1 summarizes the impacts, mitigation measures, and levels of significance identified in this document.

Table ES-1. Summary of Potential Impacts and Mitigation Measures

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Air Quality			
Impact AQ-1: Potential for Project Construction and Operation to Conflict with or Obstruct Implementation of the South Coast Air Quality Management District Air Quality Plan	LS	None required.	LS
Impact AQ-2: Potential for Project to 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	LS	None required.	LS
Impact AQ-3: Potential for Project to Expose Sensitive Receptors to Substantial Pollutant Concentrations	LS	None required.	LS
Impact AQ-4: Potential for Project Construction to Result in Other Emissions (such as Those Leading to Odors) Adversely Affecting a Substantial Number of People	LS	None required.	LS
Biological Resources			
Impact BIO-1: Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species	S	**Mitigation Measure BIO-1:** Conduct Pre-construction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas.	LSM
Impact BIO-2: Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites	S	**Mitigation Measure BIO-1:** Conduct Pre-construction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas.	LSM

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cultural Resources			
Impact CR-1: Potential for a Substantial Adverse Impact on Historical Resources	S	**Mitigation Measure CR-1:** Design the project to preserve contributing elements of the Norwalk State Hospital Historic District (NSHHD). **Mitigation Measure CR-2:** Implement landscaping to enhance the scenic feeling of the original grounds. **Mitigation Measure CR-3:** Prepare documentation according to the standards of the Historic American Building Survey/Historic American Engineering Record and submit it to a local archive or repository for curation.	SU
Impact CR-2: Potential for a Substantial Adverse Impact on Archaeological Resources from Proposed Project Construction	S	**Mitigation Measure CR-4:** Immediately halt construction if cultural resources are discovered, evaluate all identified cultural resources for eligibility for inclusion in the National Register of Historic Places (NRHP)/ California Register of Historical Resources (CRHR), and implement appropriate mitigation measures for eligible resources.	LSM
Impact CR-3: Potential for Disturbance of Any Human Remains, including Those Interred Outside of Dedicated Cemeteries	S	**Mitigation Measure CR-5:** Immediately halt construction if human remains are discovered and implement applicable provisions of the California Health and Safety Code.	LSM
Greenhouse Gas Emissions			
Impact GHG-1: Potential for Project Construction and Operation to Indirectly or Directly Generate Substantial greenhouse gas (GHG) Emissions	LS	None required.	LS
Impact GHG-2: Potential for Project Construction and Operation to Conflict with the Applicable Plans, Policies, or Regulations Adopted for the Purpose of Reducing GHG Emissions	LS	None required.	LS

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact GHG-3: Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LS	None required.	LS
Hazards and Hazardous Materials			
Impact HAZ-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials during Construction	LS	None required.	LS
Impact HAZ-2: 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 during Construction or Operations	S	**Mitigation Measure HAZ-1:** Management of Unknown Hazardous Materials.	LSM
Impact HAZ-3: Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School	NI	None required.	NI
Impact HAZ-4: Located on a Site Included on a Hazardous Materials Sites List and, as a result, Create a Significant Hazard to the Public or the Environment	LS	None required.	LS
Impact HAZ-5: Located Within an Airport Land Use Plan Area or, Where such a Plan Has Not Been Adopted, Be Within 2 Miles of a Private Airport or Public Airport and Result in a Safety Hazard for People Residing or Working in the Study Area	LS	None required.	LS

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan during Construction or Operations	S	**Mitigation Measure TRA-1:** Prepare and Implement a Construction Traffic Management Plan.	LSM
Impact HAZ-7: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires	NI	None required.	NI
Noise			
Impact NOISE-1: Potential for Project to Generate 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 in Other Applicable Local, State or Federal Standards	LS	None required.	LS
Impact NOISE-2: Potential for Construction to Generate Excessive Ground-borne Vibration or Ground-borne Noise levels	S	**Mitigation Measure NOI-1:** Implement Vibration-reducing Measures	LSM
Impact NOISE-3: Potential for the Project to Expose People Residing or Working in the Project Area to Excessive Noise Levels Where the Project Is 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.	LS	None required.	LS
Transportation			
Impact TRA-1: Conflict with applicable circulation plans, ordinances, or policies and applicable congestion management programs	S	**Mitigation Measure TRA-1:** Prepare and Implement a Construction Traffic Management Plan.	LSM

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)	LS	None required.	LS
Impact TRA-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	LS	None required.	LS
Impact TRA-4: Result in inadequate emergency access	S	**Mitigation Measure TRA-1:** Prepare and Implement a Construction Traffic Management Plan.	LSM
Tribal Cultural Resources			
Impact TCR-1: Potential for a Substantial Adverse Change to Tribal Cultural Resources listed, or Eligible for Listing in the California Register of Historical Resources or a Local Register of Historical Resources	NI	None required.	NI
Impact TCR-2: Potential for a Substantial Adverse Change to Tribal Cultural Resources Determined by the Lead Agency to be Significant	S	**Mitigation Measure CR-4:** Immediately halt construction if cultural resources are discovered, evaluate all identified cultural resources for eligibility for inclusion in the NRHP/CRHR, and implement appropriate mitigation measures for eligible resources. OR **Mitigation Measure CR-5:** Immediately halt construction if human remains are discovered and implement applicable provisions of the California Health and Safety Code.	LSM
Cumulative Impacts			
Impact CUM-1: Cumulative Impacts on Nesting Birds and Raptors	S	**Mitigation Measure BIO-1:** Conduct Pre-construction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas.	LSM

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact CUM-2: Cumulative Impacts on Historical Resources	S	**Mitigation Measure CR-1:** Design the project to preserve contributing elements of the NSHHD. **Mitigation Measure CR-2:** Implement landscaping to enhance the scenic feeling of the original grounds. **Mitigation Measure CR-3:** Prepare documentation according to the standards of the Historic American Building Survey/Historic American Engineering Record and submit it to a local archive or repository for curation.	SU

Notes: NI = no impact; LS = less than significant; LSM = less than significant with mitigation; S = significant; SU = significant and unavoidable.

Chapter 1
INTRODUCTION

The California Highway Patrol (CHP), with assistance from the Department of General Services (DGS), has prepared this Environmental Impact Report (EIR) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the proposed CHP Santa Fe Springs Area Office Replacement Project (Proposed Project). The Proposed Project and its location are described in depth in Chapter 2, *Project Description*. This document was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the CEQA Guidelines (14 California Code of Regulations [CCR] § 15000 *et seq.*).

1.1 BACKGROUND AND NEED FOR THE PROJECT

CHP is the statewide law enforcement agency responsible for enforcing vehicular and traffic laws on state highways and freeways; regulating the transport of goods, including hazardous waste; and serving as emergency responders to incidents on the state's highway system. CHP's mission is to provide "the highest level of Safety, Service, and Security" (CHP 2018). To fulfill this mission, CHP has the following objectives:

- protect life and property;
- provide superior service to the public and assistance to allied agencies;
- enhance public trust through community outreach and partnerships;
- invest in our people; and
- identify and respond to evolving law enforcement needs.

CHP law enforcement services are currently provided to southeastern Los Angeles County, which includes the cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, La Habra Heights, La Mirada, Lakewood, Norwalk, Paramount, Pico Rivera, Santa Fe Springs and Whittier, through the CHP Santa Fe Springs Area Office located at 10051 Orr and Day Road, Santa Fe Springs, California. An increasing number of CHP employees have been assigned to the Santa Fe Springs Area Office, and the existing facilities' primary building and support service structures are inadequate to house the number of employees and related equipment, record storage, reference library, evidence rooms, lockers, and other officer support needs. Therefore, a new CHP facility is needed to serve the areas currently served by the Santa Fe Springs Area Office.

1.1.1 Existing Facility Background

The CHP Santa Fe Springs Area Office, located at 10051 Orr and Day Road, Santa Fe Springs, is one of 12 area offices in CHP's Southern Division and supports 146 staff. CHP police protection services are provided to southeastern Los Angeles County from this office.

In accordance with the Essential Services Buildings Seismic Safety Act (ESBSSA) and as further outlined in Health and Safety Code Chapter 2, for CHP to provide critical services to the public in the event of a disaster, the CHP facilities must be designed and constructed to resist the forces generated by earthquakes, gravity, and winds.

The existing CHP Santa Fe Springs Area Office was constructed in 1967 and is located on approximately 1 acre of land. The existing facility does not meet ESBSSA requirements, and its renovation has been determined to be infeasible. Specifically, since the facility's opening, multiple legal and programmatic changes have rendered the facility ineffective for operational needs. These changes include additional staff resources needed to service the surrounding community and new space requirements arising from new CHP policies and state and federal laws (such as compliance with the Americans with Disabilities Act [ADA]). Issues that make renovation of the existing facility infeasible are as follows:

- *Space deficiencies:* The existing Santa Fe Springs Area Office lacks adequate space to accommodate the assigned and projected number of employees, additional/separate locker area for female employees, lactation room, related equipment, record storage, retention of case files, and reference library. CHP's mission has expanded within the last 48 years and now requires program functions such as evidence storage from arrests, seizures, and accident investigations. These tasks, along with the general population growth in the service area, have resulted in a significant increase in square footage demands to accommodate the program.

  The layout of the existing facility also drives the need for a larger building. For example, best practices dictate a secured interview suite to allow officers to interview, interrogate, and process suspects in a safe and controlled environment. The current facility lacks a dedicated armory and gun cleaning area, as well as safer and more capable auto service and inspection areas.

- *Structural deficiencies:* In 2009, DGS completed seismic evaluations for 11 facilities. All facilities of the same generation as Santa Fe Springs were rated 6 on the 7-point seismic scale. An Essential Services building such as a CHP office should not have a rating higher than 3. There is a strong possibility that a seismic event could render the existing office unsafe, thereby hindering CHP's role in emergency response.

  As is typical for a 51-year-old structure, the mechanical, electrical, and plumbing systems are well beyond their useful life and do not meet current code requirements. The roof has surpassed its useful life and is overdue for replacement. Hazardous materials at the site require abatement; at the time of construction, asbestos tiles and lead paint were in common use.

- *Site deficiencies:* With the increase in the number of officers since the facility was constructed, the site now has insufficient secured parking for their vehicles. Visitor parking is also limited, and the site has no dedicated truck inspection or school bus inspection area to comply with state laws, thus requiring this function to be performed in the office parking lot. The office does not have a dedicated space to store used tires or waste oil and other flammable materials.

SITE SELECTION PROCESS

Potential site locations for the Proposed Project were selected based on a number of different planning, environmental, design, and engineering considerations. Specific considerations used in the site selection process included but were not limited to:

- Site acreage;
- Parcel shape;
- Site grade;
- Site access;
- Tower requirements;
- Commercial vehicular traffic;
- Local jurisdiction special requirements;
- Constraints related to adjacent properties;
- Available utilities;
- Historic uses of the site;
- Demolition/grading requirements;
- Permits/easements; and
- Potential environmental issues related to the various CEQA resource topics.

Desirable specific criteria for an alternate site for the Santa Fe Springs Area Office included:

- **Proximity to the freeway:** a site near a major freeway to allow for quick, easy access of CHP personnel to the freeway.
- **Tower requirements:** a suitable site for a communications tower that would not conflict with airport use, and supports communications between the proposed tower and other existing towers.
- **Site ownership and size:** sites in public ownership or having a willing seller would facilitate the real estate transactions associated with securing an alternate site. Sites must be at least 3-4 acres to accommodate the required CHP Area Office facilities.
- **Access to utilities and infrastructure:** the selected site would need access to utilities and infrastructure, including electricity, natural gas, roads, water, and wastewater systems.
- **Railroad crossings:** site access to major streets should not be via railroad crossings or sidings.

The proposed site was selected because it best meets the various site requirements within the context of the above considerations.

1.2 OVERVIEW OF CEQA REQUIREMENTS

CEQA's basic purposes are to:

- Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities.
- Identify the ways by which environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring implementation of feasible mitigation measures or project alternatives that would substantially lessen any significant effects that a project would have on the environment.
- Disclose to the public the reasons that a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

With certain strictly limited exceptions, CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before approving or carrying out projects. CEQA establishes both procedural and substantive requirements that agencies must satisfy to meet CEQA's objectives. For example, the agency with principal responsibility for approving or carrying out a project (the lead agency) must first assess whether a proposed project would result in significant environmental impacts. If there is substantial evidence that the project would result in significant environmental impacts, CEQA requires that the agency prepare an EIR that analyzes both the proposed project and a reasonable range of potentially feasible alternatives.

As described in the CEQA Guidelines (14 CCR § 15121[a]), an EIR is an informational document that assesses potential environmental effects of a proposed project, and identifies mitigation measures and alternatives to the project that could reduce or avoid potentially significant environmental impacts. Other key CEQA requirements include developing a plan for implementing and monitoring the success of the identified mitigation measures and carrying out specific public notice and distribution steps to facilitate public involvement in the environmental review process. As an informational document used in the planning and decision-making process, an EIR is not intended to recommend either approval or denial of a project. In addition, an EIR does not expand or otherwise provide independent authority to the lead agency to impose mitigation measures or avoid project-related significant environmental impacts beyond the authority already within the lead agency's jurisdiction.

1.2.1 Intent and Scope of this Document

In proposing to conduct the various activities identified in Chapter 2, *Project Description*, of this Draft Environmental Impact Report (DEIR), CHP proposes to carry out and approve a discretionary project subject to CEQA Guidelines § 15378. CHP will use the analyses presented in this DEIR, the public responses to them, and the whole of the administrative record to evaluate the Proposed Project's environmental impacts and to further modify, approve, or deny approval of the Proposed Project.

1.3 CEQA PROCESS

The following discussion explains the steps in the CEQA process.

1.3.1 Notice of Preparation

A Notice of Preparation (NOP) and Initial Study (IS) for the Proposed Project was prepared in accordance with CEQA Guidelines Section 15082 and circulated to state agencies through the Governor's Office of Planning and Research's State Clearinghouse on March 8, 2019, which initiated the public scoping period. The IS/NOP was distributed for review and comment to numerous federal and state agencies; departmental and public services agencies within Los Angeles County and the City of Norwalk; and private property owners within 500 feet of the Project site. The private property owner mailing list was generated based on the most current Los Angeles County data, which was last updated in 2018. The public review continued for 30 days and ended on April 8, 2019.

The IS/NOP presented general background information on the Proposed Project, the scoping process, the environmental issues to be addressed in the EIR, and the anticipated uses of the EIR. The IS identified environmental topics for which no further analysis was needed and those that would be carried forward into the EIR. The IS/NOP was posted online, and copies were distributed to a broad range of stakeholders, including federal, state, and local regulatory agencies and jurisdictions, and property owners in the vicinity of the Proposed Project. In addition, on March 8, 2019, an announcement of the release of the IS/NOP, including the dates, times, and locations of a scoping meeting, was published in the *Norwalk Patriot*. The IS/NOP is included in this DEIR in **Appendix A**, *Scoping Summary*.

1.3.2 Scoping Comments and Meeting

To provide the public, as well as responsible and trustee agencies, an opportunity to ask questions and submit comments on the scope of the EIR and the Proposed Project, a public scoping meeting was held in Santa Fe Springs during the public scoping period. While CEQA does not require such a meeting to be held, CHP conducted the scoping meeting to provide additional opportunities to solicit input from the public and interested public agencies. As described above, notices of the meeting were mailed to interested parties. In addition, scoping meeting information was published in a local area newspaper, the *Norwalk Patriot,* and on the project website (chp-ceqa.com/santa-fe-springs/) before the event to encourage attendance.

The scoping meeting was held on March 19, 2019, from 5:30 to 7:30 p.m., at the Town Center Hall, Meeting Room 1, 11740 Telegraph Road, Santa Fe Springs, CA 90670. In addition to DGS and contractor staff, one individual attended the scoping meeting—a representative from the City of Santa Fe Springs. The meeting began with an open house where DGS and contractor staff were available to engage in one-on-one conversations to discuss and answer questions about the Proposed Project and the CEQA process. A brief presentation was then delivered to provide an overview of the Proposed Project and the CEQA process. Afterward, attendees were given an opportunity to provide verbal and written scoping comments. One individual provided verbal comments. All of the meeting materials from the scoping meetings, including the sign-in sheets, PowerPoint presentation, and posters, have been included in this DEIR as Appendix A, *Scoping Summary*.

CHP accepted written comments at the meeting, as well as during the 30-day scoping period. Comment forms were distributed at the scoping meeting for submission of written comments during or after the meeting. During the scoping period, four (4) comment letters were received. These comments have been included in this DEIR as Appendix A, *Scoping Summary*.

Information contained in the IS/NOP (e.g., project description and range of topics) has been refined based on the input received in public comments on the IS/NOP and is reflected in the text of this DEIR.

1.3.3 Draft EIR

CHP has prepared this DEIR, as informed by public and agency input received during the scoping period, to disclose potentially significant environmental impacts associated with the Proposed Project. Where any such impacts are significant, feasible mitigation measures and potentially feasible alternatives that substantially reduce or avoid such effects are identified and discussed. The public review period provides the public an opportunity to provide input to the lead agency on the DEIR.

1.3.4 Public Review and Meetings

This DEIR is currently undergoing public review for 45 days, beginning on the date specified in the Notice of Availability of this DEIR. During this period, one public meeting will be held in the Norwalk/Santa Fe Springs vicinities. The meeting will begin with a brief overview of the Proposed Project and the analysis and conclusions set forth in the DEIR. This introductory presentation will then be followed by the opportunity for interested members of the public to provide comments regarding the Proposed Project and the DEIR. Commenters may provide oral or written comments, or both.

The date, time, and exact location of the public meeting will be published in local newspapers before the event and are included in the Notice of Availability of this DEIR.

1.3.5 Final EIR

Written and oral comments received in response to the DEIR will be addressed in a Response to Comments document which, together with the DEIR and any related changes to the substantive discussion in the DEIR, will constitute the Final EIR. The Final EIR will, in turn, inform CHP's exercise of its discretion as a lead agency under CEQA in deciding whether or how to approve the Proposed Project.

1.4 ORGANIZATION OF THIS DEIR

This DEIR contains the following components:

The *Executive Summary* provides a description of the issues of concern, Proposed Project alternatives, and a summary of environmental impacts and mitigation measures.

Chapter 1, *Introduction*, describes the purpose and organization of the EIR and its preparation, review, and certification process.

Chapter 2, *Project Description*, summarizes the Proposed Project, including a description of its purpose and objectives, a brief description of the project area, actions that would be taken under the Proposed Project, and related permits and approvals associated with the activity.

Chapter 3, *Introduction to the Environmental Analysis*, provides an introduction to the impact analysis conducted in this DEIR and identifies resource topic areas determined not to be affected by the Proposed Project.

Chapters 4 through 11 describe the environmental resources and potential environmental impacts of the Proposed Project. Each of these chapters describes the existing setting and background information for the resource topic area under consideration to aid the reader in understanding the conditions that could be affected by the Proposed Project. In addition, each of these chapters includes a discussion of the criteria used in determining the significance levels of the project's environmental impacts, and each provides mitigation measures, if necessary, to reduce, where possible, the adverse effects of potentially significant impacts.

Chapter 12, *Other Statutory Considerations*, addresses the Proposed Project's potential to contribute to cumulative impacts, outlines the Proposed Project's potential to induce growth, and identifies significant and irreversible environmental changes resulting from the Proposed Project.

Chapter 13, *Alternatives*, describes the process by which alternatives to the Proposed Project were developed and screened, evaluates their likely environmental impacts, and identifies the environmentally superior alternative.

Chapter 14, *Report Preparers* lists the individuals involved in preparing this DEIR.

Chapter 15, *References*, provides a bibliography of printed references, websites, and personal communications used in preparing this DEIR.

APPENDICES

Appendix A, *Scoping Summary*

Appendix B, *Local Laws, Regulations, and Policies*

Appendix C, *Air Quality and Greenhouse Gas Emissions Calculations*

Appendix D, *Human Health Risk Assessment and Supporting Documentation*

Appendix E, *Biological Resources Analysis Supporting Information*

Appendix F, *Cultural Resources Report*

Appendix G, *Noise Analysis Technical Appendix*

Appendix H, *Transportation Analysis Supporting Information*

Appendix I, *Mitigation Monitoring and Reporting Program*

1.5 CEQA IMPACT TERMINOLOGY AND USE OF LANGUAGE

This DEIR uses the following terminology to describe environmental effects of the Proposed Project:

- A finding of *no impact* is made when the analysis concludes that the Proposed Project would not affect the particular environmental resource or issue.
- An impact is considered *less than significant* if the analysis concludes that no substantial adverse change in the environment would result and that no mitigation is needed.
- An impact is considered *less than significant with mitigation* if the analysis concludes that no substantial adverse change in the environment would result with the inclusion of the mitigation measures described.
- An impact is considered *significant or potentially significant* if the analysis concludes that a substantial adverse effect on the environment could result.
- *Mitigation* refers to specific measures or activities that would be adopted by the lead agency to avoid, minimize, rectify, reduce, eliminate, or compensate for an otherwise significant impact.
- A *cumulative impact* refers to one that can result when a change in the environment would result from the incremental impacts of a project along with other related past, present, or reasonably foreseeable future projects. Significant cumulative impacts might result from impacts that are individually minor but collectively significant. The cumulative impact analysis in this IS focuses on whether the Proposed Project's incremental contribution to significant cumulative impacts caused by the project in combination with past, present, or probable future projects is cumulatively considerable.
- Because the term "significant" has a specific usage in evaluating the impacts under CEQA, it is used to describe only the significance of impacts and is not used in other contexts within this document. Synonyms such as "substantial" are used when not discussing the significance of an environmental impact.

1.6 SUBMITTAL OF COMMENTS

This DEIR is being circulated for a 45-day public review and comment period. The review period began on the date specified in the Notice of Availability (NOA) and will conclude 45 days thereafter. As discussed above, one public meeting will be held during this period at which oral and written comments will be received. The purpose of public circulation and the public meetings is to provide agencies and interested individuals with the opportunity to comment on or express concerns regarding the contents of this DEIR. The specific date, time, and location for this meeting will be provided in the Notice of Availability, on the project website, and through several other methods intended to notify as many potentially interested individuals, agencies, and entities as reasonably possible.

Written comments concerning this DEIR can be submitted at the public meeting described above or throughout the DEIR public review period. All comments must be received by 5:00 p.m. on the final date of public review as identified in the Notice of Availability, and directed to the name and address listed below:

Jennifer Parson, Senior Environmental Planner
State of California Department of General Services
Real Estate Services Division, Professional Services Branch
Environmental Services Section
707 Third Street, 4th Floor, MS509
West Sacramento, CA 95605
email: santa-fe-springs-comments@chp-ceqa.com

Submittal of written comments by email (attached documents in MS Word or PDF format are encouraged) would be greatly appreciated. Written comments received in response to this DEIR during the public review period will be addressed in a Response to Comments section of the Final EIR.

The NOP and Draft EIR can be reviewed online at the following website:

chp-ceqa.com/santa-fe-springs/

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Chapter 2
PROJECT DESCRIPTION

2.1 OVERVIEW

This chapter describes the proposed Santa Fe Springs Area Office Replacement Project (Proposed Project) and discusses its purpose and objectives, location, proposed actions, and necessary permits and approvals.

2.2 BACKGROUND AND NEED FOR THE PROJECT

The California Highway Patrol (CHP) is the statewide law enforcement agency responsible for enforcing vehicular and traffic laws on state highways and freeways; regulating the transport of goods, including hazardous waste; and serving as emergency responders to incidents on the state's highway system. CHP's mission is to provide "the highest level of Safety, Service, and Security" (CHP 2018). To fulfill this mission, CHP has the following objectives:

- protect life and property;
- provide superior service to the public and assistance to allied agencies;
- enhance public trust through community outreach and partnerships;
- invest in our people; and
- identify and respond to evolving law enforcement needs.

CHP law enforcement services are currently provided to southeastern Los Angeles County, which includes the cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, La Habra Heights, La Mirada, Lakewood, Norwalk, Paramount, Pico Rivera, Santa Fe Springs and Whittier, through the CHP Santa Fe Springs Area Office located at 10051 Orr and Day Road, Santa Fe Springs, California. An increasing number of CHP employees have been assigned to the Santa Fe Springs Area Office, and the existing facilities' primary building and support service structures are inadequate to house the number of employees and related equipment, record storage, reference library, evidence rooms, lockers, and other officer support needs. Therefore, a new CHP facility is needed to serve the areas currently served by the Santa Fe Springs Area Office.

2.3 PROPOSED PROJECT PURPOSE AND OBJECTIVES

The Proposed Project is being constructed as part of a statewide effort to replace aging or inadequate CHP field offices and other facilities. The purpose of the Proposed Project is to relocate the existing Santa Fe Springs Area Office into a new facility that would provide adequate workspace, equipment storage, and vehicle parking for an increasing number of

employees assigned to this office (146 combined current employees, increasing to 159 employees over 10 years).

Specific project objectives are as follows:

- construct a facility that meets CHP's statewide programming requirements (e.g., provision of a citation clearance area and additional/separate locker rooms for female employees);
- construct a facility in a location capable of serving the Santa Fe Springs Area Office's service area and that provides efficient access to the highway system,
- develop a CHP facility that is accredited under the U.S. Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) program at the "Silver" or better level of certification, as required by state law;
- meet the California Essential Services Buildings Seismic Safety Act requirements by designing and constructing a facility capable of providing essential services to the public after a disaster; and
- construct a facility that meets the standards of the Americans with Disabilities Act (ADA), and Title 24 requirements, including the California Green Building Standards Code and the California Energy Code.

2.4 PROPOSED PROJECT LOCATION AND SETTING

The Proposed Project site is a 6-acre parcel that will be sectioned from the existing 165-acre campus of the Department of State Hospitals-Metropolitan (formally known as Metropolitan State Hospital), located at 11401 Bloomfield Avenue in the City of Norwalk, located west of Bloomfield Avenue and south of Lakeland Road in Norwalk, California (see **Figure 2-1**). This location is situated approximately 0.7 mile north of Imperial Highway, 1.3 miles east of Interstate 5, and 2 miles east of Interstate 605. As shown in **Figure 2-1**, the Proposed Project site is situated approximately 2 miles southeast of CHP's existing Santa Fe Springs Office. The site is located inside the northeast corner of the hospital, which occupies Assessor Parcel Number 8025-003-902. The parcel is roughly rectangular in shape on its southern portion, then angles straight to the north on its eastern axis as it parallels Bloomfield Avenue. It angles and curves on its western axis as it follows and borders Elm Street. Where Elm Street ends into a square-shaped paved area, the parcel borders the southern side of the paved area extending west to Cedar Street. The parcel then angles south along the east side of Cedar Street to an existing building and then angles east, bordering the north side of an existing paved parking lot. Continuing to border the parking lot, the parcel angles south to South Circle road and then northeast to Bloomfield Avenue.

The site itself is currently on property owned by the Department of State Hospitals (DSH), located immediately south of the existing main entrance to the hospital. The site is relatively flat and contains a mowed lawn area with shrubs and trees. Existing features and structures on the site include a baseball field, basketball court, a pavilion (covered overhang), greenhouse, a fenced concrete area adjacent to the greenhouse, and a fenced plant nursery with overhanging shade structures. Paved, uncovered areas onsite total approximately 13,150 square feet (basketball court (7,500 square feet), a walking path (1,650 sq. ft.), and the area adjacent to the greenhouse (4,000 square feet)). The structures on the site have a combined area of approximately 7,900 square feet (with areas of the pavilion, greenhouse,

and nursery areas being respectively: 1,600, 1,700, and 4,600 square feet). The Proposed Project site includes a portion of South Circle that extends towards Bloomfield Avenue but currently does not provide vehicle access between the two roadways due to a security fence across South Circle and an incomplete paved connection. It should also be noted that the Proposed Project site is within the Newall State Hospital Historic District as discussed in Chapter 6, *Cultural Resources*.

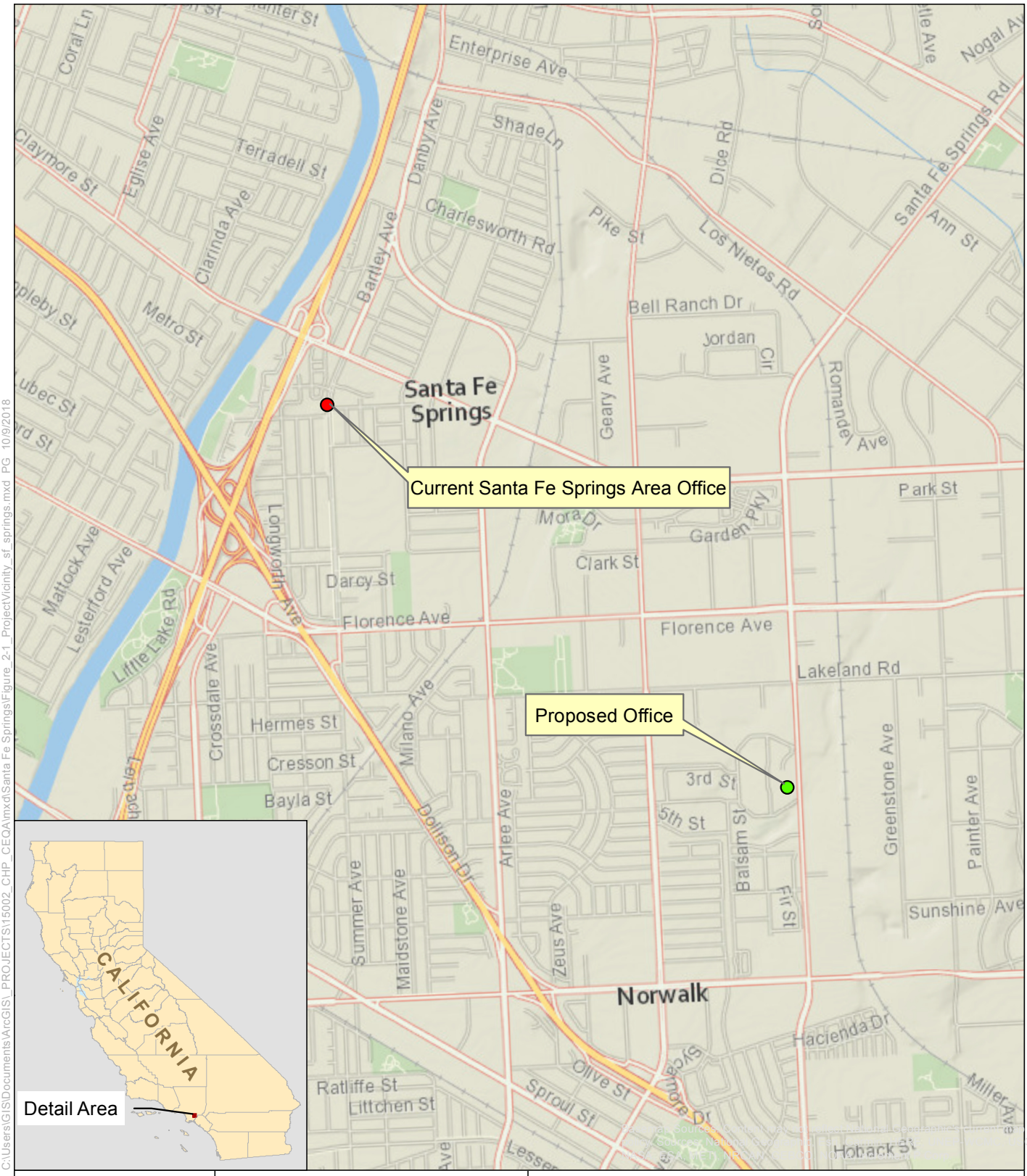
Adjacent land uses to the Proposed Project site include the DSH-Metropolitan facilities to the north, south, and west, and commercial/industrial uses to the east. Active facilities associated with the hospital and within approximately 500 feet (ft) of the project site include: residences, treatment wards, an assembly hall (James Hall), a social gathering facility (the Oasis building), offices, a religious center, and a library. In addition, the site is adjacent to Homes for Life, a transitional, state-licensed 38-bed residential facility for homeless adults who have mental illnesses, that is located along Elm Street (a long driveway) within the hospital campus. Bloomfield Avenue parallels the project site to the east. Industrial/ commercial buildings are located further to the east: ACI International (ACI), a shoe warehouse, is located to the northeast of the site at 11320 Bloomfield Avenue; Fleetwash, a commercial truck wash facility, is located east of the site at 11520 Bloomfield Avenue, and; Kelly Pipe Company is located east of the project site at 11680 Bloomfield Avenue. **Figure 2-2** shows the Proposed Project site and surrounding area.

2.5 PROPOSED PROJECT CHARACTERISTICS

The Proposed Project involves the construction and operation of a replacement CHP Area Office and associated improvements. The potential conceptual offsite utility-related project areas, conceptual site plans, and conceptual building design for the proposed CHP Santa Fe Springs Area Office are shown in **Figure 2-3, Figure 2-4**, and **Figure 2-5**, respectively. Note: the plans and offsite utility improvements shown on Figure 2-3, 2-4, and 2-5 are conceptual; CHP anticipates that the final design for the Proposed Project would include modifications to these plans.

The Proposed Project would develop approximately 5.2 acres (approximately 227,000 square feet [ft^2]) within the approximate 6-acre site. Approximately 178,000 ft^2 (4 acres) of this would be impervious surfaces; the remainder of the site would be unpaved, such as for landscaping and stormwater management. Additionally, the Proposed Project would involve re-surfacing of approximately 3,800 ft^2 of roadway along South Circle, adjacent to the Proposed Project site and creating approximately 5,000 ft^2 of sidewalks along Bloomfield Avenue within the project site. The Proposed Project would include offsite utility improvements and related road repaving efforts as detailed below. These area quantities are subject to change pending final design.

This section continues with a discussion of the Proposed Project facilities, construction activities, and operational activities that would be part of the Proposed Project. The section also discusses the proposed changes from the existing CHP Santa Fe Springs Area Office operations, to the extent they are relevant to the environmental analysis.



Prepared by:
Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

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Figure 2-1: Project Vicinity

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

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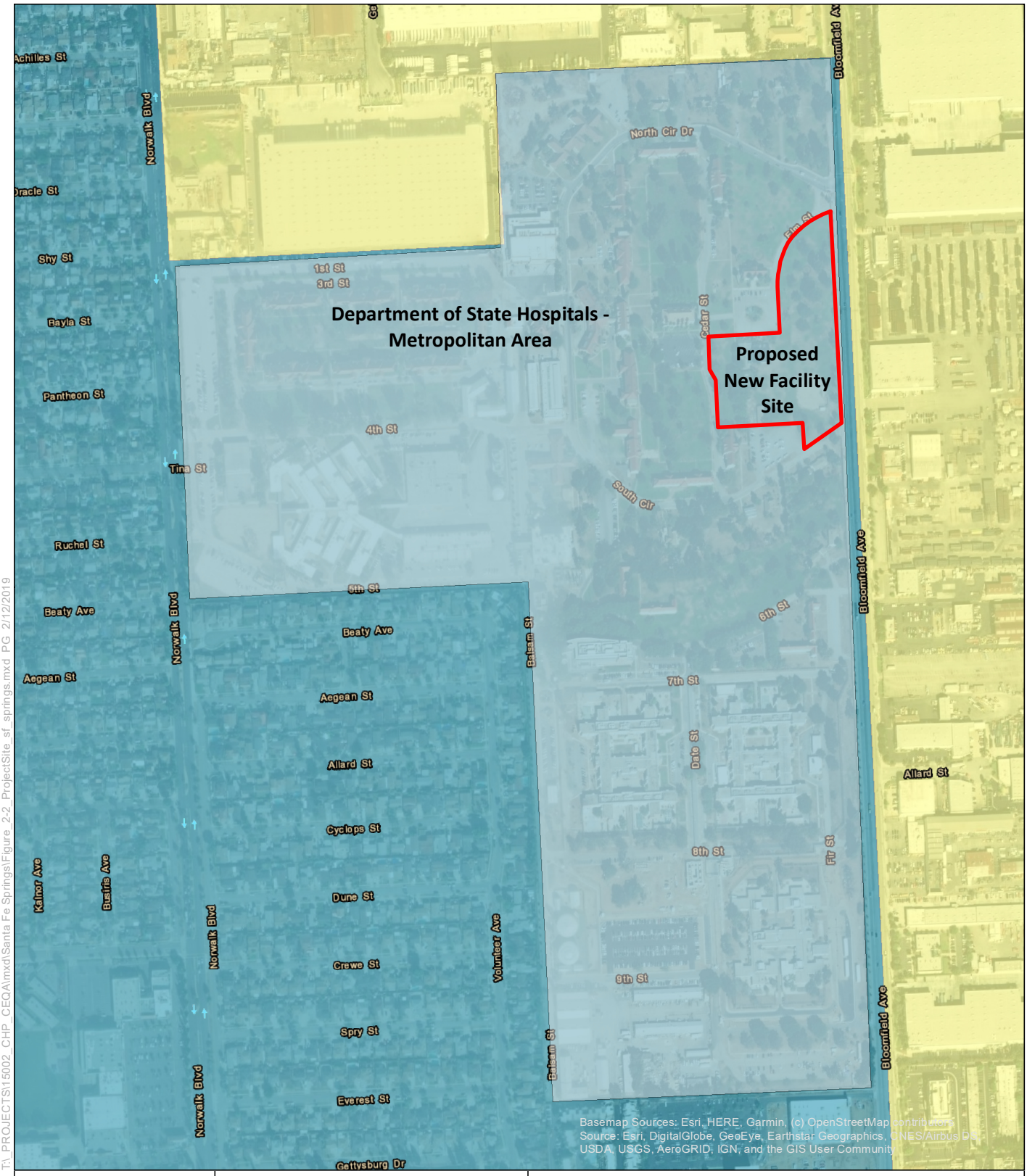

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Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

Project Area

City

Norwalk

Santa Fe Springs

N

0 250 500
Feet

Figure 2-2
Project Site

Note: Utility locations are shown in Figure 2-3

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

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City Boundary

Pavement

Remove

Repave

Utility

Communication

Electrical

Natural Gas

Sanitary Sewer

Storm Sewer

Water Line

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California Highway Patrol

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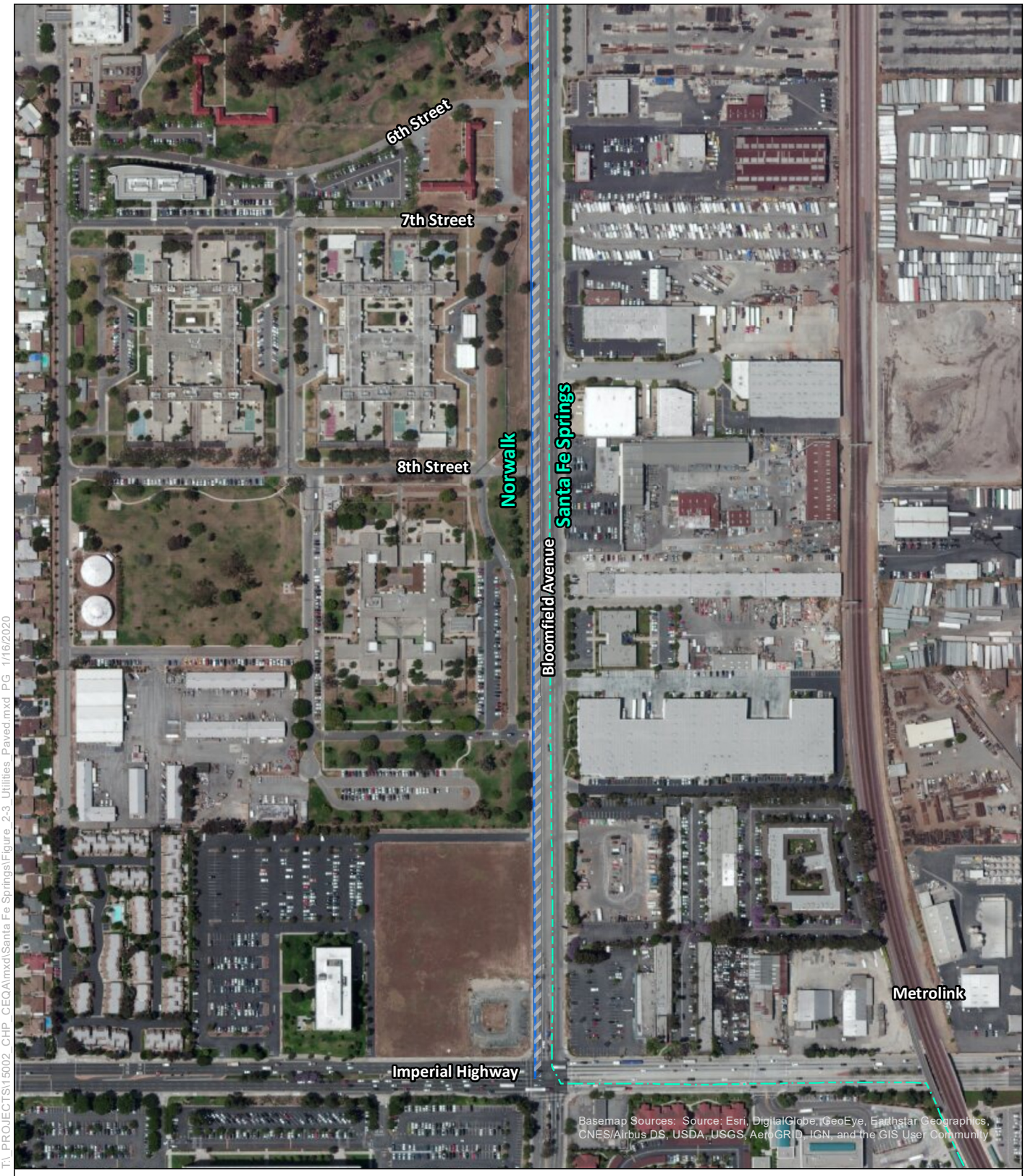
Figure 2-3
Utilities and Paved Surfaces
Part 1 of 2

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report



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City Boundary

Pavement

Remove

Repave

Utility

Communication

Electrical

Natural Gas

Sanitary Sewer

Storm Sewer

Water Line

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Prepared for:
California Highway Patrol

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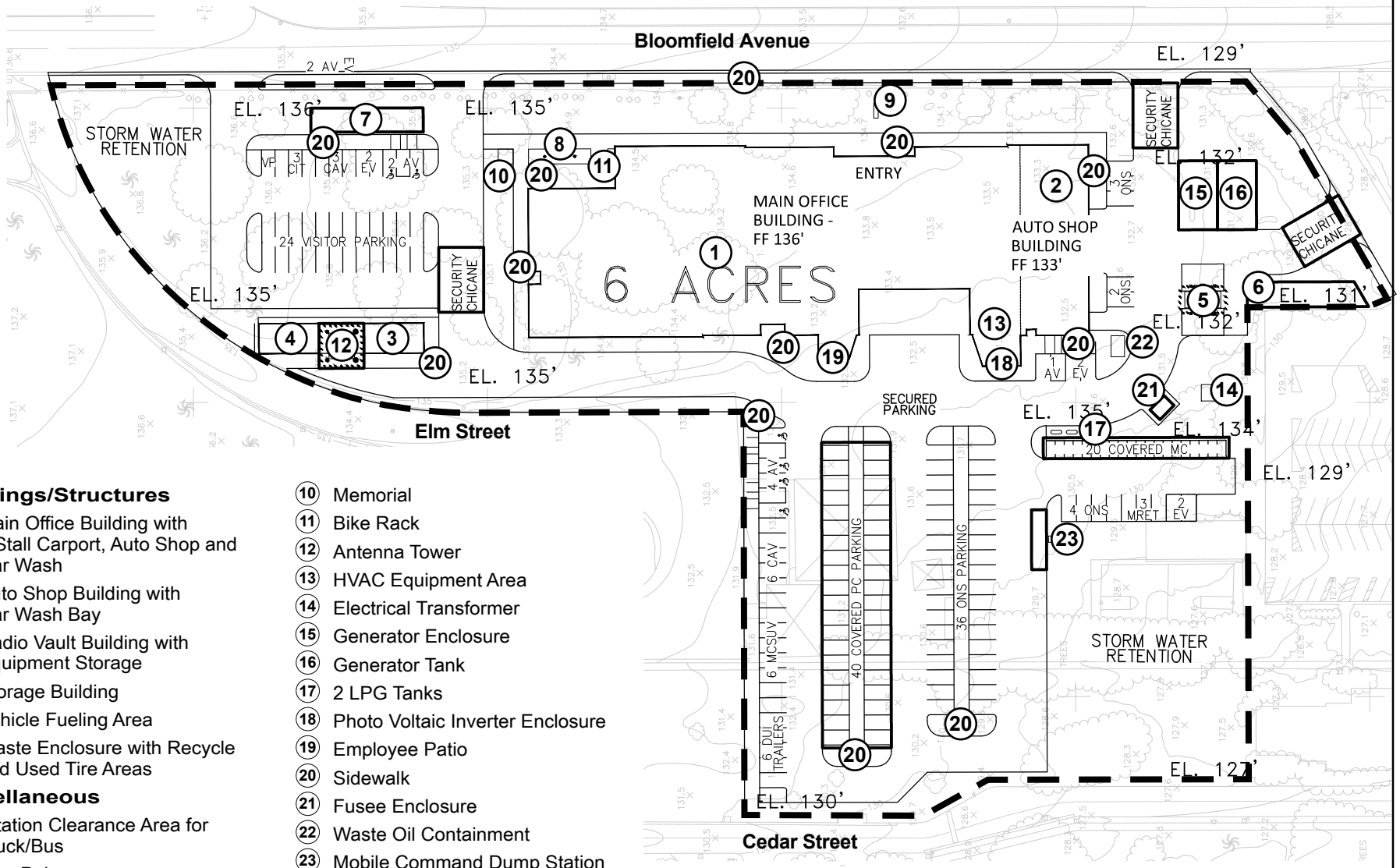
Figure 2-3
Utilities and Paved Surfaces
Part 2 of 2

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report



Buildings/Structures

1. Main Office Building with 6 Stall Carport, Auto Shop and Car Wash
2. Auto Shop Building with Car Wash Bay
3. Radio Vault Building with Equipment Storage
4. Storage Building
5. Vehicle Fueling Area
6. Waste Enclosure with Recycle and Used Tire Areas

Miscellaneous

7. Citation Clearance Area for Truck/Bus
8. Flag Pole
9. Monument Sign
10. Memorial
11. Bike Rack
12. Antenna Tower
13. HVAC Equipment Area
14. Electrical Transformer
15. Generator Enclosure
16. Generator Tank
17. 2 LPG Tanks
18. Photo Voltaic Inverter Enclosure
19. Employee Patio
20. Sidewalk
21. Fusee Enclosure
22. Waste Oil Containment
23. Mobile Command Dump Station

Prepared by:

Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

Source: Department of General Services 2018

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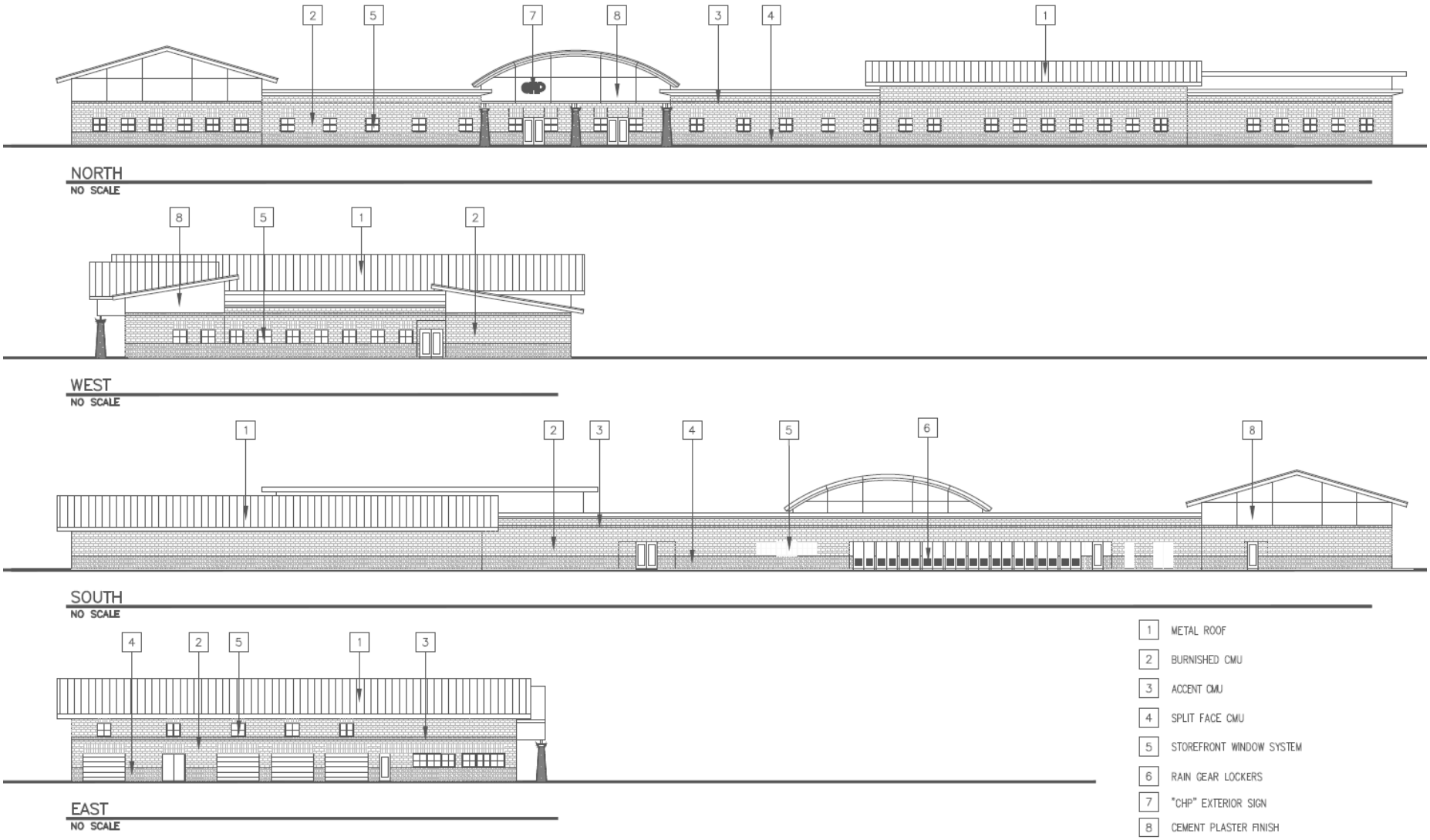
Feet

Figure 2-4
Conceptual Project Overview

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report



Prepared by:

Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

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Source: Department of General Services 2017

Figure 2-5
Conceptual General Building Design

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

2.5.1 Proposed Project Facilities

The Proposed Project would include occupied structures, a radio tower, secured and visitor parking areas, enclosures and storage areas, a fuel island with above-ground fuel tank, utility improvements and other ancillary improvements. Descriptions of these facilities follow. Conceptual locations of Proposed Project facilities are indicated on Figure 2-4.

Structures

Structures that would be part of the Proposed Project include a main office building, an automobile service building, a radio vault building, and a property storage building. A general description of each structure is provided below. Details of the site preparation work are provided in Section 2.5.2, "Construction."

Main Office Building: The main office building would be a single-story building of approximately 37,000 ft^2. The facility would be built to meet Title 24 requirements, including the California Green Building Standards Code and the California Energy Code, and achieve a USGBC LEED Silver or higher accreditation. The USGBC grants LEED certification based on a scoring system related to a number of different impact categories (e.g., energy, water, waste, materials, location and transportation, etc.) (USGBC 2019).

The building would include:

- offices and work stations;
- break room/conference room;
- interview rooms;
- briefing/training room;
- armory;
- gun cleaning room with gun cleaners/solvents and materials storage;
- issue room (for officer patrol equipment and storage);
- evidence processing, logging, and storage areas;
- men's/women's restrooms, locker rooms, and showers;
- "physical means of arrest" training room and storage;
- lactation room;
- rain gear lockers;
- voice/data room; and
- janitorial, mechanical, and electrical rooms.

Automobile Service Building: The automobile service building would be a single-story building totaling approximately 7,000 ft^2 that would include offices, three auto service bays, a car wash bay, a vehicle equipment area, tire storage area, vehicle parts storage room, restroom, and an air compressor room. This structure may be attached or in very close proximity to the main office building. One approximately 275-gallon waste oil storage tank would be stored in or adjacent to the automobile service building. The automobile service bays would have vehicle lifts for servicing and maintaining CHP vehicles.

Radio Vault Building: The one-story radio vault building would be approximately 750 ft^2 and would include a radio vault room and an equipment storage space.

Property Storage Building: The one-story property storage building would include a bulk evidence and property storage area, and a secured storage area. The total size of the building would be approximately 750 ft^2. This use could be combined with the Radio Vault Building.

Miscellaneous Site Elements

Vehicle Fueling Area: The vehicle fueling area would include an approximately 12,000-gallon aboveground fuel storage tank with two mechanized dispensers, a canopy over the fueling area, and parking for a fuel tanker truck, covering an area of approximately 3,500 ft^2. The fuel storage tank would have self-integrated secondary containment. Gasoline stored in the fuel tank would be used to supply CHP vehicles.

Radio Tower: The radio tower would consist of a 120-foot steel lattice communications tower supporting a 20-foot tall mast and 8-foot lightning rod: comprising a total height of 148 ft. The radio tower would provide for communications between the new facility, CHP personnel in the field, local dispatch facilities, and state-wide during emergencies. The base of the radio tower would be approximately 900 ft^2. No tower lighting or markings are required by the Federal Aviation Administration at this time.

Waste Enclosure: A waste enclosure would be constructed on the Proposed Project site. The enclosure would contain covered areas for two trash dumpsters, used-tire racks, and recycling bins. The waste enclosure would be approximately 1,200 ft^2.

Waste Oil Containment: Up to a 275-gallon waste oil tank would be located in an area of approximately 120 ft^2 near the automobile service building.

Heating, Ventilation, and Air Conditioning Equipment Area: The heating, ventilation, and air conditioning (HVAC) system equipment area would be approximately 700 ft^2. The HVAC system would provide fully automated and continuous space heating, ventilation, and cooling, to all areas of the office building and automobile service building that would be designed for occupancy.

Generator and Tank Yard: The walled generator yard would contain an emergency generator, exhaust system, cooling system, diesel fuel supply and storage systems, engine control system, and miscellaneous cables and equipment to support the generator's operation. The emergency generator's capacity would be approximately 500 kilowatts (kW). Aboveground diesel fuel tanks would hold a minimum of 96 hours of fuel supply for continuous full-load operation, which would equate to approximately 4,000 gallons. The emergency generator would be used as a power source for the Area Office facilities, as necessary, if primary power sources were to fail. The total area of the generator and tank yard would be approximately 2,240 ft^2.

Fusee Enclosure: Fusees (flares) would be stored within a steel container inside this enclosure (approximately 200 ft^2).

Parking and Citation Clearance Areas

Parking Areas: The Proposed Project would have a visitor parking area and a secured parking area for CHP vehicles and equipment. The visitor area would have approximately 25 regular spaces, two spaces for handicapped-accessible parking (including one for van parking), two electric charging stations, three spaces for clean air vehicles, and three spaces for automobiles associated with the citation clearance area described below, for a total of 35 spaces. The secured parking area would have approximately 136 total spaces, including spaces for various specialized vehicles such as motorcycles, evidence vehicles, a mobile command center, and accessible vehicles. In total, the visitor and secured parking areas would provide approximately 171 parking spaces, for a total net area of approximately 55,520 ft^2. The parking spaces would generally be located adjacent to the main office building and auto shop building, and would be surfaced with asphalt concrete and/or reinforced concrete paving.

Citation Clearance Area: Citation clearance areas would be provided for verifying correction of citations and processing for standard passenger vehicles as well as larger commercial vehicles, such as buses. Citations issued to passenger and commercial vehicles may include violations for outdated registration tags, missing license plates, missing mirrors, malfunctioning engine or exhaust systems, and other vehicle violations ("fix-it tickets"). The purpose of the citation clearance areas at the CHP Santa Fe Springs Area Office is to provide space in which officers can safely evaluate vehicles to determine whether violations have been addressed. For citation clearance checks involving passenger vehicles, the driver parks in the appropriate designated citation clearance parking area and requests a verification of citation correction from an officer on-duty. These verifications occur throughout the day and typically take less than 5 minutes. Following a satisfactory verification, the citation is cleared and the driver leaves the site. For citation clearance checks involving commercial vehicles, an appointment with the CHP Commercial Unit officer is required. The commercial vehicle parks in the larger designated citation clearing area for the inspection. Commercial vehicle inspections are scheduled several times per week; they take more time than passenger vehicle checks and may require multiple engine shut-downs and periods of engine idling.

Ancillary Improvements

Fencing: The Proposed Project's secured areas would be surrounded by 6-foot-tall concrete-block masonry fence with 2-foot metal pickets. Metal rolling gates would be installed at the authorized vehicle entrances/exits to/from the secured parking area. Associated with each of the rolling vehicle access gates would be a metal personnel-gate with access control measures.

Fire Hydrants: Fire hydrants would be installed in accordance with applicable requirements of the Office of the State Fire Marshal and local fire department.

Landscape and Irrigation: Drought-tolerant landscaping requiring minimal maintenance and an automatic irrigation system would be installed on the Proposed Project site. Plants would be selected that are tolerant of the local climate.

Exterior Lighting: Exterior lighting would be installed throughout the site for security purposes; lighting would be located along the site perimeter, but it would be directed downward and shielded to reduce light dispersion. Lighting must meet CHP safety protocols,

which require 24-hour lighting of the facility. Entrances would have brighter lighting than the parking areas and office building. Flagpoles would have lighting which may be directed upward or downward, pending final design.

Flagpoles and Monument: Three metal flagpoles, each 25 ft high, would likely be installed in front of the CHP office building near the visitor parking area. A CHP monument sign would also be installed likely near the visitor parking area.

Sidewalk and Street Improvements: The existing curb and gutter along Bloomfield Avenue would be removed and replaced, and a new sidewalk along Bloomfield Avenue would be installed within the project site. Approximately 5,000 ft^2 of sidewalks would be constructed along Bloomfield Avenue within the Proposed Project site.

The Proposed Project would include resurfacing portions of asphalt pavement along South Circle as indicated in Figure 2-3, and generally along the length of the property line. South Circle would be connected to Bloomfield Avenue to make it a useable emergency access point for the proposed CHP facility. It is estimated these potential improvements on South Circle would cover up to approximately 3,800 ft^2.

In addition, as discussed below, new and modified offsite utility work would be conducted within existing paved areas, and would require repaving of existing roadway areas. Repaving following utility installation would total approximately 67,400 ft^2 (8,000 ft^2 for utilities other than the proposed water line, and an additional proposed 59,400 ft^2 for the water line). Repaving activities for the proposed 3,300 feet water line would occur over the western most travel lane and extend across the bike lane to the shoulder on Bloomfield Avenue, approximately 18 feet wide. Repaving would be done for each utility in existing paved areas, consistent with the requirements of the City of Norwalk or the City of Santa Fe Springs, depending on the location of the utility, as shown on **Figure 2-3**. Area quantities related to repaving and sidewalk improvements are subject to change pending final design.

Utilities and Stormwater Drainage

Utilities: The Proposed Project site would require some offsite utility improvements and modifications to connect to existing utilities, including water, sewer, electricity, natural gas, and communications infrastructure, as shown on **Figure 2-3**. The project would include installation of a new water pipeline, which would extend south on Bloomfield Avenue, within the roadway, approximately 3,300 feet to a connection point for the Golden State Water Company near Imperial Highway (**Figure 2-3**). Sewer, electricity, and communications infrastructure would generally extend a short distance east from the western project site boundary to connect with existing utilities underlying or along Bloomfield Avenue, as shown on **Figure 2-3**. Unless otherwise described, all utility connections and modifications would be located underground.

The Proposed Project would connect to overhead transmission lines on the eastern side of Bloomfield Avenue at an as-yet unidentified existing pole via a proposed underground utility connection from the Project site across Bloomfield Avenue. Overhead transmission lines along the western side of Bloomfield Avenue are high voltage lines and would remain in place during Project construction.

Implementation of the Proposed Project would affect the availability of an existing natural gas supply line (6-inch diameter) that extends from west of the project site, across the project site, to connect to the main natural gas line (10-inch diameter) underlying Bloomfield Avenue. To supply natural gas to the project site, a new connection would be installed along the east boundary of the project site to the existing gas line on Bloomfield Avenue (**Figure 2-3**). To maintain natural gas supply for users on the Department of State Hospitals-Metropolitan campus, a new 6-inch gas line would connect to the existing line on the campus, extend in a northeast direction along Elm Street, and then travel east to connect with the existing main gas line underlying Bloomfield Avenue. The on-campus connection point would be located approximately 5 feet east of the Homes for Life building. A temporary natural gas service interruption of up to four hours would occur for the Homes for Life building for the final connection activities. **Table 2-1** lists anticipated utility service agencies that would serve the Proposed Project.

Table 2-1. Local Utility Agencies in the Project Area

Utility Service	Utility Agency
Water Supply	Golden State Water Company
Sanitary Sewer	City of Santa Fe Springs
Stormwater Management	Los Angeles County
Electrical Service	Southern California Edison
Natural Gas Service	SOCAL Gas (Sempra)
Data and Phone Service	Charter Communications (Spectrum)
Fire Protection Service	Los Angeles County Fire Department

Stormwater Drainage: Site runoff would be managed and discharged according to the Municipal Regional Stormwater Permit for the Los Angeles Region (Los Angeles RWQCB Order No. R4-2012-0175, as amended by State Water Board Order WQ 2015-0075). There are existing catchbasins along Bloomfield Avenue (owned/maintained by Los Angeles County Public Works), which convey stormwater to the Los Angeles County storm water infrastructure system. The Proposed Project's stormwater system would be designed in coordination with Los Angeles County and to meet the conditions required to obtain a County connection permit. A stormwater retention pond or ponds, potentially lined with an impermeable liner, will be included on the project site to manage runoff generated on-site.

2.5.2 CONSTRUCTION

Construction Methods

Site Preparation, Earthwork, and Demolition: As detailed in the *Jurisdiction Transfer of Project Site and Decommissioning of Existing Facilities* section below, the project site's existing unaffixed materials or facilities (a baseball backstop) would be removed by Department of State Hospitals – Metropolitan prior to initiation of CHP's construction activities for the Proposed Project. Thus, it is anticipated that the Proposed Project's site preparation activities would be limited to those described herein.

Site preparation would include clearing and grubbing, grading, excavation, importing and placing fill, and compacting the fill and other materials. The existing greenhouse, nursery area (including overlying shade structures), the pavilion, and other miscellaneous structures on the project site (totaling approximately 7,900 ft^2), the existing paved areas (totaling approximately 13,150 ft^2), and the existing perimeter fencing along Bloomfield Avenue would be demolished and removed from the project site. Demolition of the onsite structures would require 288 cy in material removal. In addition, it is estimated that the combined soil and material removal estimates for the existing onsite paved areas, proposed South Circle and onsite Bloomfield Avenue improvements, and proposed offsite utility improvements and repaving activities would be approximately 760 cubic yards (cy) of asphalt and concrete, 670 cy of base aggregate material, 930 cy of soil, and 60 cy of curb and gutter material .

Clearing and grubbing of the site, including the potential removal of all onsite vegetation and trees, would be conducted using bulldozers, standard excavators, and hand labor. All demolished material and debris would be disposed of off-site at an appropriate location selected by the construction contractor. For the purposes of this analysis, the disposal site is presumed to be located within 1 hour of travel time from the Proposed Project site.

To the extent feasible, excavated soil would be reused on site. It is anticipated that approximately 4,800 cy of engineered fill, 690 cy of sand bedding, 370 cy of aggregate base, 80 cy of concrete, and 820 tons of new asphalt would be imported to develop the site, and the proposed Bloomfield Avenue improvements, South Circle improvements, and implementation of the proposed utilities and subsequent road repaving. Fill and other materials would be delivered to the Proposed Project site by conventional haul trucks (approximately 16 cy per load). Fill material would be placed with an excavator and compacted with a compactor/roller. The anticipated number of potential worker and construction-related trips for the Proposed Project's various construction phases are provided in **Table 2-2.**

Table 2-2. Comparison of Worker and Construction Trips during Various Construction Phases for the Proposed Project

Construction Phase	Worker Trips	Vendor Trips	Hauling Trips	Total Trips by Construction Phase
Demolition	300		36	336
Site Preparation	180		302	482
Grading	300		845	1,145
Construction	23,460	9,660		33,120
Trenching	420			420
Paving	300			300
Coating	400			400

Buildings and Structures: Construction of buildings and structures would include the following activities:

- delivery of tilt-up walls and/or concrete delivery, forming, and placement, and rebar placement;
- structural steel work (assembly and welding);
- installation of electrical/instrumentation work;
- masonry or tilt-up concrete wall construction; and
- installation of mechanical equipment and piping installation.

Pipelines and Underground Utility Equipment: Drainage, water supply, and wastewater pipelines and underground utilities would be installed in open trenches, typically using conventional cut-and-cover construction techniques. The first step in the construction process would be surface preparation, including removing any structures, pavement, or vegetation from the surface of the trench area using jackhammers, graders, pavement saws, mowing equipment, bulldozers, front-end loaders, and/or trucks. A backhoe, track-mounted excavator, or similar equipment would then be used to dig trenches for pipelines or installation of underground utility equipment. The width of the trench would generally vary between 2 and 4 ft and the depth would be approximately three times the pipeline diameter and up to 5 ft. The diameter of pipelines would vary by service flow requirements, material type and purpose. It is estimated that approximately 820 cy of soil, 500 cy of asphalt, and 280 cy of aggregate base (of the total quantities provided above) would be related to the utility improvements (water, natural gas, communications, sewer, stormwater).

In most locations, trenches would most likely have vertical sidewalls to minimize the amount of soil excavated and the area needed for the construction easement. Soil excavated from the trench would be stockpiled alongside the trench or in staging areas for later reuse in backfilling the trench or for fill at other on-site locations, if appropriate. Native soil would be reused for backfill to the greatest extent possible; however, it may not have the properties necessary for compaction and stability. If not reusable, the soil would be hauled off site for disposal at an appropriate disposal site.

The final step in the installation process would be to restore the ground surface. Site restoration would generally involve paving, installing landscaping, or installing erosion controls, as necessary. This phase would include sidewalk and street resurfacing improvements along the project site.

Construction Equipment

The main pieces of equipment that might be used are as follows:

- track-mounted excavator
- small crane
- end dump truck
- 10-wheel dump truck
- paving equipment
- backhoe
- compactor
- front-end loader
- water truck
- forklift

- flat-bed delivery truck
- concrete truck
- grader
- bulldozer
- compressor/jack hammer
- boom truck
- mowing equipment (e.g., weedeater, commercial lawnmower)

Construction Fencing

The construction area would be fenced for safety and security.

Jurisdiction Transfer of Project Site and Decommissioning the Existing Facilities

To support implementation of the Proposed Project, Department of State Hospitals – Metropolitan would transfer jurisdiction of the Proposed Project site on the eastern side of 11401 Bloomfield Avenue to the CHP. As part of this change of jurisdiction, prior to Department of State Hospitals – Metropolitan vacating the project site, Department of State Hospitals – Metropolitan would remove all manmade material that is unaffixed to the project site, including equipment, litter, and debris.

Similarly, prior to occupying the Proposed Project site, CHP would remove, from the existing Santa Fe Springs Area Office site, all manmade material that is unaffixed to the existing site. The existing facility would be decommissioned to allow for future use as a State-owned surplus building. If the State determines that there is no other State use for the property, the property would be included in the annual omnibus surplus legislation and, upon enactment, would be sold pursuant to California Government Code Section 11011 *et seq*.

Construction Schedule

Construction of the Proposed Project is anticipated to last for approximately 24 months, and may begin in 2022 and end in 2024. Within this timeframe, the majority of construction work that involves the use of operating equipment would be performed within a 15-month period. Construction activities would typically be performed Monday through Friday between 7 a.m. and 6 p.m. After-hours work and work on Saturdays, Sundays, and State holidays would be permitted at the discretion of the State of California.

Design-Build Method

The Proposed Project would be delivered via the design-build method of project delivery. Because this is a design-build project, total improved site development details, which include building elevations, landscaping, access driveway, parking area, and other project specific facilities details are not known at this time.

In design-build, a Criteria Architect (or Master Architect) team develops performance criteria to establish the building's design characteristics, such as: maximum square footage; design mandates such as solar panels, and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification; facilities required by anticipated building tenants such as sufficient resident and office space and features; and minimum parameters to meet maintenance and functionality requirements.

The analysis in this EIR is based on the performance criteria prepared by the Criteria Architect team.

2.5.3 Existing and Proposed Operations

Existing Operations

The existing CHP Santa Fe Springs Area Office at 10051 Orr and Day Road includes an 8,125-ft^2 office building with the vehicle maintenance area incorporated and the communications tower on the roof, a small storage building and several storage containers, 75 stalls for secured and visitor parking, and fuel island and storage tank, comprising a total of approximately 1.2 acres (approximately 50,000 ft^2). The site includes an emergency generator that operates approximately 100 hours annually.

As shown in **Table 2-3**, the CHP Santa Fe Springs Area Office has 122 uniformed CHP officers and 24 non-uniformed support personnel, and is operated 7 days per week, 24 hours per day by shift employees. Shifts generally run from 6 a.m. to early afternoon, early afternoon to 10 p.m., and 10 p.m. to 6 a.m. Most non-uniformed staff are present from 8 a.m. to 5 p.m., Monday through Friday.

Table 2-3. Comparison of Staffing Levels at Existing Santa Fe Springs Area Office, and Proposed Santa Fe Springs Area Office

	Existing CHP Santa Fe Springs Area Office	Proposed CHP Area Office (10-year projection)
Employees (Total)	146	159
Uniformed Officers (Total)	122	129
Other Staff	24	30

Proposed Project Operations

Employees and Vehicle Equipment Use

To fulfill its law enforcement and public safety activities at all times, the proposed CHP facility would be staffed 7 days a week, 24 hours a day by shift employees, with shifts similar to those of the existing area offices.

The Proposed Project is projected to have 159 employees comprising 30 civilian support staff members and 129 uniformed CHP personnel over the next 10 years. The average vehicle miles traveled by each CHP staff person at the Proposed Project site would remain approximately the same as that for the existing area office. Overall, average vehicle miles traveled to and from the new office would increase incrementally based on the increased number of personnel who would be employed at the new office. Table 2-3 compares the number of employees associated with the existing and proposed facilities.

Facility Operation

Operation of the CHP Santa Fe Springs Area Office would require periodic deliveries of automotive service equipment and materials (e.g., oil, lubricants, tires, etc.), fuel, office supplies and other equipment. Fuel would be delivered approximately monthly. Hazardous materials stored on site (e.g., used oil and used tires) would be transported approximately quarterly to an appropriate local hazardous waste facility for disposal or recycling. Fuel would be delivered approximately monthly. Other hazardous material (e.g., oil) would generally be delivered quarterly, or as needed.

Similar to the existing CHP Santa Fe Springs Area Office operations, the Proposed Project operations would include periodic office building alarm tests and vehicle siren tests during daily shift changes. Shift change tests are a mandatory practice that involves testing sirens, vehicle lights, and the vehicle camera. In general, as shifts change, CHP vehicle sirens would be tested briefly to ensure functionality before vehicles leave the project site. The office building alarm would be part of the fire protection system for the facility and would always be active. The alarm would be tested every 6 months and emit a loud alert typically lasting 30 seconds.

2.6 PERMITS AND APPROVALS

Because the Proposed Project site is owned by the State, local regulations do not apply to the Proposed Project. Local regulations may apply to off-site activities (e.g., connections to existing infrastructure in the public right of way). Local regulations are described by resource topic in **Appendix B.** The permits and regulatory compliance requirements, along with the responsible or permitting agency, are described for the Proposed Project in **Table 2-4**.

Table 2-4. Applicable Permit and Regulatory Requirements

Regulatory Agency	Law/Regulation	Purpose	Permit/ Authorization Type
Los Angeles Regional Water Quality Control Board	Clean Water Act Section 402 Porter Cologne Water Quality Control Act	National Pollutant Discharge Elimination System (NPDES) program regulates discharges of pollutants	Notification under NPDES General Construction Permit Compliance with NPDES Regional Municipal Stormwater Permit
Los Angeles County	Stormwater connection	Confirm stormwater infrastructure design requirements	Coordination with the County and stormwater connection permit
South Coast Area Air Quality Management District	Regulation 10	Stationary Source Permits for emergency generator, refueling station, storage tanks	Permit to Construct and Permit to Operate
California Department of Transportation	Section 660 of the California Streets and Highways Code	Potential encroachment into Caltrans right-of-way	Encroachment permit, if necessary

Regulatory Agency	Law/Regulation	Purpose	Permit/ Authorization Type
(Caltrans) – District 7			
Department of State Hospitals-Metropolitan	Natural Gas Line Modification	Coordinate and update regarding modified gas line design and construction	Coordination regarding proposed modifications to existing natural gas lines
Southern California Edison (SCE)	SCE Policies and Requirements	Establish compliance with company policies	Encroachment permit and electric connection approval
Southern California Gas (SCG)	SCG Policies and Requirements	Establish compliance with gas company policies	Encroachment permit and new gas connection and existing gas line modification approval
Golden State Water Company	Water connection	Coordinate water supply connection	Coordination with the Water Company on proposed water line
City of Santa Fe Springs	City Policies and Requirements	Encroachment into City right-of-way, coordination for communications utility	Encroachment permit Coordination on underground communication system connection
City of Santa Fe Springs	New sewer line connection	Establish sewer connections at the Project site	Conditional Sewer Use and Connection Permit
City of Norwalk	City Policies and Requirements	Encroachment into City right-of-way	Encroachment permit Coordination on underground communication system connection
Charter Communications (Spectrum)	New connection approval	Confirm communications connection design	Coordination on connection to existing system

Chapter 3
INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

3.1 OVERVIEW

Chapters 4 through 13 of this Draft Environmental Impact Report (DEIR) describe the environmental resources and potential environmental impacts of the Santa Fe Springs Area Office Replacement Project (Proposed Project). Each chapter describes the existing setting and background information for the resource topics to help the reader understand the conditions that could be affected by the Proposed Project. Relevant local laws, regulations, and policies are described in Appendix B, *Local Laws, Regulations, and Policies*. In addition, each chapter includes a discussion of the criteria used in determining the significance levels of the Proposed Project's environmental impacts. Finally, for any identified significant impacts, where feasible and necessary, mitigation measures are proposed to reduce the adverse effects of significant impacts.

3.2 SIGNIFICANCE OF ENVIRONMENTAL IMPACTS

According to the California Environmental Quality Act (CEQA), an environmental impact report (EIR) should define the threshold of significance and explain the criteria used to determine whether an impact is above or below that threshold. Significance criteria are identified for each environmental resource topic to determine whether implementation of the project would result in a significant environmental impact when evaluated against the baseline conditions as described in the environmental setting. The significance criteria vary depending on the environmental resource topic. Effects can be either significant (above threshold) or less than significant (below threshold). A significant impact would be identified as significant and unavoidable if no feasible mitigation is available to reduce the impact to a less-than-significant level. If a project is subsequently adopted despite identified significant impacts that would result from the project, CEQA requires the lead agency to prepare and adopt a statement of overriding considerations describing the social, economic, and other reasons for moving forward with the project despite its significant impact(s).

3.3 MITIGATION MEASURES

As lead agency, California Highway Patrol (CHP) would be responsible for ensuring that mitigation measures identified in this EIR and adopted by CHP are fully implemented; however, some mitigation measures would be implemented by the design-build contractor[1] on behalf of CHP. Contract documents for the design-build contractor for the Proposed Project would identify the obligations of the contractor, including adopted relevant

[1] In the construction industry, a design-build contractor is a single entity responsible for providing both the design and construction services for a project.

mitigation measures. CHP would require that the contractor provide CHP with documentation that it has adequately implemented its contractual obligations, including all applicable mitigation measures.

3.4 BASELINE CONDITIONS

Under CEQA, the environmental setting, or "baseline," serves as a gauge to assess changes to existing physical conditions that would occur as a result of a Proposed Project. In accordance with State CEQA Guidelines (14 CCR Section 15125), for purposes of an EIR, the environmental setting is normally the existing physical conditions on and around the Project site as those conditions exist at the time the Notice of Preparation (NOP) is published.

Because the Proposed Project involves replacing an existing operational CHP facility, certain activities that would be part of the Proposed Project are already being carried out on an ongoing basis. These ongoing activities are considered a part of the baseline conditions, and the impact analysis in this DEIR instead focuses on the increment of change that would result from constructing and operating the Proposed Project in the new location. For instance, vehicles operated by CHP staff assigned to the existing CHP Santa Fe Springs Area Office emit air quality pollutants under current conditions. Rather than evaluate all of the potential air quality pollutants that would be emitted from the Proposed Project's CHP staff vehicle use, this DEIR evaluates the impacts of any changes to the existing operations (e.g., additional staff and vehicles) and air quality pollutant sources that would result from the Proposed Project.

3.5 SECTIONS ELIMINATED FROM FURTHER ANALYSIS

Eleven CEQA resource topics have been eliminated from further analysis based on the nature and scope of the Project activities. A brief summary and description of each of these resource topics is provided below.

3.5.1 AESTHETICS

The Project site is located at the edge of the Department of State Hospitals (DSH)-Metropolitan campus in an urban area. The 6-acre parcel is surrounded by the hospital grounds and facilities on the north, west, and south, and Bloomfield Avenue on the east. Industrial and commercial facilities line the opposite side of Bloomfield Avenue. The Project site currently contains a mowed lawn area with shrubs and mature trees, as well as a baseball field, basketball court, greenhouse, pavilion, and plant nursery.

Project construction would be temporary and the site is not located within a scenic vista; therefore, construction impacts to a scenic vista would be **less than significant**. Similarly, because the Project site is not visible from any officially designated or eligible to be designated state scenic highway, the Proposed Project would not adversely affect views from a state scenic highway and **no impact** would occur.

The Project site and utilities are in an urban area, thus there would be no change in the quality of a non-urban area. Construction of the new CHP office is not in conflict with local zoning, as described in Section 3.5.5, "Land use and Planning." Structures at the new CHP office that would be most prominent include the exterior concrete wall surrounding the parking lot, the main office building, and the communications tower. The main area office building and

communications tower would introduce a greater degree of development on the Project site when compared to the existing hospital buildings. However, the proposed facilities would be compatible in scale and type with other surrounding development including the industrial and commercial buildings to the east of the Bloomfield Avenue and would be consistent with the urban nature of the Project vicinity. Landscaping would also be installed, which would improve the aesthetic conditions at the Project site. In sum, these impacts would be **less than significant**.

Several existing sources of light and glare are present in the area surrounding the Project site, including outside nearby hospital campus buildings, street lighting along Bloomfield Avenue, and parking lot lighting at the industrial and commercial buildings to the east. During the day, the most notable source of glare is from sunlight reflecting off passing vehicles as well as the rooftops and sides of the surrounding buildings. Operation of the Proposed Project would include use of nighttime security lighting throughout the facilities, as well as in the parking area, illuminating three on-site flag poles and illuminating the CHP monument sign. Nighttime lighting at the Project site could be visible to motorists driving by. However, all lighting except for the flagpole lighting would be directed downward and thereby prevent light from falling onto surrounding properties. Daytime glare would not significantly affect viewers or motorists because buildings would be located away from roadways behind the perimeter wall and fencing and would not generate substantial glare. For these reasons, impacts from glare and nighttime lighting would be **less than significant**.

3.5.2 Agricultural and Forestry Resources

The site is not mapped by the California Department of Conservation (CDC) through the Farmland Mapping and Monitoring Program and is not considered Important Farmland. In addition, there are no existing Williamson Act contracts in the area and the Proposed Project would not conflict with a Williamson Act contract. Furthermore, the site is zoned for institutional use and not for agricultural use by the City of Norwalk (City). Existing land uses in the vicinity of the Project site are institutional, low-density residential, industrial and commercial. In addition, proposed utilities for the site would be implemented in existing roadways (Bloomfield Avenue) or on the DSH-Metropolitan campus. Therefore, there would be **no impact** to agricultural lands or lands with a Williamson Act contract. Greenhouse and plant nursery structures are currently in use on the Project site, but no other agricultural activity is immediately surrounding the Project site. Removal of the greenhouse and nursery would not result in significant conversion of agricultural land to non-agricultural; this would be a minor impact, and **considered less than significant**.

There are no forest or timber lands on the Project site or in the vicinity; therefore, there would be **no impact** to forest lands.

3.5.3 Geology and Soils

The Project site and the proposed utility areas are not located in an earthquake fault zone and, although it is within a seismically active region, it is not in a designated earthquake hazard zone (California Department of Conservation [CDOC] 1999, CDOC 2020). Furthermore, the older Quaternary sedimentary deposits that underlie the Project site generally consist of dense to very dense sand, silt, and clay and are considered to have low liquefaction susceptibility (CDOC 1998). The Project site and adjacent properties are relatively flat and not susceptible to landslides. As a result, there would either be **no impact**

or **less than significant impacts** regarding issues related to seismic impacts, including strong seismic shaking or seismic-related ground failure.

Implementation of best management practices (BMPs), as required by the state, would limit potential soil erosion or loss of topsoil, and California Building Standards applied to Project design, including utilities, along with construction specifications to address seismic-related or soil stability issues and minimize the potential risk of structural failure, would result in a **less than significant impact** for these topics. Septic tanks or other alternative wastewater disposal systems would not be necessary, as the Proposed Project would tie into existing City of Santa Fe Springs wastewater disposal systems; therefore, there would be **no impact** regarding this issue.

Subsurface soil investigations observed artificial fill soils from 2 to 7 feet below ground surface at the Project site (Earth Systems Pacific 2018). These are underlain by Middle to Late Pleistocene alluvial fan deposits of the Lakewood Formation. The artificial fill would not contain paleontological resources, and the Lakewood Formation geologic unit is considered to have a low probability for paleontological resources due to its relatively recent age, and high-energy formation/depositional environment. Therefore, impacts on paleontological resources during development of the Proposed Project would be **less than significant**.

3.5.4 Hydrology and Water Quality

Surface and ground water quality can be degraded if water quality standards and waste discharge requirements are violated by Project construction or operations. Storage or use of hazardous materials for Project construction activities would be limited and would be performed in compliance with all applicable federal, state, and local hazardous materials and hazardous waste regulations. No chemical processing or storage or stockpiling of substantial quantities of hazardous materials would take place at the Project site other than what would be necessary for standard construction activities. Furthermore, CHP and/or its contractor would dispose of hazardous materials at an appropriate hazardous materials disposal facility or landfill in accordance with all applicable federal, state, and local hazardous materials and hazardous waste regulations.

The Proposed Project also would be required to comply with applicable National Pollutant Discharge Elimination System (NPDES) permits such as the NPDES General Permit for Construction Activities. As part of its compliance with this permit, CHP and/or its contractor would prepare a stormwater pollution prevention plan and prevent polluted dewatered groundwater from being discharged to surface waters or groundwater. Compliance with these measures would prevent substantial impacts to surface or groundwater quality from occurring. Similarly, hazardous materials or waste from Project operations would be stored according to established protocols. Therefore, this impact would be **less than significant**.

Although the Proposed Project would create approximately 4 acres of impervious surfaces, impacts to groundwater recharge would be limited. Because groundwater recharge to the subbasin in which the Project site is located largely takes place to the northeast, it would not substantially affect overall rates of recharge in the subbasin since it is not in a principle recharge area. Furthermore, some water could infiltrate back into the aquifer in landscaped areas and the project would not involve installation of a well or pumping from an existing well on the site. Finally, given that depth to groundwater at the site is likely in the range of 107 to 130 feet below ground surface, Project construction activities are unlikely to

encounter substantial quantities of groundwater or require substantial dewatering, so groundwater supplies are unlikely to decrease in this way. For these reasons impacts to groundwater recharge would be **less than significant.**

Although no streams or other surface waters are present within the Project site, construction-related grading activities and the development of impermeable surfaces for the Proposed Project would alter the site's existing drainage patterns. However, the Proposed Project's stormwater infrastructure would ensure that the rate or amount of surface runoff from the Project site would be reduced before discharge to the existing stormwater infrastructure. The Proposed Project's offsite utilities would be located within existing impermeable surface areas and would be restored to their impermeable state following implementation. Thus, the Proposed Project would not result in flooding on- or off-site, and would not impede or redirect flows.

Furthermore, the design of the Proposed Project would include infrastructure, such as a stormwater detention basin as well as stormwater retention swales, to capture on-site runoff flows to avoid the potential for flooding and provide water quality treatment before discharging captured runoff into the existing Los Angeles County (County) stormwater system and ultimately into the receiving surface waters. In addition, applicable state water quality regulations would require implementation of BMPs and other post-construction measures to minimize the discharge of pollutants into the County's municipal separate storm sewer system (MS4) system, as described in the Phase I NPDES MS4 Permit. The Proposed Project would be required to meet all conditions of a County stormwater connection permit to discharge to the County facilities. Therefore, the Proposed Project would not substantially alter the existing drainage pattern through the alteration of the course of a stream or river or through the addition of impervious surfaces, and this potential impact would be **less than significant**.

The Project site is located within a Federal Emergency Management Agency-designated area of minimal flood hazard; however, it is adjacent to a designated area with a 0.2% Annual Chance Flood Hazard, located in the City of Santa Fe Springs (across Bloomfield Avenue). The Project site is not downstream of any large standing bodies of water in which a seiche could occur, and is not within a tsunami-inundation area. Therefore, the potential to risk release of pollutants due to project inundation is low to nonexistent. As such, the degradation to water quality would be **less than significant**.

Lastly, the Proposed Project would not obstruct implementation of the Los Angeles Regional Water Quality Control Board's Water Quality Control Plan nor would it conflict with any sustainable groundwater management plan under the Los Angeles Groundwater Sustainability Agency. In fact, the Proposed Project would be required to obtain Leadership in Energy & Environmental Design (LEED) silver certification and would feature water-efficient fittings and fixtures to conserve water. In this regard, the new facility would likely be more water-efficient than the existing CHP facility in Santa Fe Springs. Therefore, **no impact** would occur.

3.5.5 Land Use and Planning

Significant environmental impacts to land use and planning occur if a project physically divides an established community or conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project site is

designated and zoned as Institutional according to the City of Norwalk's General Plan land use map (City of Norwalk 2016). This designation is intended for land uses that provide public services, including police and sheriff offices. The Project site is compatible with surrounding land uses as the DSH-Metropolitan is also considered a public service. The proposed CHP facility would not divide an established community, therefore, there would be **no impact** regarding that issue. The DSH-Metropolitan would transfer jurisdiction of the Project site to CHP and the land, itself, would remain a State-owned property. Because the Project site is owned by the State, the City does not have jurisdiction over the site, and the City's land use plans and policies only apply to Project activities that would occur off-site (e.g., infrastructure tie-ins). Off-site activities would be conducted consistent with local requirements. This impact would be **less than significant**.

3.5.6 Mineral Resources

The local geology underlying and adjacent to the Project site is characterized by geologic formations consisting of Middle to Late Pleistocene alluvial fan deposits that contain dense to very dense sand, silt, and clay. California Geological Survey (CGS) mapping designates the area as MRZ-1, which indicates that there is no presence of significant mineral resources, or there is little likelihood for the presence of such resources. As a result, the loss of the availability to a known mineral resource would be **less than significant**. Similarly, because the Project site is not identified as a locally important mineral recovery site and the Proposed Project location is within urban limits where land use is incompatible with mining, there would be **no impact** on the availability or recovery of a locally important mineral resource.

3.5.7 Population and Housing

A project would affect population and housing if it induces growth directly (through the construction of new housing or an increasing population) or indirectly (by increasing employment opportunities or eliminating existing constraints on development).

The Proposed Project would involve the construction of a replacement CHP Area Office that would be staffed by approximately 159 employees. The existing CHP facility is staffed by 146 employees; the Proposed Project would accommodate approximately 13 additional employees. This increase in staffing levels would have the potential to result in a minor increase in the local population should existing employees elect to move to Norwalk from Santa Fe Springs, or new employees move into the area. However, the Project site is only 3 road miles from the existing Santa Fe Springs Area Office, which suggests that current employees would likely not change their residence due to the CHP office relocation. As of 2016, Norwalk had a vacancy rate of 4.9 percent. This vacancy rate indicates that sufficient housing is available to meet the minor increase in local population, if any resulting from the Proposed Project. Furthermore, the Proposed Project would not involve any activities that would indirectly remove an obstacle to growth; therefore, the Proposed Project would not induce substantial population growth in the Norwalk area and any impacts would be **less than significant**.

In addition, there are no houses currently on the project site or utility areas. As such, the Proposed Project would not displace any existing housing units or persons and there would be **no impact** related to displacement of housing or people.

3.5.8 Public Services

A project could result in adverse physical effects associated with the provision of new or altered governmental facilities (e.g., police and fire protection facilities, hospitals, schools, and other public facilities) in the event that the demand for such services substantially increased.

As previously described, the Proposed Project includes replacement of an existing CHP area office in Santa Fe Springs with a new office about 3 miles away in Norwalk that would support approximately 159 employees. This represents an increase of approximately 13 employees over 10 years from the existing facility that supports 146 employees. This increase in staffing could marginally increase the demand on public services such as fire and police protection; however, given the minor increase in staffing, the Proposed Project would not substantially decrease average response times. In addition, the Proposed Project's impact on police protection services would be beneficial. For these reasons, impacts on fire and police protection services would be **less than significant**.

The small increase in employment associated with the Proposed Project might result in some population growth and related school enrollment; however, such increases would not be substantial or require construction of new schools or parks; this impact would be **less than significant**.

3.5.9 Recreation

There are four parks in the City of Norwalk within a 1-mile radius of the Project location. The Project site, itself, contains existing recreational facilities, including a baseball field, basketball court, a greenhouse and a plant nursery. Use of the baseball field and basketball court are infrequent. The greenhouse and nursery are currently used as therapy services for patients at the DSH-Metropolitan campus. These facilities would be removed from the site as a result of Project construction.

The minor increase in CHP employees at the Project site over 10 years could marginally increase use of existing parks, but these effects would not be substantial and would not require or result in the construction of new or expanded parks or recreational facilities. The Proposed Project would remove the recreational baseball field and basketball court as well as the greenhouse and nursery that are located on the Project site. The future need for the baseball field and basketball court facilities is not anticipated by the DSH-Metropolitan, and it is likely that the greenhouse and nursery would be moved to another location on campus. As a result, impacts to recreational facilities due to Project construction would be **less than significant**.

3.5.10 Utilities and Service Systems

The Project site would connect with existing public utilities and service systems including the Golden State Water Company (GSWC); the City of Santa Fe Springs/Los Angeles County Sanitation District wastewater system; the Los Angeles County stormwater system; a solid waste collection and disposal system run by the City of Norwalk; Southern California Edison for electricity; Southern California Gas (SoCal Gas) for natural gas; and Charter Communications (Spectrum) for data and phone services.

Some of the utilities information described above and detailed in Chapter 2, Project Description, has been updated since the preparation of the Project's Initial Study based on the results of a due diligence survey (AECOM, November 2019) and a sewer flow study (October 2019). Figure 2-3 from Chapter 2, Project Description, has been prepared to identify potential offsite utility connection infrastructure and locations. The utility agencies above have provided Will Serve Letters or direct communications that indicate available capacity and a willingness to serve the Proposed Project (AECOM 2019). All offsite utility infrastructure for the Proposed Project has been analyzed as part of the Proposed Project in this EIR and no further analysis is required.

The Proposed Project would be constructed with LEED standards and have water-efficient fittings and fixtures, and would feature limited and drought-tolerant landscaping. In this respect, the Proposed Project would be more water-efficient than the existing CHP facility in Santa Fe Springs. Overall, the Proposed Project would require limited volumes of water for employee and visitor handwashing, toilet flushing, landscape irrigation, and other miscellaneous activities. The water demand would not in itself require construction of any new water treatment facilities or expansion of existing facilities. Similarly, while the Proposed Project would also require construction of connections to the GSWC's water system and the City of Santa Fe Springs' sewer system (as shown in Figure 2-3), it would not require expansions to these systems (AECOM 2019). Nor would the Proposed Project require or result in new or expanded electric power or telecommunications systems and would only require the offsite utility connections shown in Figure 2-3.

As detailed in Chapter 2, Project Description, the Proposed Project would require the modification (realignment) of an existing natural gas line that crosses the Project site and serves users on the DSH-Metropolitan campus. In addition to a new connection line to serve the Proposed Project, the Project would include installation of a new realigned natural gas line for a building on the DSH-Metropolitan campus that would have the same capacity as the existing line. Final connection of this line to the existing natural gas systems on campus or in Bloomfield Avenue may result in short-term, temporary interruptions of natural gas service to a building on the DSH-Metropolitan campus, currently leased by Homes for Life. Homes for Life provides a 38-bed residential facility for homeless adults transitioning into long-term, community-based housing. Natural gas in the Homes for Life building is used for water heating, stovetop gas ranges, clothes dryer(s), and air heating units. Potential natural gas service interruptions to this building would last up to four hours. All design and construction activities for these features would be conducted in accordance with SoCal Gas' requirements and coordinated with both DSH-Metropolitan representatives and Homes for Life. Temporary service interruptions would not be considered a significant impact. Therefore, for all of the reasons described above, any impact to existing public utilities or systems would be **less than significant**.

The GSWC's Norwalk System is expected to meet water demands during normal, single dry, and multiple dry years over the next 25 years (GSCW 2016). The Los Coyotes Water Reclamation Plant has a treatment capacity of 37.5 million gallons of wastewater per day (MGD) and includes primary, secondary and tertiary treatment; however, average daily flows were approximately 20.99 MGD in 2017 (Sanitation Districts of Los Angeles County 2018). Both of these systems have the capacity to absorb the needs of the new CHP office; thus, there would be a **less than significant** impact to water availability and the capacity to handle wastewater generated by the Proposed Project.

During construction, the Proposed Project would generate some construction debris associated with removal of the existing pavement, soil and other materials on the site. During operation, the Proposed Project would generate typical domestic solid waste (e.g., employees' trash) as well as hazardous wastes (e.g., fuel, oil, and other automotive fluids) from automobile servicing, which would be stored on-site and transported approximately quarterly to an appropriate hazardous waste facility for disposal or recycling. The Proposed Project would not generate solid waste in excess of State or local standards, in excess of the capacity of local infrastructure, or impair the attainment of any solid waste goals. Additionally, it would comply with applicable management and reduction regulations related to solid waste. Therefore, these impacts would be **less than significant**.

3.5.11 WILDFIRE

The Project site is located in an urban, developed area that does not contain wildland areas. Furthermore, the Proposed Project is not located in, nor is it near, State Responsibility Areas (SRA) identified by the California Department of Forestry and Fire Protection (Cal Fire) as very high fire hazard severity zones (Cal Fire 2007). Since the Proposed Project is not within or near a SRA, or lands classified as very high fire hazard severity zones, the Proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan, nor would wildfire risks be exacerbated. No installation or maintenance of infrastructure would be required and people or structures would not be exposed to any downslope or downstream flooding or landslides. As a result, there would be **no impacts** related to wildfire.

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Chapter 4
AIR QUALITY

4.1 OVERVIEW

This chapter evaluates the Santa Fe Springs Area Office Replacement Project's (Proposed Project's) air quality impacts. The chapter first describes the air quality regulatory and environmental settings and then evaluates the Proposed Project's air quality impacts. The impact evaluation begins by describing the air quality significance criteria and the methods used to evaluate significance, and then presents the impact evaluation.

Air quality is described for a specific location as the concentration of various pollutants in the atmosphere. Air quality conditions at a particular location are a function of the type and amount of air pollutants emitted into the atmosphere, the size and topography of the regional air basin, and the prevailing meteorological conditions.

4.2 REGULATORY SETTING

4.2.1 FEDERAL LAWS, REGULATIONS, AND POLICIES

The Clean Air Act (CAA) is implemented by the U.S. Environmental Protection Agency (USEPA) and sets ambient air limits, the National Ambient Air Quality Standards (NAAQS), for the following six criteria pollutants: particulate matter of aerodynamic radius of 10 micrometers or less (PM10), particulate matter of aerodynamic radius of 2.5 micrometers or less (PM2.5), carbon monoxide (CO), nitrogen dioxide (NO_2), ground-level ozone (O_3), and lead (Pb). Of these criteria pollutants, particulate matter (PM) and ground-level ozone pose the greatest threats to human health. **Table 4-1** shows the current attainment status for the NAAQS.

USEPA and, in California, the California Air Resources Board (CARB) regulate various stationary sources, area sources, and mobile sources. USEPA has regulations involving performance standards for specific sources that may release toxic air contaminants (TACs), known as hazardous air pollutants (HAPs) at the federal level. In addition, USEPA has regulations involving emission criteria for off-road sources, such as emergency generators, construction equipment, and vehicles, as well as other releases of toxic chemicals.

Table 4-1. Attainment Status of the State and Federal Ambient Air Quality Standards

Contaminant	Averaging Time	Concentration	State Standards Attainment Status[1]	Federal Standards Attainment Status[2]
Ozone	1-hour	0.09 ppm	N	See footnote 3
	8-hour	0.070 ppm	N	N (Extreme)
Carbon Monoxide	1-hour	20 ppm	A	
		35 ppm		A
	8-hour	9.0 ppm	A	A
Nitrogen Dioxide	1-hour	0.18 ppm	A	
		0.100 ppm[5]		U/A
	Annual arithmetic mean	0.030 ppm	A	
		0.053 ppm		A (Maintenance)
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm	A	
		0.075 ppm		U/A
	24-hour	0.04 ppm	A	
		0.14 ppm		U/A
	Annual arithmetic mean	0.030 ppm		U/A
Particulate Matter (PM10)	24-hour	50 µg/m^3	N	
		150 µg/m^3		A (Maintenance)
	Annual arithmetic mean	20 µg/m^3	N	
Fine Particulate Matter (PM2.5)	24-hour	35 µg/m^3		N (Serious)
	Annual arithmetic mean	12 µg/m^3	N	N (Moderate)
Sulfates	24-hour	25 µg/m^3	A	
Lead[6]	30-day average	1.5 µg/m^3	A	
	3-months rolling	0.15 µg/m^3		N-Partial
Hydrogen Sulfide	1-hour	0.03 ppm	U	
Vinyl Chloride[6] (chloroethene)	24-hour	0.010 ppm	A	
Visibility Reducing Particles	8-hour (10:00 to 18:00 PST)	See footnote 4	U	

A – attainment	ppm – parts per million
N – non-attainment	μg/m³ – micrograms per cubic meter
U – unclassified	PST – pacific standard time

Notes:

1. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM10, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour, or 24-hour average (i.e., all standards except for lead and the PM10 annual standard), then some measurements may be excluded. In particular, measurements that are excluded include those that the CARB determines would occur less than once per year on average.
2. National standards shown are the "primary standards" designed to protect public health. National air quality standards are set by USEPA at levels determined to be protective of public health with an adequate margin of safety. National standards other than for ozone, particulates, and those based on annual averages are not to be exceeded more than once per year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.075 ppm (75 parts per billion) or less. The 24-hour PM10 standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 μg/m³. The 24-hour PM2.5 standard is attained when the 3-year average of 98th percentiles is less than 35 μg/m³. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM10 is met if the 3-year average falls below the standard at every site. The annual PM2.5 standard is met by spatially averaging annual averages across officially designated clusters of sites and then determining if the 3-year average of these annual averages falls below the standard.
3. The national 1-hour ozone standard was revoked by USEPA on June 15, 2005. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 ppm to 0.070 ppm. An area meets the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. This table provides the attainment statuses for the 2015 standard of 0.070 ppm.
4. Statewide Visibility-Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per km when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment resulting from regional haze and is equivalent to a 10-mile nominal visual range.
5. To attain this standard, the 3-year average of the ninety-eighth percentile of the daily maximum 1-hour average at each monitoring station within an area must not exceed 0.100 ppm (effective January 22, 2010).
6. CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure below which there are no adverse health effects determined. Partial Nonattainment designation for Los Angeles County portion of Basin only for near-source monitors. The Trojan Battery Company, which designs and manufactures deep cycle batteries, is located in Santa Fe Springs (approximately 1.9 miles northeast of the Project site). The battery company has a source-oriented monitoring station located 100 meters southwest of the facility.

Sources: CARB 2020a, USEPA 2019, SCAQMD 2016

4.2.2 STATE LAWS, REGULATIONS, AND POLICIES

CARB sets standards for criteria pollutants in California that are more stringent than the NAAQS and include the following additional contaminants: visibility-reducing particles, hydrogen sulfide (H_2S), sulfates, and vinyl chloride. The cities of Norwalk and Santa Fe Springs are located in the South Coast Air Basin (SCAB) and managed by the South Coast Air Quality Management District (SCAQMD). SCAQMD manages air quality within the SCAB, covering portions of Los Angeles, Riverside and San Bernardino counties and all of Orange County for attainment and permitting purposes.

CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB also establishes passenger vehicle fuel specifications. Airborne Toxic Control Measures

(ATCMs), including the following relevant measures, are implemented to address sources of TACs:

- ATCM for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater;
- ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling;
- ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines Standards for Nonvehicular Diesel Fuel;
- ATCM for Stationary Compression Ignition Engines;
- ATCM for Emissions of Chlorinated Toxic Air Contaminants from Automotive Maintenance and Repair Activities;

In addition to ATCMs, TACs are controlled under several regulations in California including the Tanner Air Toxics Act, Air Toxics Hot Spots Information Act, Assembly Bill (AB) 617 and AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act. In addition, Proposition 65 (the Safe Water and Toxic Enforcement Act of 1996) requires that the State publish a list of chemicals known to cause cancer or birth defects or other reproductive harm. Proposition 65 requires businesses to notify Californians about substantial amounts of chemicals in the products they purchase or that are released into the environment.

4.3 ENVIRONMENTAL SETTING

4.3.1 STUDY AREA

The study area consists of the location where physical actions associated with the Proposed Project would take place. This is primarily the area surrounding the 6-acre project site, which will be sectioned from the existing Department of State Hospitals-Metropolitan and is bounded on the east by Bloomfield Avenue. The project site is located in the City of Norwalk, and air emissions resulting from the Proposed Project would be managed by SCAQMD as part of the SCAB.

The study area for air quality at the local scale involves evaluation of local "hot-spots," areas of potentially higher concentrations of pollutants in the area adjacent to construction and operational activities. These types of pollutants, which tend to have air quality impacts at a local scale, include CO, PM, and TACs. Air quality at the regional scale involves evaluation of air pollutants that are of regional concern because of secondary formation of pollutants over longer time and distance scales, such as O_3, O_3 precursors, and PM.

4.3.2 REGIONAL SETTING

South Coast Air Basin

CARB has divided California into regional air basins according to topographic and air drainage features. The following section discusses climate and meteorological information associated with the SCAB.

Climate and Topography

The SCAB is California's largest metropolitan region. The area includes the southern two-thirds of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino counties. It covers a total of 6,480 square miles and is home to nearly 17 million people (CARB 2011).

The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The topography and climate of Southern California combine to make the SCAB an area of high air pollution potential. A warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the ground. Light winds can further limit ventilation. Additionally, abundant sunlight triggers the photochemical reactions which produce ozone and the majority of the particulate matter (SCAQMD 2017a). The average temperature in the Norwalk area is 64 degrees Fahrenheit (°F) and it receives an average of 19 inches of rain per year (World Climate 2019).

4.3.3 EXISTING AIR QUALITY CONDITIONS

Air Monitoring Data

USEPA, CARB, and local air districts operate an extensive air monitoring network to measure progress toward attainment of the NAAQS and California Ambient Air Quality Standards (CAAQS). **Table 4-2** shows the most recent three years of available data.

Table 4-2. Air Monitoring Data for 2015-2017

Monitoring Station	Pollutant	Standard	2015		2016		2017	
			No. Exceed[1]	Max. Concentration[2]	No. Exceed[1]	Max. Concentration[2]	No. Exceed[1]	Max. Concentration[2]
Los Angeles – North Main Street[3]	PM10	24-hour	30/0	88.5/73.0	21/0	74.6/64.0	40/0	96.2/64.6
Compton – 700 North Bullis Road	PM2.5	24-hour	3	41.3	1	36.3	5	66.7
	Ozone	8-hour	1	0.073/0.072	1	0.071	5	0.076
	Ozone	1-hour	0	0.091	1/0	0.098	0	0.092
	NO_2	24-hour	0	73/73.6	0	63/63.7	0	99/99.1
Pico Rivera-4144 San Gabriel	PM2.5	24-hour	3	52.7	2	46.5	1	49.5
	Ozone	8-hour	11	0.082/0.081	6	0.081	9	0.087/0.086
	Ozone	1-hour	6/0	0.107	9/0	0.111	7/0	0.118
	NO_2	24-hour	0	70/70.4	0	63/63.2	0	75

Notes:

NO_2 = nitrogen dioxide; PM2.5 = particulate matter of 2.5 micrometers or less; PM10 = particulate matter of 10 micrometers or less; ppb = parts per billion; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

1. Indicates the number of exceedance days recorded annually at this monitoring station for a particular constituent compared to that constituent's NAAQS and CAAQS. The first number is the state value and the second number is the federal value if they are different.
2. Concentration units: PM - $\mu g/m^3$, Ozone – ppm, NO_2 – ppb. The first number is the state value and the second number is the federal value if they are different.
3. The Los Angeles-North Main Street monitoring station is the nearest station to the Project site with available PM10 data.

Source: CARB 2019a

4.3.4 Air Pollutants

Carbon Monoxide

Carbon Monoxide (CO) is an odorless, colorless gas that is highly toxic. CO is formed by the incomplete combustion of fuels and is emitted directly into the air. Ambient CO concentrations normally are considered a localized effect and typically correspond closely to the spatial and temporal distributions of vehicular traffic, forming pollutant "hot spots." CO concentrations are also influenced by wind speed and atmospheric mixing. Under inversion conditions, CO concentrations can be distributed more uniformly over an area to some distance from vehicular sources. CO binds with hemoglobin, the oxygen-carrying protein in blood, and reduces the blood's capacity for carrying oxygen (O_2) to the heart, brain, and other parts of the body. At high concentrations, CO can cause heart difficulties in people with chronic diseases, impair mental abilities, and cause death.

Nitrogen Oxides

Nitrogen Oxides (NO_X) are a family of gaseous nitrogen compounds and are precursors to the formation of O_3 and PM. NO_2, the major component of NO_X, is a reddish-brown gas that is toxic at high concentrations. NO_X result primarily from the combustion of fossil fuels under high temperature and pressure. Fuel combustion, primarily from on-road and off-road motor vehicles, and industrial sources are the major sources of this air pollutant.

Volatile Organic Compounds

Volatile organic compounds (VOCs) are hydrocarbon compounds that exist in the ambient air. VOCs contribute to the formation of smog and/or may themselves be toxic. VOC emissions are a major precursor to the formation of ozone. VOCs are also commonly referred to as Reactive Organic Gases (ROGs).

Ozone

Ozone (O_3) is a reactive gas consisting of three oxygen atoms. In the stratosphere, ozone exists naturally and shields the earth from harmful incoming ultraviolet radiation. In the troposphere (the lowest region of the atmosphere), however, it is a secondary pollutant that is formed when NO_X and VOCs react in the presence of sunlight. Ozone at the earth's surface causes numerous adverse health effects and is a pollutant regulated by state and federal air quality agencies. It is a major component of smog. High concentrations of ground-level ozone

can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments. Ozone also damages natural ecosystems such as forests and foothill communities, agricultural crops, and some human-made materials, such as rubber and plastics.

Particulate Matter

Particulate matter (PM) is a complex mixture of extremely small particles and liquid droplets. PM is made up of multiple components, including acids, organic chemicals, metals, and soil or dust particles. Particle size is directly linked to the potential for causing health problems. PM10 is of concern because these particles pass through the throat and nose and are deposited in the thoracic region of the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. PM10 is typically found near roadways and around dusty industrial sites. Fine particles (PM2.5) are less than 2.5 micrometers in diameter and are found in smoke and haze. PM2.5 penetrates even more deeply into the thoracic and alveolar regions of the lungs.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a toxic, colorless, irritating gas with a strong, pungent odor. Suspended SO_2 particles contribute to poor visibility and are a component of PM10. Health effects from inhalation of SO_2 include bronchoconstriction and increased asthmatic symptoms.

Lead

Lead (Pb) is a metal found naturally in the environment as well as in manufactured products. Historically, the major sources of lead emissions have been mobile and industrial sources. The health effects of lead poisoning include loss of appetite, weakness, apathy, and miscarriage. Lead poisoning can also cause lesions of the neuromuscular system, circulatory system, brain, and gastrointestinal tract.

In the past, gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels. Because the use of leaded fuel has been mostly phased out, ambient concentrations of lead have dramatically decreased.

Hydrogen Sulfide

H_2S is associated with refining, geothermal activity, sewage treatment plants, oil and gas production, and confined animal feeding operations. H_2S is extremely hazardous in high concentrations and can cause death.

Sulfates

Sulfates are the fully oxidized, ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds result primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates is comparatively rapid and complete in urban areas of California because of their regional meteorological features.

CARB's sulfate standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels that exceed the standard include decreased ventilatory function, aggravation of asthmatic symptoms, and increased risk of cardiopulmonary disease. Sulfates are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

Vinyl Chloride

Vinyl chloride is a colorless gas that does not occur naturally; it is formed when substances such as trichloroethane, trichloroethylene, and tetrachloroethylene are broken down. Vinyl chloride is used to make PVC, which is used in plastic products such as pipes, wire and cable coatings, and packaging materials.

Toxic Air Contaminants

Toxic Air Contaminants (TACs) are air pollutants that can lead to serious illness or increased mortality, even when present in relatively low concentrations. Hundreds of different types of TACs exist, with varying degrees of toxicity. Many TACs are confirmed or suspected carcinogens or are known or suspected to cause birth defects or neurological damage. For some chemicals, such as carcinogens, no thresholds exist below which exposure can be considered risk free. Examples of TAC sources associated with the Proposed Project are fossil fuel combustion and chemicals used in the automobile maintenance area.

Sources of TACs include stationary sources, area-wide sources, and mobile sources. USEPA maintains a list of 187 TACs, also known as HAPs. These HAPs are included on CARB's list of TACs along with additional chemicals identified as TACs in California (CARB 2019b). According to the *California Almanac of Emissions and Air Quality* (CARB 2013), many researchers consider diesel particulate matter (DPM) to be a primary contributor to health risk from TACs because particles in the exhaust carry many harmful organics and metals, rather than being a single substance like other TACs. Unlike many TACs, outdoor DPM is not monitored by CARB because no routine measurement method exists. Using the CARB emission inventory's PM10 database, ambient PM10 monitoring data, and results from several studies, however, CARB has made preliminary estimates of DPM concentrations throughout the state ([California] Office of Environmental Health Hazard Assessment [OEHHA] 2001).

4.3.5 Sensitive Receptors

In this chapter, sensitive receptors refer to those segments of the population most susceptible to the effects of poor air quality—children, the elderly, and individuals with preexisting serious health problems affected by air quality (e.g., asthma) (CARB 2005). Examples of locations that contain sensitive receptors are residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. Residences include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds include play areas associated with parks or community centers.

The Project site is on land sectioned off from the existing Department of State Hospitals (DSH)-Metropolitan campus. Medical, residential, industrial, and office land uses are located near the Project site. DSH-Metropolitan has multiple buildings within 600 feet (ft.) of the

project area. The DSH-Metropolitan site has long-term care facilities and transitional housing which would make exposure to potential air pollutants at some of these facilities similar to residential exposure for adults. Similarly, Homes for Life, which is located approximately 20 ft from the edge of the Project site on the DSH-Metropolitan campus, has transitional housing that would have similar residential exposure for adults. The nearest private residences are located on Volunteer Avenue beginning 1,060 ft to the southwest. Plaza de la Raza Child Development Services is 825 ft to the north and Vickies Kids Family Daycare is 1,775 to the southwest. Lakeland Elementary School is 3,250 ft northwest, while the nearest middle school and high school are located more than a mile away from the Project site. Kaiser Medical Clinic is 2,800 ft south of the Project site. Interstate 5 is located 1 mile southwest of the Project site.

In addition to the Project site, additional Project elements (utilities) would extend offsite onto other areas of the DSH-Metropolitan campus or located along Bloomfield Avenue, within the City of Santa Fe Springs and City of Norwalk (as shown in Figure 2-3). Sensitive receptors within the vicinity of the proposed water pipeline are limited to: Kaiser Permanente Medical Offices-Norwalk (approximately 500 feet west), and PIH Health Urgent Care-Santa Fe Springs (approximately 160 feet east). There are no residents, schools, or other sensitive receptors along the proposed water pipeline route, which is primarily surrounded by the industrial and commercial uses, and DSH-Metropolitan facilities south of the project site. Other proposed utilities would be located near the Project site and potential sensitive receptors would be similar to those identified above for the Project site.

4.4 IMPACT ANALYSIS

4.4.1 METHODOLOGY

Construction Emissions

During construction of the Proposed Project, the combustion of fossil fuels for operating fossil-fueled construction equipment, hauling materials, and operating worker commute vehicles would result in construction-related emissions of criteria air pollutants. These emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 with default assumptions for a 5.2-acre site, which is the area that would be developed on the project site, and with Project assumptions about the potential offsite utility and road improvements. The CalEEMod output files are provided in **Appendix C**, *Air Quality and Greenhouse Gas Emissions Calculations*, which also contains all of the applicable inputs.

Emissions were compared to applicable thresholds of significance for construction emissions, as detailed by SCAQMD.

Operational Emissions

Operational criteria air pollutant emissions would be generated by fossil-fueled equipment and motor vehicles, building energy use, and an on-site refueling pump. Most of the Proposed Project's operational emissions were estimated using default assumptions in CalEEMod version 2016.3.2. Mobile-source emissions were estimated by adjusting the trip rate to 13.39 with 10.0 percent of the trips from worker commute trips. The uniformed employee trip length was set to 42.4 miles based on an estimated 2,500 miles per month for uniformed

employees. The default trip length was used for all other workers. Operational emissions from vehicle trips associated with the existing area office were modeled as part of the evaluation of baseline conditions.

Vehicle idling emissions were estimated by assuming that two worker vehicles would be idling 24 hours per day and trucks in the citation clearance area would idle for an average of 1 hour per day. The idling emission factors were taken from the EMFAC 2014 emissions model to be consistent with CalEEMod emission factors for a "light-duty truck 1" vehicle class. The emergency generator was assumed to be 670 horsepower (hp) and operate for 100 hours per year for testing. The refueling pump station emissions were estimated assuming a 153,000-gallon annual throughput and emission factors from the California Air Pollution Control Officers Association's (CAPCOA's) Gasoline Service Station Industrywide Risk Assessment Guidelines (1997) for a Phase II vapor recovery system with vents.

Emissions were compared to applicable thresholds of significance for operational emissions, as detailed by SCAQMD.

The estimated operational criteria air pollutants associated with the Proposed Project overestimate the regional emissions contribution because the Proposed Project is a replacement facility for the existing California Highway Patrol (CHP) Santa Fe Springs Area Office. Thus, regionally, a portion of the criteria pollutant emissions from the proposed facility would be offset by the elimination of criteria pollutant emissions at the existing facility; however, some criteria air pollutants are important at a local level, with CO, PM10, and PM2.5 being the most important of those associated with the Proposed Project. The Proposed Project would result in an increase in these emissions near the project site and key intersections.

The total number of trips is estimated to be substantially lower than the number identified in the screening criteria established by the Bay Area Air Quality Management District (BAAQMD) and Sacramento Metropolitan Air Quality Management District (SMAQMD) for requiring a potential CO hot spot analysis—44,000 and 31,600 vehicles per hour respectively (BAAQMD 2017, SMAQMD 2016). These other air districts are referenced because the SCAQMD has not established screening criteria; therefore, a quantitative analysis of CO hot spots was not conducted and the identified intersections around the Proposed Project are unlikely to exceed the ambient air quality standard for CO.

Fugitive Dust

Fugitive dust emissions were estimated using CalEEMod for both construction and operation of the Proposed Project. Fugitive dust emissions would be generated during construction activities (in particular, ground-disturbing activities) and during material hauling. Travel along roadways during construction and operation would also generate fugitive dust. In general, fugitive dust emissions are best controlled with implementation of best management practices (BMPs) for fugitive dust and other specific fugitive dust control reduction requirements specified by SCAQMD.

Exposure of Sensitive Receptors

Construction

During project construction, DPM and gasoline fuel combustion emissions that are classified as TACs would be generated by construction equipment. The construction period for the CHP Santa Fe Springs Area Office would be relatively short (up to 24 months). Because of the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically operating within an influential distance that would result in the exposure of sensitive receptors to substantial pollutant concentrations. Chronic and cancer-related health effects estimated over short periods are uncertain; cancer potency factors are typically based on animal lifetime studies or worker studies with long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from exposure that would last only a small fraction of a lifetime. Some studies indicate that the dose rate could change the potency of a given dose of a carcinogenic chemical. In others words, a dose delivered over a short period might have a different potency than the same dose delivered over a lifetime (OEHHA 2015). Furthermore, construction impacts are most severe adjacent to the construction area and decrease rapidly with increasing distance. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 ft (CARB 2005).

Given the uncertainty of estimating chronic health effects over a short period, as well as the uncertainty associated with a screening-level (rather than a detailed) health risk assessment (HRA), health effects from construction were not quantified, but discussed qualitatively.

Operation

During Project operations, DPM could be emitted from the diesel-powered emergency generator, which must be tested regularly. In addition, various gasoline-related TACs would be emitted by the refueling station and vehicles idling in the parking lots. TACs could include such chemicals as benzene, toluene, ethylbenzene, 1,3-butadiene, acrolein, and xylenes.

Several types of sensitive receptors are present near the project site. To evaluate the impacts of DPM and TACs on nearby sensitive receptors, an HRA was conducted consistent with OEHHA guidance (OEHHA 2015) for determining local community risks and hazards. The HRA evaluated the Proposed Project's emissions associated with testing the diesel-powered emergency generator, operating the refueling pump station, and vehicle idling. Detailed information on the methodology and data used to conduct the HRA is provided in **Appendix D**, *Human Health Risk Assessment*. A conservative screening-level analysis was conducted because detailed site-specific information is not available. The screening-level HRA involved estimating emissions of DPM and TACs, then conducting screening-level air dispersion modeling to estimate ambient air pollutant concentrations at various distances from the source. Once the ambient air pollutant concentrations were determined, they were combined with exposure parameters and toxicity information to determine potential health impacts. Thresholds of significance were excess cancer risks of 10 in 1 million (1.00E-05), below the chronic hazard index (HI) of less than 1, and below the acute HI of less than 1. These thresholds are used by SCAQMD as well as by other air districts (SCAQMD 2019, SMAQMD 2015, BAAQMD 2017) and also correspond to the public notification threshold used under AB 2588.

Odors

Odor impacts for construction and operation were evaluated qualitatively based primarily on the likelihood of the planned CHP Santa Fe Springs Area Office resulting in any substantial odors.

Plans and Policies

To determine whether the Proposed Project would be consistent with existing air quality plans, the analysis examines whether the Proposed Project would be consistent with relevant general or specific plans upon which the air quality plans are based.

4.4.2 CRITERIA FOR DETERMINING SIGNIFICANCE

The Proposed Project would result in a significant impact related to air quality if the Proposed Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- 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
- Expose sensitive receptors to substantial air pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD Thresholds

The SCAQMD has established guidelines for determining significance for air quality analyses (SCAQMD 2015), which are shown in **Table 4-3**. Projects below these mass emission thresholds would not have a significant impact on air quality. The *Final 2016 Air Quality Management Plan* (SCAQMD 2017a) presents the District's plan for attaining federal air quality standards, particularly for ozone and PM2.5. A project must be consistent with the Air Quality Management Plan in order to be considered to have no significant adverse impact on air quality. Appendix IV-A (SCAQMD 2017b) contains SCAQMD's proposed stationary and mobile source control measures, including some that may be applicable to the Proposed Project.

Table 4-3. Air Quality Significance Thresholds for Project Construction and Operations

Mass Daily Thresholds		
Pollutant	**Construction Pounds/Day**	**Operation Pounds/Day**
NO_X	100	55
ROG	75	55
PM10	150	150
PM2.5	55	55
SO_X	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

NOx = oxides of nitrogen, ROG = reactive organic gases, PM10 = particulate matter of aerodynamic radius of 10 micrometers or less, PM2.5 = particulate matter of aerodynamic radius of 2.5 micrometers or less, SOx = sulfur oxide, CO = carbon monoxide

Source: SCAQMD 2019.

A project would have a significant air quality impact if it causes, by adding to the existing background CO levels, a CO "hot spot" where the California one-hour standard is exceeded. This typically occurs at severely congested intersections. Localized "hot spot" modeling and quantified impact assessments are not generally required for projects in air basins with CO attainment for NAAQS (Caltrans 2020). Given that the SCAB is in attainment for both CAAQS and NAAQS, a qualitative analysis has been performed for potential CO-related impacts with consideration for the project's potential CO peak daily emissions compared to the daily threshold.

4.4.3 Environmental Impacts

Impact AQ-1: Potential for Project Construction and Operation to Conflict with or Obstruct Implementation of the SCAQMD Air Quality Plan (Less than Significant)

A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan, which, in turn, would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they

would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the relevant air quality plans. The Proposed Project's plans include increasing the number of existing employees by 13 over a decade. As detailed in Appendix A, the SCAQMD's Final 2016 Air Quality Management Plan presents the District's plan for attaining federal air quality standards, particularly for ozone and PM2.5 (SCAQMD 2017a). Since the air quality plan applicable to the Proposed Project includes population growth projections of roughly 1 million additional people each decade (SCAQMD 2017a), the Proposed Project would not result in growth exceeding estimates and is therefore consistent with the air quality plan.

The Proposed Project would follow all federal, state, and local regulations related to stationary and area sources of air pollutants, and in particular, the chemical storage tanks, refueling pumps, and emergency generator. In addition, construction will follow local air district rules and regulations for fugitive dust. Therefore, because the Proposed Project would be consistent with the applicable general plan policies and would comply with all applicable regulations for sources of air pollutants, the Proposed Project would have a **less-than-significant impact** and would not obstruct or conflict with applicable air quality plans.

Impact AQ-2: Potential for Project to 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)

As shown in Table 4-1, the project site is in a region that is designated in non-attainment for ozone, lead, PM_{10}, and PM2.5. It is assumed that projects that conform to the General Plan and do not have mass emissions exceeding the screening level significance thresholds would not create a cumulatively considerable net increase in emissions.

During construction of the Proposed Project, the combustion of fossil fuels for construction equipment, material hauling, and worker trips would result in criteria air pollutant emissions. Emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 using information from the Project Description along with default assumptions for a 5.2-acre site, which is the area that would be developed within the 6-acre project parcel. The Proposed Project's criteria air pollutant emissions during construction are shown in **Table 4-4**. CalEEMod modeling results for the Proposed Project are provided in Appendix C.

Table 4-4. Estimated Criteria Pollutant Emissions during Construction

Construction Emissions	ROG	NOx	CO	SO_2	Fugitive PM10	Exhaust PM10	Fugitive PM2.5	Exhaust PM2.5
Total Construction Emissions (tons)								
2022	0.277	2.64	2.45	0.006	0.306	0.108	0.123	0.101
2023	0.349	0.71	0.81	0.002	0.035	0.030	0.009	0.028
Total	0.626	3.35	3.26	0.008	0.341	0.138	0.132	0.129

Construction Emissions	ROG	NOx	CO	SO_2	Fugitive PM10	Exhaust PM10	Fugitive PM2.5	Exhaust PM2.5
Peak Daily Emissions (pounds/day)								
Peak Daily	26.6	40.3	32.4	0.069	18.8	1.6	10.1	1.5
Threshold	75	100	550	150	150		55	
Above Threshold?	N	N	N	N	N		N	

Notes:

Emissions are based on CalEEMod defaults for a 5.2-acre site with 0.26 additional acres of road and sidewalk paving.

CO = carbon monoxide; NO_X = oxides of nitrogen; PM10 = particulate matter of 10 micrometers or less in diameter; PM2.5 = fine particulate matter of 2.5 micrometers or less in diameter; ROG = reactive organic gases; SO_2 = sulfur dioxide.

Operational criteria air pollutant emissions would be generated by fossil-fueled equipment and motor vehicles, building energy use, and an on-site refueling pump. Most of the Proposed Project's operational emissions were estimated using default assumptions in CalEEMod version 2016.3.2. Mobile-source emissions were estimated by adjusting the trip rate to 589 daily trips, with 53 percent of the trips from worker commute trips. The non-uniformed worker trip length was set to 7.3 miles and the patrol worker trip length was set to 42.4 miles based on an estimated 2,500 miles per month for patrol workers. The default trip length was used for all other workers. Vehicle idling emissions were estimated by assuming that 2 worker vehicles would be idling 24 hours per day. The idling emission factors were taken from the EMFAC 2014 emissions model to be consistent with CalEEMod emission factors for a "light-duty truck 1" vehicle class . The emergency generator was assumed to be 670 horsepower (hp) and operate for 100 hours per year for testing. The refueling pump station emissions were estimated assuming a 153,000-gallon annual throughput and emission factors from the California Air Pollution Control Officers Association's (CAPCOA's) *Gasoline Service Station Industrywide Risk Assessment Guidelines* (1997) for a Phase II vapor recovery system with vents. The Proposed Project's criteria air pollutant emissions during operations are shown in **Table 4-5**.

Table 4-5. Criteria Pollutant Emissions during Operations

Operational Source	Operational Emissions (tons/year)							
	ROG	NOx	CO	SO_2	Fugitive PM10	Exhaust PM10	Fugitive PM2.5	Exhaust PM2.5
Area	0.223	4.00E-05	4.54E-03			2.00E-05		2.00E-05
Energy Use	2.97E-03	0.027	0.0227	1.60E-04	--	2.05E-03	--	2.05E-03
Mobile	0.2348	1.25	4.27	1.96E-02	1.864	0.0137	0.5	0.0128
Vehicle Idling	0.01554	0.02237	0.04988	--	--	4.91E-05	--	0.00144
Refueling Pump	0.11651							
Emergency Generator	3.18E-03	0.014	0.1186	2.60E-04		4.30E-04		4.30E-04
Total	0.60	1.31	4.47	0.02	1.86	1.62E-02	0.50	0.02

Operational Source	Operational Emissions (tons/year)							
	ROG	NOx	CO	SO_2	Fugitive PM10	Exhaust PM10	Fugitive PM2.5	Exhaust PM2.5
Peak Daily Emissions (pounds/day)								
Peak Daily Emissions (lbs/day)	3.39	7.43	26.85	0.11	10.43	0.10	2.79	0.10
Threshold (lbs/day)	55	55	550	150	150		55	
Above Threshold?	No	No	No	No	No		No	

Notes:

CO = carbon monoxide

NO_X = oxides of nitrogen

PM10 = particulate matter 10 microns or less in diameter

PM2.5 = fine particulate matter 2.5 microns or less in diameter

ROG = reactive organic gases

SO_2 = sulfur dioxide

" -- " = no emissions or no emissions calculated as de minimis.

Source: CalEEMod modeling results and other refueling and idling modeling results are provided in Appendix C.

Both the construction and operational mass emissions are significantly lower than the mass emission screening level significance thresholds. Operational emissions shown above reflect estimated emissions from operations at the new area office. Since a portion of these emissions already take place under baseline conditions at the existing Area Office, the increase in emissions over baseline would be even lower than the values provided above. Particulate matter emissions from the Proposed Project would be minimized through compliance with all of the SCAQMD's applicable regulations, particularly Rule 403, which prescribes fugitive dust control requirements. NO_X and ROG, which are ozone precursors, are below the mass emission screening level of significance and controlled by engine emission standards. Therefore, the Proposed Project would have a **less than significant impact** and would not 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.

Impact AQ-3: Potential for Project to Expose Sensitive Receptors to Substantial Pollutant Concentrations (Less than Significant)

During project construction, DPM and gasoline fuel combustion emissions that are classified as TACs could be emitted from construction equipment. The construction period for the proposed CHP area office facility is short in duration (approximately 24 months). Due to the variable nature of construction activities, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically operating within an influential distance that could result in the exposure of sensitive receptors to substantial concentrations. Chronic and cancer-related health effects estimated over short periods are uncertain. Cancer potency factors are based on animal lifetime studies or worker studies with long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from exposure that would last only a small

fraction of a lifetime. Some studies indicate that the dose rate may change the potency of a given dose of a carcinogenic chemical. In other words, a dose delivered over a short period may have a different potency than the same dose delivered over a lifetime (Office of Environmental Health Hazard Assessment [OEHHA] 2015). Furthermore, construction impacts are most severe adjacent to the construction area and decrease rapidly with increasing distance. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 ft (CARB 2005).

Given the short duration of construction, the fact that TAC concentrations would quickly be reduced away from the active construction sites, and the uncertainties in modeling such emissions, the Proposed Project's effect on nearby sensitive receptors due to construction-related air pollutant emissions would be **less than significant**.

During Project operations, DPM could be emitted from the diesel-powered emergency generators. In addition, various gasoline-related TACs would be emitted by the refueling pump station and vehicles idling in the parking lots. TACs could include such chemicals as benzene, toluene, ethylbenzene, 1,3-butadiene, acrolein, and xylenes.

Residential and long-term medical care sensitive receptors are present in the project area. To evaluate the impacts of DPM and TACs on nearby sensitive receptors, a screening-level quantitative HRA was conducted consistent with OEHHA guidance (OEHHA 2015) for determining local community risks and hazards. The HRA evaluated the Proposed Project's emissions associated with testing of the diesel-powered emergency generator, refueling pump station, and vehicle idling that could expose sensitive receptors to substantial air pollutant concentrations. Detailed information on the methodology and data used to conduct the HRA is described in Appendix D. The screening-level health risk assessment involved estimating emissions of DPM and TACs, then conducting screening-level air dispersion modeling to estimate ambient air concentrations at various distances from the source. Once the ambient air concentrations were determined, these were combined with exposure parameters and toxicity information to determine health impacts. **Table 4-6** shows the results of the HRA for the Proposed Project.

Health impacts resulting from emissions at the proposed CHP Santa Fe Springs Area Office would be less than the significance threshold of 10 in a million excess cancer risks, below the chronic HI of less than 1, and below the acute HI of less than 1 at all sensitive receptor locations near the project site. The HRA analysis (Appendix D) indicates that operational sources would be below the significance thresholds for health impacts. Therefore, operational impacts to sensitive receptors would be less than significant.

For the overall impact of the Proposed Project's construction and operational impacts, this impact would be **less than significant**.

Table 4-6. Results of Air Quality Health Risk Assessment for the Proposed Project

Emission Source	Resident	Daycare	Preschool	Elementary School	Middle School	High School	Medical Child	Medical Adult	Recreation Child	Recreation Adult	Adult Transitional/ Adult Residential
Cancer Risk by Sensitive Receptor Type/Location											
Emergency Generator (Large)	3.22E-08	8.58E-09	1.03E-09	2.38E-09	8.28E-10	5.57E-10	4.32E-09	1.15E-10	6.90E-09	3.67E-09	9.47E-09
Vehicle Idling	6.10E-08	1.29E-08	3.96E-09	2.43E-09	6.29E-10	4.05E-10	4.54E-09	1.21E-10	6.74E-09	3.59E-09	1.19E-07
Truck Idling	1.23E-08	2.59E-09	7.97E-10	4.89E-10	1.27E-10	8.15E-11	9.14E-10	2.43E-11	1.36E-09	7.23E-10	2.40E-08
Refueling-Loading	5.45E-09	1.01E-09	1.42E-10	1.40E-10	3.57E-11	2.49E-11	3.27E-10	8.70E-12	3.77E-10	2.01E-10	2.76E-09
Refueling-Breathing	6.88E-10	1.28E-10	1.79E-11	1.76E-11	4.51E-12	3.15E-12	4.13E-11	1.10E-12	4.76E-11	2.53E-11	3.48E-10
Refueling-Refueling	1.15E-08	2.14E-09	2.99E-10	3.06E-10	7.86E-11	5.48E-11	6.92E-10	1.84E-11	8.27E-10	4.40E-10	5.80E-09
Refueling-Spillage	3.61E-08	6.74E-09	9.42E-10	9.75E-10	2.50E-10	1.75E-10	2.18E-09	5.79E-11	2.63E-09	1.40E-09	1.81E-08
Total	1.59E-07	3.40E-08	7.19E-09	6.73E-09	1.95E-09	1.30E-09	1.30E-08	3.46E-10	1.89E-08	1.01E-08	1.79E-07
Chronic Hazard Index											
Emergency Generator (Large)	7.04E-06	5.40E-06	5.56E-06	5.32E-06	4.57E-06	4.61E-06	5.25E-06	5.25E-06	5.30E-06	5.30E-06	1.61E-05
Vehicle Idling	1.67E-04	1.02E-04	2.67E-04	6.82E-05	4.36E-05	4.20E-05	6.94E-05	6.94E-05	6.50E-05	6.50E-05	2.53E-03
Truck Idling	2.68E-06	1.63E-06	4.28E-06	1.09E-06	6.99E-07	6.74E-07	1.11E-06	1.11E-06	1.04E-06	1.04E-06	4.06E-05
Refueling-Loading	2.18E-05	1.17E-05	1.40E-05	5.73E-06	3.61E-06	3.78E-06	7.30E-06	7.30E-06	5.31E-06	5.31E-06	8.57E-05
Refueling-Breathing	2.75E-06	1.47E-06	1.76E-06	7.24E-07	4.56E-07	4.78E-07	9.21E-07	9.21E-07	6.70E-07	6.70E-07	1.08E-05
Refueling-Refueling	4.60E-05	2.47E-05	2.95E-05	1.26E-05	7.94E-06	8.32E-06	1.54E-05	1.54E-05	1.16E-05	1.16E-05	1.80E-04
Refueling-Spillage	1.39E-04	7.45E-05	8.90E-05	3.84E-05	2.43E-05	2.54E-05	4.66E-05	4.66E-05	3.56E-05	3.56E-05	5.40E-04
Total	3.86E-04	2.21E-04	4.11E-04	1.32E-04	8.51E-05	8.53E-05	1.46E-04	1.46E-04	1.25E-04	1.25E-04	3.41E-03

Emission Source	Resident	Daycare	Preschool	Elementary School	Middle School	High School	Medical Child	Medical Adult	Recreation Child	Recreation Adult	Adult Transitional/ Adult Residential
Acute Hazard Index											
Emergency Generator (Large)	2.58E-04	1.98E-04	2.04E-04	1.95E-04	1.67E-04	1.69E-04	1.92E-04	1.92E-04	1.94E-04	1.94E-04	5.88E-04
Vehicle Idling	2.02E-04	1.23E-04	3.23E-04	8.24E-05	5.26E-05	5.08E-05	8.38E-05	8.38E-05	7.85E-05	7.85E-05	3.06E-03
Truck Idling	6.43E-04	3.91E-04	1.03E-03	2.63E-04	1.68E-04	1.62E-04	2.67E-04	2.67E-04	2.50E-04	2.50E-04	9.75E-03
Refueling-Loading	2.42E-05	1.30E-05	1.55E-05	6.37E-06	4.01E-06	4.20E-06	8.11E-06	8.11E-06	5.90E-06	5.90E-06	9.53E-05
Refueling-Breathing	3.06E-06	1.64E-06	1.96E-06	8.05E-07	5.07E-07	5.31E-07	1.02E-06	1.02E-06	7.45E-07	7.45E-07	1.20E-05
Refueling-Refueling	5.11E-05	2.74E-05	3.28E-05	1.40E-05	8.83E-06	9.24E-06	1.72E-05	1.72E-05	1.29E-05	1.29E-05	2.00E-04
Refueling-Spillage	1.42E-04	7.65E-05	9.13E-05	3.94E-05	2.49E-05	2.61E-05	4.78E-05	4.78E-05	3.65E-05	3.65E-05	5.54E-04
Total	1.32E-03	8.30E-04	1.70E-03	6.01E-04	4.26E-04	4.21E-04	6.18E-04	6.18E-04	5.79E-04	5.79E-04	1.43E-02

Impact AQ-4: Potential for Project Construction to Result in Other Emissions (such as Those Leading to Odors) Adversely Affecting a Substantial Number of People (Less than Significant)

The Proposed Project's construction- and operation-related activities would emit the criteria pollutants discussed above as well as potentially odor-causing emissions. Diesel exhaust from construction activities may temporarily generate odors while construction of the Proposed Project is underway. Once construction activities have been completed, these odors would cease. Operational activities would also generate odors, mainly associated with gasoline and diesel fuel and exhaust and other oils and lubricants used for automobile repair; these odors would be short-lived and would occur intermittently. Odors from gasoline refueling would be minimized with the use of required vapor recovery systems. Vehicle idling at the site would be minimized to the extent feasible and so would not be likely to cause odor issues for nearby sensitive receptors. Based on observations of odorous evidence at another CHP facility visited by the document authors in March 2015, odors from evidence would not be detectible outside of the evidence storage area. The land uses associated with this project are not ones that are typically odorous and are not routinely subject to SCAQMD Rule 402. Impacts related to potential other emissions adversely affecting a substantial number of people are thus expected to be **less than significant**.

Chapter 5
BIOLOGICAL RESOURCES

5.1 OVERVIEW

This chapter discusses the potential for the CHP Santa Fe Springs Area Office Replacement Project (Proposed Project) to affect biological resources, including special-status species, sensitive habitats, wetlands, and wildlife movement routes, and also describes consistency with applicable plans and policies that protect these resources. Specifically, this chapter describes the existing environmental setting in the project area, discusses federal and state regulations relevant to vegetation and wildlife resources that might be affected by the Proposed Project, identifies biological resources potentially affected by the Proposed Project, and proposes mitigation measures to avoid or reduce the potentially significant impacts on these resources.

5.2 REGULATORY SETTING

5.2.1 FEDERAL LAWS, REGULATIONS AND POLICIES

Endangered Species Act

The Endangered Species Act (ESA) (16 United States [U.S.] Code [USC] § 1531 et seq.; 50 Code of Federal Regulations [CFR] Parts 17 and 222) provides for conservation of species that are endangered or threatened throughout all or a substantial portion of their range, as well as protection of the habitats on which they depend. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) share responsibility for implementing the ESA. In general, USFWS manages terrestrial and freshwater species, whereas NMFS manages marine and anadromous species.

Section 9 of the ESA and its implementing regulations prohibit the "take" of any fish or wildlife species listed under the ESA as endangered or threatened, unless otherwise authorized by federal regulations. The ESA defines the term "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct" (16 USC § 1532). Section 7 of the ESA (16 USC § 1531 et seq.) outlines the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats. Section 10(a)(1)(B) of the ESA provides a process by which nonfederal entities may obtain an incidental take permit from USFWS or NMFS for otherwise lawful activities that incidentally may result in "take" of endangered or threatened species, subject to specific conditions. A habitat conservation plan (HCP) must accompany an application for an incidental take permit.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC, Chapter 7, Subchapter II) protects migratory birds. Most actions that result in take of, or the permanent or temporary possession of, a migratory bird constitute violations of the MBTA. The MBTA also prohibits destruction of occupied nests. USFWS is responsible for overseeing compliance with the MBTA.

Clean Water Act

Section 404 of the Clean Water Act (CWA) regulates the discharge of dredged and fill materials into waters of the U.S., which include all navigable waters, their tributaries, and some isolated waters, as well as some wetlands adjacent to the aforementioned waters (33 CFR Section 328.3). Areas typically not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial waterbodies such as swimming pools, vernal pools, and water-filled depressions (33 CFR Part 328). Areas meeting the regulatory definition of waters of the U.S. are subject to the jurisdiction of U.S. Army Corps of Engineers (USACE) under the provisions of CWA Section 404. Construction activities involving placement of fill into jurisdictional waters of the U.S. are regulated by USACE through permit requirements. No USACE permit is effective in the absence of state water quality certification pursuant to Section 401 of CWA.

Section 401 of the CWA requires an evaluation of water quality when a proposed activity requiring a federal license or permit could result in a discharge to waters of the U.S. In California, the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) issue water quality certifications. Each RWQCB is responsible for implementing Section 401 in compliance with the CWA and its water quality control plan (also known as a Basin Plan). Applicants for a federal license or permit to conduct activities that may result in the discharge to waters of the U.S. (including wetlands or vernal pools) must also obtain a Section 401 water quality certification to ensure that any such discharge will comply with the applicable provisions of the CWA.

5.2.2 STATE LAWS, REGULATIONS, AND POLICIES

California Fish and Game Code

The California Fish and Game Code includes various statutes that protect biological resources, including the Native Plant Protection Act of 1977 (NPPA) and the California Endangered Species Act (CESA). The NPPA (California Fish and Game Code [CFGC] subsection (§§) 1900-1913) authorizes the Fish and Game Commission to designate plants as endangered or rare and prohibits take of any such plants, except as authorized in limited circumstances.

CESA (CFGC §§ 2050–2098) prohibits state agencies from approving a project that would jeopardize the continued existence of a species listed under CESA as endangered or threatened. Section 2080 of the CFGC prohibits the take of any species that is state listed as endangered or threatened, or designated as a candidate for such listing. California Department of Fish and Wildlife (CDFW) may issue an incidental take permit authorizing the take of listed and candidate species if that take is incidental to an otherwise lawful activity, subject to specified conditions.

F&G §§ 3503 and 3513 protect native and migratory birds, including their active or inactive nests and eggs, from all forms of take. In addition, §§ 3511, 4700, 5050, and 5515 identify species that are fully protected from all forms of take. Section 3511 lists fully protected birds, §5515 lists fully protected fish, §4700 lists fully protected mammals, and §5050 lists fully protected amphibians.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) designates the SWRCB and RWQCBs as the State agencies with primary responsibility for water quality control in California and mandates them to address actions that can affect the quality of waters of the State. "Waters of the State" are defined as all surface water or groundwater within the boundaries of the state, including "isolated" waters and wetlands. Section 13263 of the Porter-Cologne Act authorizes the RWQCB to regulate discharges of waste and fill material to waters of the State through the issuance of waste discharge requirements or waivers thereof. Refer to Section 3.10, "Hydrology and Water Quality," in the Proposed Project's Initial Study (IS) in Appendix A, Scoping Summary, for additional information about the Porter-Cologne Act.

5.2.3 Local Laws, Regulations, and Policies

Development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations and policies may apply to development activities not located on the Project site (e.g., connections to infrastructure within the public right-of-way). Local laws, regulations, and policies applicable to the Proposed Project are listed in Appendix B.

5.3 Environmental Setting

The Project site is located in the City of Norwalk, which is biogeographically located within a 6,600 square mile coastal plain and is bounded by the Pacific Ocean to the southwest and mountains around the rest of its perimeter (City of Norwalk, Conservation Element, 1996).

The Project site is located on a relatively flat 6-acre parcel that will be carved out of the existing 165-acre campus on the existing Department of the State Hospital's (DSH) property. Existing structures on the site include a baseball field, basketball court, greenhouse and plant nursery, and a garage. A walking path is located on the west side of the site, beginning at North Circle Drive and extending south to South Circle Drive. DSH's facilities are located directly north, south and west of the Project site, and Bloomfield Avenue and commercial/industrial uses are located to the east. Further north and east of the hospital are residential areas.

The average elevation on the Project site is approximately 135 feet above mean sea level and topography is generally flat. The site generally drains towards the south via overland sheetflow (Earth Systems 2018).

The Project site contains a maintained turf grass area with shrubs and trees. Various trees including date palm (*Phoenix* spp.), eucalyptus (*Eucalyptus* spp.), jacaranda (*Jacaranda mimosifolia*), Acacia (*Acacia* sp.), bottlebrush (*Callistemon* sp.), camphor (*Cinnamomum camphora*), and American sycamore (*Platanus occidentalis*) are located throughout the

Project site. Ornamental plants such as hibiscus (*Hibiscus* sp.) and privet (*Ligustrum* sp.) are present on the eastern and southern border of the Project site. Fruit trees, such as pomegranate (*Punica granatum*) and lemon (*Citrus limon*), are located near the greenhouse. The Project site contains mostly landscaped and disturbed vegetation. Dominant non-native vegetation includes turf grass, false barley (*Hordeum murinum*), white clover (*Trifolium repens*), and Australian saltbush (*Atriplex semibaccata*). No native vegetation communities occur on the site. The various existing structures and trees on the Project site provide suitable habitat for nesting birds and roosting bats. Some bird species that were observed during the site reconnaissance included black phoebe (*Sayornis nigricans*), white-crowned sparrow (*Zonotrichia leucophrys*), Anna's hummingbird (*Calypte anna*), and northern mockingbird (*Mimus polyglottos*).

During the site reconnaissance, active ground squirrel (*Otospermophilus beecheyi*) burrow complexes were observed throughout the Project site. No larger mammal burrows were observed.

No USFWS-designated critical habitat is located within or adjacent to the Project site. Critical habitat for the Coastal California gnatcatcher is approximately 4.5 miles northeast and also 5 miles southeast of the Project site.

Offsite utility improvements associated with the Proposed Project include a proposed natural gas line that would connect to the existing line within the Proposed Project site and extend in a northeast direction along Elm Street, as well as sewer, electricity, and communications infrastructure that would extend from the eastern Project site boundary into Bloomfield Avenue. A new water pipeline for the Proposed Project would be installed within Bloomfield Avenue and traverse south from the Project site for approximately 3,300 feet. Figure 2-3 *Utilities and Paved Surfaces* show the locations of the proposed utility improvements. The proposed utility improvements will be installed in existing roadways.

5.3.1 Surveys and Methods

The environmental setting is based on data collected during database searches, biological reconnaissance surveys, and reviews of aerial photographs and satellite imagery. A reconnaissance-level biological site assessment was conducted by a Horizon biologist on November 1, 2018. The purpose of the assessment was to characterize existing conditions and assess the site's potential to support special-status species.

Land cover on the Project site was mapped using Google Earth satellite imagery and street view from November 2018, in combination with photographs taken on the Project site by a biologist on November 1, 2018. The polygons were later digitized into a geographic information system (GIS) overlay and used to create a map showing the location and extent of each cover type present on the Project site (see Section 5.3.2, "Vegetation and Land Cover"). Vegetation and land cover types are based on the classification systems presented in the *California Wildlife Habitat Relationships System* (CWHR) (Mayer and Laudenslayer 1988), but, in some cases, have been modified to reflect the specific conditions observed on the Project site. The Existing Vegetation (Eveg) polygon feature class is a CALVEG (Classification and Assessment with LANDSAT of Visible Ecological Groupings) map product from a scale of 1:24,000 to 1:100,000 for CALVEG Zone 7, the South Coast. The CALVEG classification system was used for vegetation typing and crosswalked to other classification systems in this database including the CWHR.

Protocol-level botanical or wildlife surveys were not conducted at the Project site.

5.3.2 Vegetation and Land Cover

Vegetation and land cover types on the Project site (i.e., full extent of the potential project disturbance footprint) are developed and landscaped. Descriptions of each vegetation and cover type are provided below.

Figure 5-1 shows vegetation and land cover types on the Project site and within a 1-mile radius of the Project site and utility improvement areas (see **Figure 5-2** for locations of utility improvements). **Table 5-1** provides the total acreage of each vegetation and land cover type on the Project site.

Table 5-1. Vegetation and Land Cover on the Project Site

Vegetation/Cover Type	Approximate Area (Acres)
Developed	1.07
Landscaped	5.29
Total	**6.36**

Developed

Developed areas dominate the western and southwestern portion of the Project site with buildings, a greenhouse, and a parking lot. Paved roads and a walkway border the Project site to the north, west and south. The baseball diamond is located in the central portion of Project site near the eastern border (Figure 5-1). Developed areas lack vegetative cover, and are typically not considered wildlife habitat.

Landscaped

Landscaped areas are present in the majority of the Project site, with the largest area occurring in the northern, central and southeastern portions of the site. A strip of landscaped area is located in the southwestern portion of the site, bordered by the paved walkway to the west and the parking lot on the east. The landscaped areas consist of maintained turf and planted trees and shrubs (Figure 5-1). The turf areas provide habitat for burrowing animals, such as ground squirrels, and the trees and shrubs provide nesting habitat for birds and raptors.

5.3.3 Special-Status Species

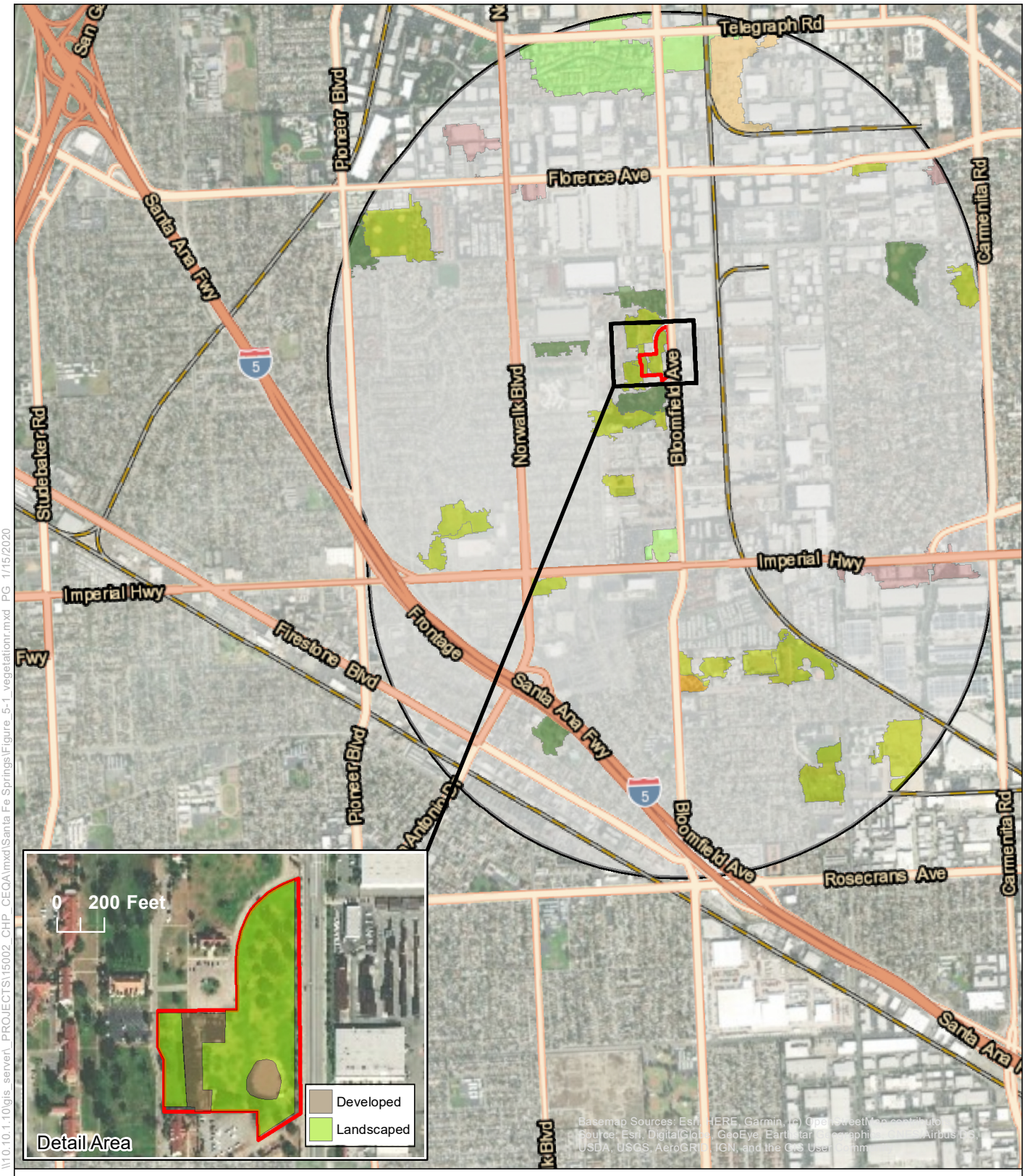
For the purposes of this environmental impact report (EIR), special-status plant and wildlife species refers to those species that meet one or more of the following criteria:

- Species that are listed as threatened or endangered under the ESA (50 CFR 17.12 for listed plants, 50 CFR 17.11 for listed animals);
- Species that are candidates for possible future listing as threatened or endangered under ESA (76 Federal Register [FR] 66370);

- Species that are listed or proposed for listing by the State of California as threatened or endangered under CESA (14 California Code of Regulations [CCR] 670.5);
- Plants listed as rare under the California Native Plant Protection Act of 1977 (CFGC Section 1900 *et seq.*);
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California";
- Species that meet the definitions of rare or endangered under CEQA (State CEQA Guidelines, Section 15380); and
- Animals fully protected in California (CFGC § 3503.5).

Special-status plant and animal species with the potential to occur on the Project site were identified through a review of the following resources:

- USFWS Information for Planning and Consultation Report (USFWS 2020a, Appendix E),
- USFWS's Critical Habitat Data (USFWS 2020b)
- California Natural Diversity Database (CNDDB) queries for the nine U.S. Geological Survey (USGS) 7.5-minute quadrangles containing and surrounding the Project site, Los Angeles, El Monte, Baldwin Park, South Gate, Whittier, La Habra, Long Beach, Los Alamitos and Anaheim (CDFW 2020, Appendix E),
- California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Plants of California query for the nine USGS 7.5-minute quadrangles containing and surrounding the Project site (CNPS 2018, Appendix E), and
- eBird.org (eBird 2018).



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Horizon WATER and ENVIRONMENT

N

0 1,000 Feet

Prepared for:
California Highway Patrol

Existing Vegetation

- Annual Grasses and Forbs
- Barren
- Non-Native/Ornamental Conifer/Hardwood
- Non-Native/Ornamental Grass
- Non-Native/Ornamental Hardwood
- Urban-related Bare Soil
- Urban/Developed (General)
- Project Area
- One-Mile Buffer

Source: CalVeg, US Forest Service
EVeg Mid Region 5 South Coast, 2018

Figure 5-1
Vegetation within 1 mile of the Proposed Project Area (Including Utilities)

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

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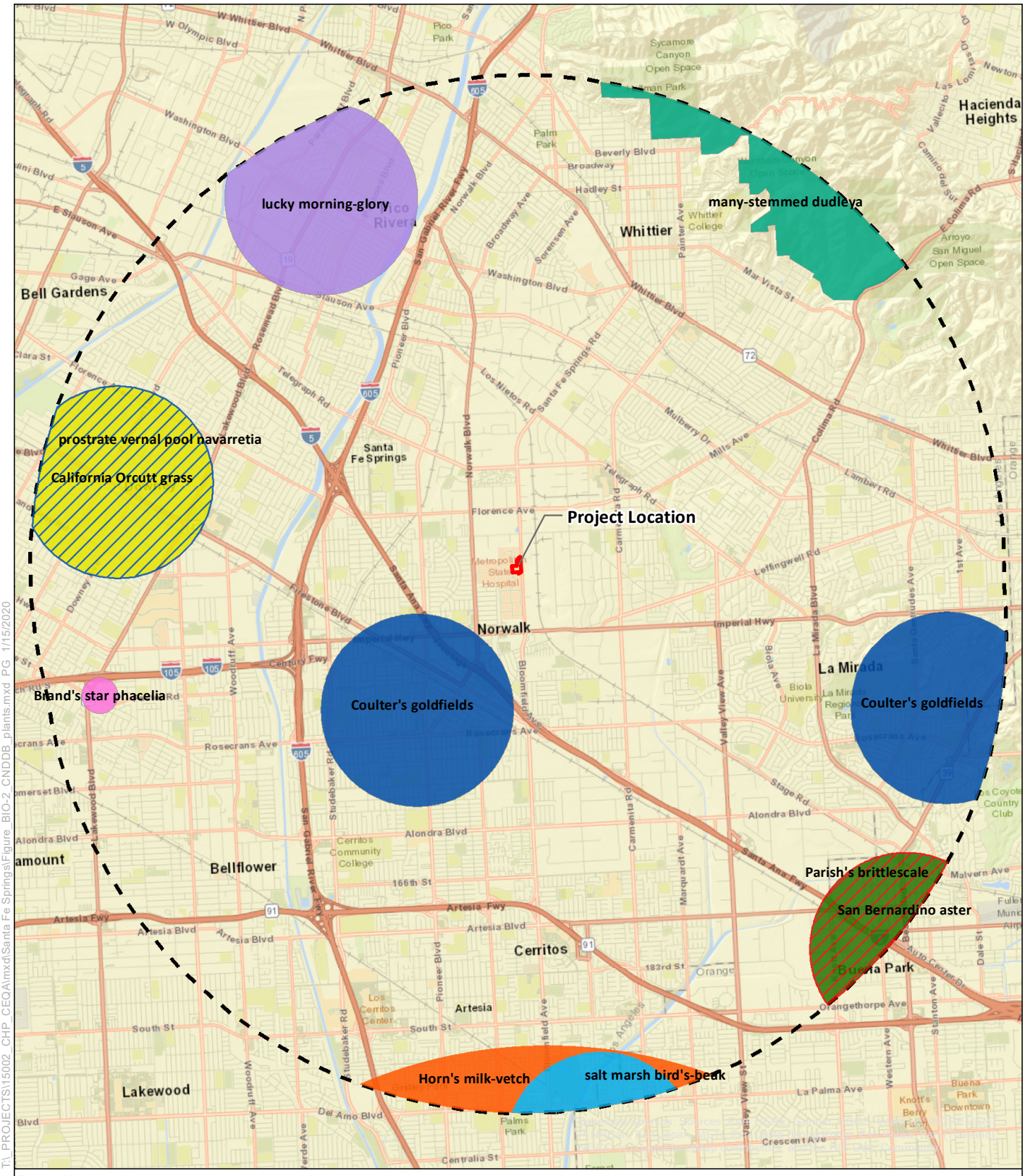
Seventy-four special-status species comprising forty plant and thirty-four wildlife species (including one amphibian, six reptiles, 18 birds, seven mammals, one invertebrate, and one fish species) were identified in database searches associated with the Project (CDFW 2020, USFWS 2020a, CNPS 2018).

A list of special-status species and their potential to occur within the Project area is provided in **Table 5-2**. Figure 5-2 and **Figure 5-3** also provide locations of these species that occur within a 5-mile radius of the Project area. **Figure 5-4** shows the location of critical habitat within 5 miles of the Project area. The Project areais not within Critical Habitat for any wildlife species. The potential for special-status species to occur in areas affected by the Proposed Project was evaluated according to the following criteria:

- **None:** indicates that the area contains a complete lack of suitable habitat, the local range for the species is restricted, and/or the species is extirpated in this region.
- **Not Expected:** indicates situations where suitable habitat or key habitat elements may be present but may be of poor quality or isolated from the nearest extant occurrences. Habitat suitability refers to factors such as elevation, soil chemistry and type, vegetation communities, microhabitats, and degraded/substantially altered habitats.
- **Possible:** indicates the presence of suitable habitat or key habitat elements that potentially support the species.
- **Present:** indicates that either the target species was observed directly or its presence was confirmed by diagnostic signs during field investigations or in previous studies in the area.



Prepared by:

Horizon WATER and ENVIRONMENT

N

0 0.5 1 Miles

Prepared for:
California Highway Patrol

Plant Occurrences

- Brand's star phacelia
- California Orcutt grass
- Coulter's goldfields
- Horn's milk-vetch
- Parish's brittlescale
- San Bernardino aster
- lucky morning-glory
- many-stemmed dudleya
- prostrate vernal pool navarretia
- salt marsh bird's-beak

- Project Area
- 5-mile Buffer

Figure 5-2
CNDDB Occurrences of Special-Status Plants within 5 miles of the Proposed Project Area (Including Utilities)

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

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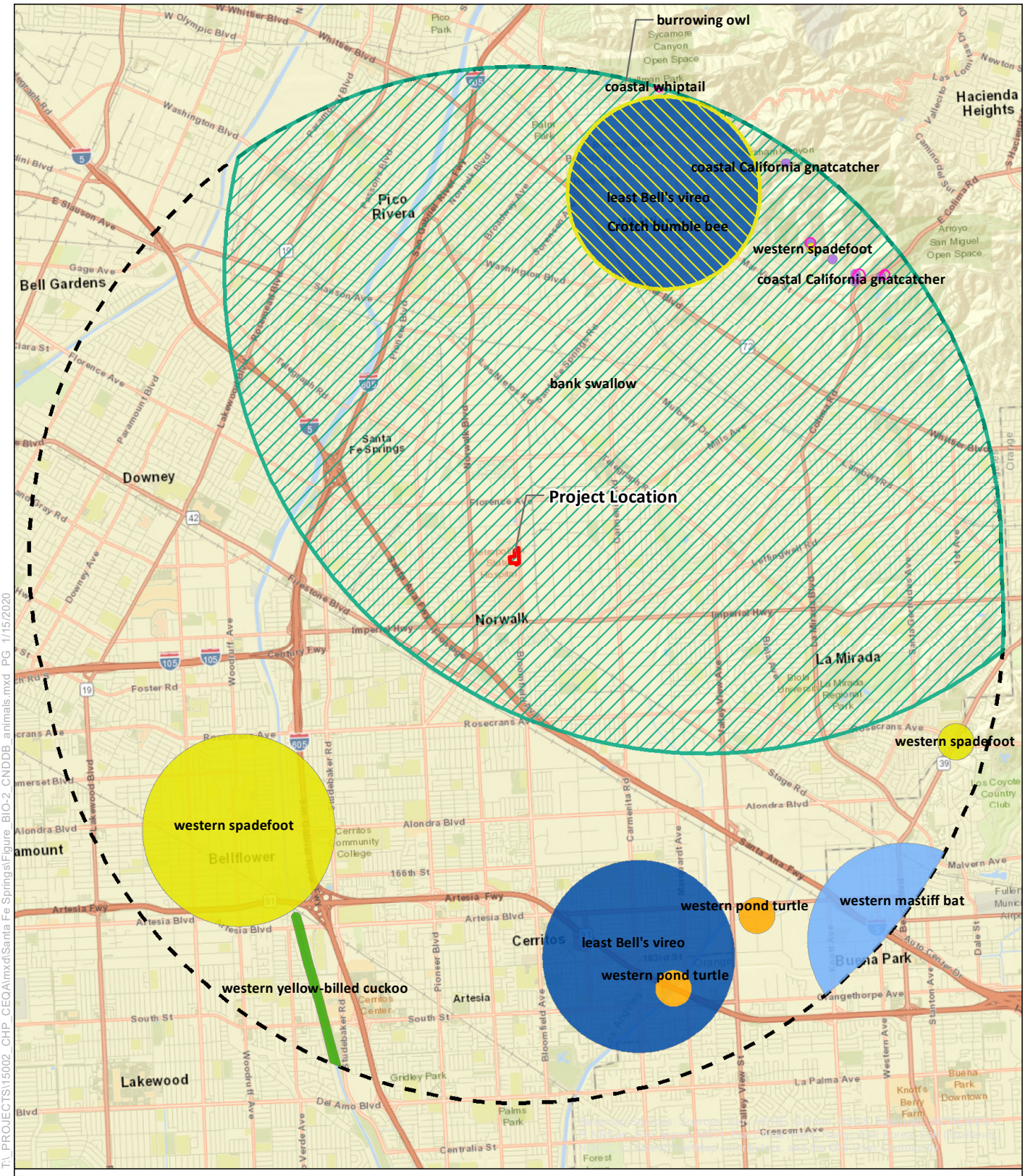

Prepared by:

Horizon WATER and ENVIRONMENT

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0 0.5 1
Miles

Prepared for:
California Highway Patrol

Animal Occurrences

- Crotch bumble bee
- bank swallow
- burrowing owl
- coastal California gnatcatcher
- coastal whiptail
- least Bell's vireo
- western mastiff bat
- western pond turtle
- western spadefoot
- western yellow-billed cuckoo

- Project Area
- 5-mile Buffer

Figure 5-3
CNDDB Occurrences of Special-Status Animals within 5 miles of the Proposed Project Area (Including Utilities)

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

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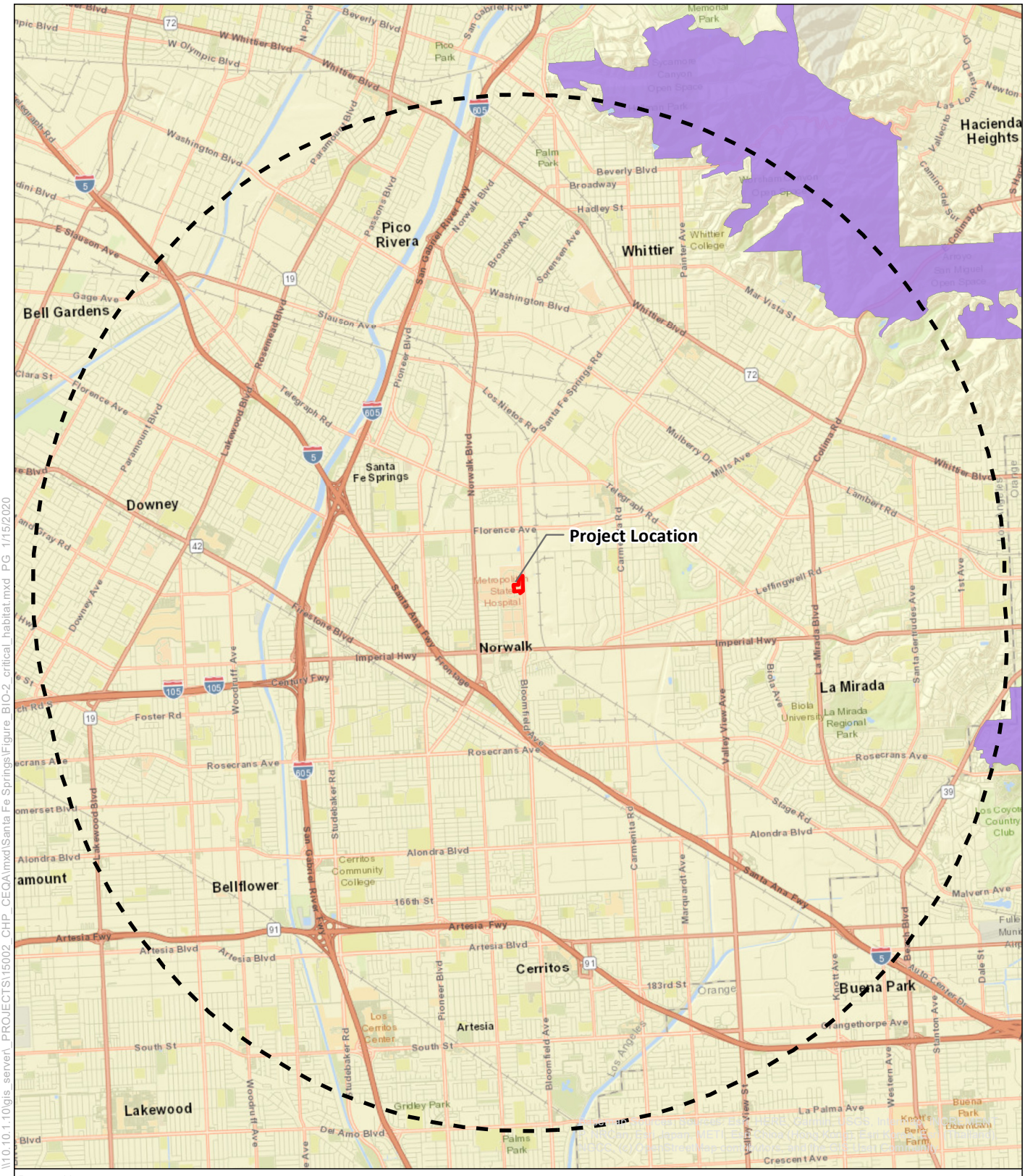
Project Location
Pico Rivera
Whittier
Hacienda Heights
Bell Gardens
Santa Fe Springs
Downey
Norwalk
La Mirada
Bellflower
Cerritos
Buena Park
Artesia
Lakewood
Metropolitan State Hospital
Whittier College
Cerritos Community College
Los Cerritos Center
Biola University
La Mirada Regional Park
Palms Park
Pico Park
Memorial Park
Sycamore Canyon Open Space
Whittier Hills Open Space
Arroyo San Miguel Open Space
Knott's Berry Farm
Buena Park Downtown
Orange
Los Angeles
Gridley Park
Foster Rd
Rosecrans Ave
Alondra Blvd
Artesia Fwy
Artesia Blvd
South St
Del Amo Blvd
Palmdale Ave
Woodruff Ave
Lakewood Blvd
Studebaker Rd
Bellflower Blvd
Pioneer Blvd
Bloomfield Ave
Valley View Ave
Carmenita Rd
Marquardt Ave
Knott Ave
Beach Blvd
Stanton Ave
Western Ave
Dale St
Malvern Ave
Orangethorpe Ave
La Palma Ave
Crescent Ave
183rd St
166th St
Stage Rd
Santa Ana Fwy
Imperial Hwy
Century Fwy
Fullerton Blvd
Florence Ave
Telegraph Rd
Los Nietos Rd
Santa Fe Springs Rd
Mulberry Dr
Mills Ave
Lambert Rd
Leffingwell Rd
Whittier Blvd
Mar Vista St
Washington Blvd
Slauson Ave
Gage Ave
Clara St
Florence Ave
Paramount Blvd
Rosemead Blvd
Lakewood Blvd
Norwalk Blvd
Pioneer Blvd
Passons Blvd
Paramount Blvd
Beverly Blvd
Broadway
Hadley St
Broadway Ave
Sorensen Ave
Painter Ave
Colima Rd
Las Lomas Dr
Newton
Vallecito
Camino del Sur
San Gabriel River Fwy
Santa Ana Fwy Frontage
Bloomfield Ave
Valley View Ave
La Mirada Blvd
Biola Ave
Santa Gertrudes Ave
1st Ave
Lakewood Blvd
Woodruff Ave
Studebaker Rd
Carmenita Rd
Marquardt Ave
Knott Ave
Beach Blvd
Stanton Ave
Western Ave
Dale St
Malvern Ave
Orangethorpe Ave
La Palma Ave
Crescent Ave
Auto Center Dr
Alondra Blvd
Stage Rd
Santa Ana Fwy
Imperial Hwy
Rosecrans Ave
Foster Rd
Artesia Fwy
Artesia Blvd
South St
Del Amo Blvd
Gridley Park
Palmdale Ave
Woodruff Ave
Lakewood Blvd
Studebaker Rd
Bellflower Blvd
Pioneer Blvd
Bloomfield Ave
Valley View Ave
Carmenita Rd
Marquardt Ave
Knott Ave
Beach Blvd
Stanton Ave
Western Ave
Dale St
Malvern Ave
Orangethorpe Ave
La Palma Ave
Crescent Ave
Auto Center Dr
183rd St
166th St
Stage Rd
Alondra Blv

5.3.4 SENSITIVE VEGETATION COMMUNITIES

Sensitive natural communities include those that are of special concern to resource agencies, such as those that are protected under CEQA, Section 1600 of the CFGC, or Sections 401 and 404 of the CWA. These include sensitive communities documented in *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) and *A Manual of California Vegetation, Second Edition* (Sawyer, et. al 2009), or that are tracked in the CNDDB (CDFW 2020), riparian communities, and waters of the U.S. and state, including wetlands.

Wet areas, including streams, waterways, wetlands, or riparian habitat were not found on or adjacent to the Project area and no other sensitive communities were found in the Project area. No sensitive communities identified in the CNDDB were documented within 5 miles of the Project area.

Table 5-2. Special-Status Plant and Wildlife Species in the Known Vicinity of the CHP Santa Fe Springs Area Office Replacement Project Footprint

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Plants					
Abronia villosa var. *aurita* Chaparral sand-verbena	--	--	1B.1	Chaparral, coastal scrub, desert dunes. Sandy areas. Found at elevations of 60-1,570 meters. Blooms March through September.	**None.** Suitable chaparral, coastal scrub or desert dune habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Astragalus hornii var. hornii Horn's milk-vetch	--	--	1B.1	Lake margins, meadows and seeps, playas. Alkaline soils. Found at elevations of 60-850 meters. Blooms May through October.	**None.** Suitable lake margins, meadows and seeps, or playas are absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Atriplex coulteri Coulter's saltbush	--	--	1B.2	Coastal bluff scrub and dunes, valley and foothill grassland. Alkaline or clay soils. Found at 3-460 meters. Blooms March through October.	**None.** Suitable coastal and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Atriplex parishii Parish's brittlescale	--	--	1B.1	Shadscale shrub, alkali sink, freshwater wetlands, wetland-riparian. Playas and vernal pools. Alkaline or clay soils. Found at 25-1900 meters. Blooms June through October.	**None.** Suitable shadscale shrub, alkali sink, wetland and riparian habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Atriplex serenana var. *davidsonii* Davidson's saltscale	--	--	1B.2	Coastal bluff scrub, coastal scrub. Alkaline soil. Found at elevations of 0-460 meters. Blooms April through October.	**None.** Suitable coastal scrub habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Berberis nevinii Nevin's barberry	FE	CE	1B.1	Chaparral, cismontane woodland, coastal scrub, riparian scrub. On steep, N-facing slopes or in low grade sandy washes. Sandy to gravelly soils. Found at elevations of 290-1,575 meters. Blooms March through June.	**None.** Suitable chaparral, woodland and scrub habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Calochortus catalinae Catalina mariposa lily	--	--	4.2	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Found at elevations of 15-700 meters. Blooms February through June.	**None.** Suitable chaparral, woodland, scrub and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Calochortus plummerae Plummer's mariposa-lily	--	--	4.2	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material. Can be very common after fire. Found at elevations of 60-2,500 meters. Blooms May through July.	**None.** Suitable scrub, grassland, woodland and forest habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Calochortus weedii var. *intermedius* Intermediate mariposa-lily	--	--	1B.2	Chaparral, valley grassland, coastal sage scrub. Dry, rocky, open slopes. Found at elevations of 105-855 meters. Blooms May through July.	**None.** Suitable chaparral, grassland and scrub habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Calystegia felix Lucky morning-glory	--	--	1B.1	Meadows and seeps, riparian scrub. Possibly silty loam and alkaline soils. Found at elevations of 30-215 meters. Blooms March through September.	**None.** Suitable meadow, seep and riparian scrub habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Camissoniopsis lewisii Lewis' evening-primrose	--	--	3	Coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, valley and foothill grassland. Sandy or clay soils. Found at elevations of 0-300 meters. Blooms March through June.	**None.** Suitable scrub, woodland, dune and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Centromadia parryi ssp. *australis* southern tarplant	--	--	1B.1	Valley and foothill grasslands that are seasonally flooded, along estuary edges. Alkaline soils, sometimes described as heavy white clay. Found at elevations of 0-230 meters. Blooms May-October (November).	**None.** Suitable flooded valley and foothill grassland and estuary habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Chloropyron maritimum ssp. *maritimum* Salt marsh bird's-beak	FE	CE	1B.2	Marsh and swamp, salt marsh, wetland. Sandy soil. Found at elevations of 0-115 meters. Blooms June-October.	**None.** Suitable marsh, swamp, salt marsh and wetland habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Clinopodium mimuloides Monkey-flower savory	--	--	4.2	Chaparral, North Coast coniferous forest. Streambanks, mesic. Found at elevations of 305-1800 meters. Blooms June through October.	**None.** Suitable chaparral and North Coast coniferous forest is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Convolvulus simulans Small-flowered morning-glory	--	--	4.2	Openings in chaparral, coastal scrub, valley and foothill grassland. Found at elevations of 30-740 meters. Blooms March through July.	**None.** Suitable chaparral, scrub and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Cuscuta obtusiflora var. *glandulosa* Peruvian dodder	--	--	2B.2	Marshes and swamps (freshwater). Found at elevations of 15-280 meters. Blooms July through October.	**None.** Suitable marsh and swamp habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Dudleya multicaulis Many-stemmed dudleya	--	--	1B.2	Chaparral, coastal scrub, valley and foothill grassland. Heavy clay soils. Found at 1-910 meters. Blooms April through July.	**None.** Suitable chaparral, scrub and grassland habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Helianthus nuttallii ssp. *parishii* Los Angeles sunflower	--	--	1A	Marshes and swamps (coastal salt and freshwater). Found at elevations of 10-1,525 meters. Blooms August through October.	**None.** Suitable marsh and swamp habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Hordeum intercedens Vernal barley	--	--	1A	Coastal dunes, coastal scrub, valley and foothill grassland (saline flats and depressions), vernal pools. Found at elevations of 5-1000 meters. Blooms March through June.	**None.** Suitable dune, scrub, grassland and vernal pool habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Horkelia cuneata var.*Puberula* Mesa horkelia	--	--	1B.1	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub. Sandy or gravelly openings. Found at elevations of 10-200 meters. Blooms April-September.	**None.** Suitable forest, chaparral, dune and scrub habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Isocoma menziesii var. *decumbens* Decumbent goldenbush	--	--	1B.2	Chaparral, coastal scrub, landward side of dunes, hillsides, arroyos. Sandy soil. Found at elevations of 10-135 meters. Blooms April through November.	**None.** Suitable chaparral, coastal scrub, dune, hillside and arroyo habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Juglans californica Southern California black walnut	--	--	4.2	Chaparral, cismontane woodland, coastal scrub, riparian woodland. Alluvial. Found at elevations of 50-900 meters. Blooms March through August.	**None.** Suitable chaparral, woodland and scrub habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	--	--	1B.1	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. Found at elevations of 1-1,375 meters. Blooms February through June.	**None.** Suitable marsh, playa and vernal pool habitat is absent from the Project site. Two CNDDB-recorded occurrences are approximately 1.75 and 4.7 miles from the Project site.
Lepidium virginicum var. *robinsonii* Robinson's pepper-grass	--	--	4.3	Chaparral, coastal scrub. Dry soils, shrubland. Found at elevations of 4-1,435 meters. Blooms January through July.	**None.** Suitable chaparral and scrub habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Nasturtium gambelii Gambel's watercress	FE	CT	1B.1	Marshes and swamps. Freshwater and brackish marshes at the margins of lakes and along streams, in or just above the water level. Found at elevations of 5-330 meters. Blooms April through October.	**None.** Suitable marsh and swamp habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Navarretia prostrata Prostrate vernal pool navarretia	--	--	1B.1	Coastal scrub, meadows and seeps, valley and foothill grassland (alkaline), vernal pools. Mesic soils. Found at elevations of 3-1,210 meters. Blooms April through July.	**None.** Suitable scrub, meadow and seep, grassland and vernal habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 4.2 miles from the Project site.
Nemacaulis denudata var. *denudata* Coast woollyheads	--	--	1B.2	Coastal dunes and beaches. Found at elevations of 0-100 meters. Blooms April through September.	**None.** Suitable dune habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Orcuttia californica California orcutt grass	FE	CE	1B.1	Vernal pools. Found at elevations of 15-660 meters. Blooms April through August.	**None.** Suitable vernal pool habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 4.2 miles from the Project site.
Pentachaeta lyonii Lyon's pentachaeta	FE	CE	1B.1	Openings in chaparral, coastal scrub, valley and foothill grassland. Rocky and clay soils of volcanic origin. Found at elevations of 30-690 meters. Blooms February through August.	**None.** Suitable chaparral, scrub and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Phacelia cicutaria var. *hubbyi* Hubby's phacelia	--	--	4.2	Chaparral, coastal scrub, valley and foothill grassland. Gravelly, rocky and talus soils. Found at elevations of 0-1000 meters. Blooms April through July.	**None.** Suitable chaparral, scrub and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Phacelia ramosissima var. *austrolitoralis* South coast branching phacelia	--	--	3.2	Chaparral, coastal dunes, coastal scrub, marshes and swamps (coastal salt). Sandy, sometimes rocky soil. Found at elevations of 5-300 meters. Blooms March through August.	**None.** Suitable chaparral, dune, scrub, marsh and swamp habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Phacelia stellaris Brand's star phacelia	--	--	1B.1	Coastal dunes, coastal scrub. Sandy soil. Found at elevations of 1-400 meters. Blooms March through June.	**None.** Suitable dune and scrub habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 4.2 miles from the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Pseudognaphalium leucocephalum White rabbit-tobacco	--	--	2B.2	Chaparral, cismontane woodland, coastal scrub, riparian woodland. Sandy and gravelly soils. Found at elevations of 0-2100 meters. Blooms July through December.	**None.** Suitable chaparral, woodland and scrub is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Quercus engelmannii Engelmann Oak	--	--	4.2	Chaparral, cismontane woodland, riparian woodland, valley and foothill grassland. Found at elevations of 50-1300 meters. Blooms March through June.	**None.** Suitable chaparral, woodland and grassland habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Ribes divaricatum var. *parishii* Parish's gooseberry	--	--	1A	Riparian woodland. Found at elevations of 65-300 meters. Blooms February through April.	**None.** Suitable riparian woodland is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Scutellaria bolanderi ssp. *austromontana* Southern mountains skullcap	--	--	1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. Mesic soil. Found at 425-2000 meters. Blooms June through August.	**None.** Suitable chaparral, woodland and forest habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Sidalcea neomexicana Salt spring checkerbloom	--	--	2B.2	Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. Found at elevations of 0-1,530 meters. Blooms March through June.	**None.** Suitable playa, chaparral, scrub and forest habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site.
Suaeda esteroa estuary seablite	--	--	1B.2	Marshes and swamps. Found at elevations of 0-15 meters. Blooms July-October.	**None.** Suitable marsh and swamp habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site.
Symphyotrichum defoliatum San Bernardino aster	--	--	1B.2	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland. Vernally mesic grassland or near ditches, streams and springs; disturbed areas. Occurs at elevations of 2-2,040 meters. Blooms July through November.	**None.** Suitable meadow, seep, woodland scrub, forest marsh, swamp, and grassland habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Symphyotrichum greatae Greata's aster	--	--	1B.3	Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, riparian woodland. Mesic soils. Occurs at elevations of 300-2010 meters. Blooms June through October.	**None.** Suitable forest, chaparral and woodland habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site.
Amphibians					
Spea hammondii Western spadefoot	--	SSC	N/A	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	**None.** Suitable upland grassland and woodland habitat and vernal pool breeding habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Reptiles					
Anniella stebbinsi Southern California legless lizard	--	SSC	N/A	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	**None.** Suitable moist, loose soils and adequate leaf litter layers are absent at the Project site. No CNDDB records within 5 miles of the Project site.
Arizona elegans occidentalis California glossy snake	--	SSC	N/A	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Inhabits arid scrub, rocky washes, grasslands, chaparral. Prefers open areas and areas with loose soils for burrowing.	**None.** Suitable scrub, washes, grasslands and chaparral habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site.
Aspidoscelis tigris stejnegeri Coastal whiptail	--	SSC	N/A	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland & riparian areas. Ground may be firm soil, sandy, or rocky.	**None.** Suitable desert, woodland and riparian habitat is absent at the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Chelonia mydas Green turtle	FT	--	N/A	Aquatic. Lives in the ocean, comes to shore to bask. Inhabits shallow waters of lagoons, bays, estuaries, mangroves, eelgrass and seaweed beds.	**None.** Suitable aquatic habitat is absent at the Project site**.** No CNDDB records within 5 miles of the Project site.
Emys marmorata Western pond turtle	--	SSC	N/A	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	**None.** Suitable aquatic and upland habitat is absent at the Project site. Two CNDDB-recorded occurrences are approximately 4.5 and 4.8 miles from the Project site.
Phrynosoma blainvillii Coast horned lizard	--	SSC	N/A	Typically found in open sandy wash areas in deserts, chaparral and grasslands. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	**None.** Suitable sandy wash, desert, chaparral and grassland habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.
Birds					
Accipiter cooperii Cooper's hawk	--	WL	N/A	Breeds in extensive forests and smaller woodlots of deciduous, coniferous, and mixed pine-hardwoods, as well as in pine plantations, in both suburban and urban habitats.	**Possible.** This species may forage and nest in Project site; trees on the site provide suitable nesting habitat. No CNDDB records within 5 miles of the Project site.
Agelaius tricolor Tricolored blackbird	--	Candidate Endangered/SSC	N/A	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	**None.** Suitable open water and desired nesting substrate habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 2 miles from the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Aimophila ruficeps canescens Southern California rufous-crowned sparrow	--	WL	N/A	Found on moderate to steep, dry, rocky slopes. Prefers low cover of scattered shrubs with patches of grasses, forbs and bare ground. Nests on the ground in hollow rocks or under clumps of grass or low bushes. Prefers coastal sage scrub, coastal bluff scrub, chaparral.	**None.** Suitable sage, scrub, chaparral and rocky slope habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 4.5 miles from the Project site.
Ammodramus savannarum Grasshopper sparrow	--	SSC	N/A	Prefers moderately open grasslands with shrub cover and no trees. Nests on the ground at the base of weed, shrub or clump of grass.	**None.** Suitable open grassland habitat lacking trees is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 6.3 miles from the Project site.
Athene cunicularia Burrowing owl	--	SSC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	**Not Expected**. Marginal nesting and foraging habitat exists in the ground squirrel burrow complexes on the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site. The nearest e-bird sighting was documented approximately 2.8 miles from the Project site.
Buteo regalis Ferruginous hawk	--	WL	N/A	Prefers open-country, grasslands, sagebrush, shrublands, periphery of forests, canyon areas, cliffs, outcrops, deserts. Nests in trees, on cliffs, transmission towers.	**None.** Suitable grassland, sagebrush, shrubland, forest, canyon, cliff, outcrop and desert nesting and foraging habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 3.8 miles from the Project site.
Buteo swainsoni Swainson's hawk	--	CT	N/A	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	**None.** Suitable grassland and agricultural habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 2 miles from the Project site.
Campylorhynchus brunneicapillus sandiegensis Coastal cactus wren	--	SSC	N/A	Requires native scrub vegetation with mature cholla or prickly-pear. Cactus patches for nesting.	**None.** Suitable scrub and cactus habitat is absent at the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 5.5 miles from the Project site; however, this sighting was *Campylorhynchus brunneicapillus*.
Coccyzus americanus occidentalis Western yellow-billed cuckoo	FE	CE	N/A	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	**None.** Suitable riparian habitat is absent at the Project site. One CNDDB-recorded occurrence is approximately 4.6 miles from the Project site. The nearest e-bird sighting was documented approximately 7.3 miles from the Project site.
Empidonax traillii extimus Southwestern willow flycatcher	FE	CE	N/A	Prefers moist shrubby areas, thickets of willows near streams, canyon bottoms, mountainside seepages, margins of lakes and ponds, riparian woodlands.	**None.** Suitable riparian habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 7.3 miles from the Project site.
Icteria virens Yellow-breasted chat	--	SSC	N/A	Inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.	**None.** Suitable riparian and brushy tangle habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 4 miles from the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Laterallus jamaicensis coturniculus California black rail	--	CT	N/A	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	**None.** Suitable marsh and meadow habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting is over 20 miles away from the Project site.
Passerculus sandwichensis beldingi Belding's savannah sparrow	--	CE	N/A	Agricultural fields, meadows, marshes, coastal grasslands, tundra.	**None.** Suitable field, meadow, marsh, coastal grassland and tundra habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 7.7 miles from the Project site.
Pelecanus occidentalis californicus California brown pelican	Delisted	Delisted/FP	N/A	Coastal marine and estuaries. Roosts onshore at night; sandbars, pilings, jetties, breakwaters, offshore rocks and islands.	**None.** Suitable marine and estuary habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 7.7 miles from the Project site.
Polioptila californica californica Coastal California gnatcatcher	FT	SSC	N/A	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	**None.** Suitable coastal sage scrub habitat is absent from the Project site. One CNDDB-recorded occurrence is approximately 5 miles from the Project site. The nearest e-bird sighting was documented approximately 3.5 miles from the Project site.
Riparia riparia bank swallow	--	CT	N/A	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	**None.** Suitable riparian, cliff, and other aquatic habitat is absent from the Project site. One CNDDB record encompasses the City of Norwalk. The nearest e-bird sighting was documented approximately 3.5 miles from the Project site.
Sternula antillarum browni California least tern	FE	CE	N/A	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	**None.** Suitable coastal habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site. The nearest e-bird sighting was documented approximately 7.5 miles from the Project site.
Vireo bellii pusillus Least Bell's vireo	FE	CE	N/A	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, *Baccharis*, mesquite.	**None.** Suitable riparian habitat is absent from the Project site. Two CNDDB-recorded occurrences are approximately 3 and 3.5 miles from the Project site. The nearest e-bird sighting was documented approximately 5.5 miles from the Project site.
Mammals					
Antrozous pallidus pallid bat	--	SSC	N/A	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Prefers rocky outcrops, cliffs, and crevices with access to open habitats for foraging. Very sensitive to disturbance of roosting sites.	**None.** Suitable desert, grassland, shrubland, woodland and forest habitat for foraging and roosting is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Eumops perotis californicus western mastiff bat	--	SSC	N/A	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	**Not Expected.** Suitable open or semi-arid habitat for foraging is absent from the Project site; marginal roosting habitat exists in buildings and trees. One CNDDB-recorded occurrence is approximately 5 miles from the Project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Lasiurus xanthinus Western yellow bat	--	SSC	N/A	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.	**None.** Suitable foraging and roosting habitat is absent from the project area. No CNDDB records within 5 miles of the Project site.
Lepus californicus bennettii San Diego black-tailed jackrabbit	--	SSC	N/A	Intermediate canopy stages of shrub habitats & open shrub / herbaceous & tree / herbaceous edges. Coastal sage scrub habitats in Southern California.	**None.** Suitable shrub, scrub and herbaceous habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Nyctinomops femorosaccus Pocketed free-tailed bat	--	SSC	N/A	Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc. Rocky areas with high cliffs.	**None.** Suitable arid, woodland, scrub, palm oasis, desert wash and desert riparian habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Perognathus longimembris pacificus Pacific pocket mouse	FE	SSC	N/A	Occurs on fine-grain, sandy substrates in open coastal sage scrub, coastal strand, coastal dune and river alluvium habitats near the Pacific Ocean.	**None.** Suitable coastal habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Taxidea taxus American badger	--	SSC	N/A	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	**None**. Suitable open habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.
Invertebrates					
Bombus crotchii Crotch bumble bee	--	Candidate Endangered	N/A	Occurs near nectar and pollen sources. Nest often in underground holes created by rodents. Also nest in bird nests and on ground surface in grass tufts or empty cavities. Meadows and grasslands.	**Not Expected.** Suitable open habitat is absent from the Proposed Project site; marginal overwintering habitat exists within rodent burrows. One CNDDB occurrence is approximately 3 miles from the Project site.
Fish					
Oncorhynchus mykiss irideus pop. 10 steelhead -southern California coast DPS	FE	--	N/A	Watersheds with clean, stable spawning gravels, rivers, estuaries, ocean.	**None.** Suitable aquatic habitat is absent from the Project site. No CNDDB records within 5 miles of the Project site.

U.S. Fish and Wildlife Service (USFWS) Federal Listing Categories (used above):

FE	Federally Listed as Endangered
FT	Federally listed as Threatened
-	No Listing

CNPS Rare Plant Ranks

California Department of Fish and Wildlife (CDFW) State Listing Categories (used above):

CE	State listed as Endangered
CT	State listed as Threatened
SSC	California Species of Special Concern
FP	Fully Protected Species
WL	California Watch List
-	No Listing

California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR)

1A	Presumed extirpated or extinct in California
1B.1	Rare, threatened, or endangered in California and elsewhere; seriously threatened in California
1B.2	Rare, threatened, or endangered in California and elsewhere; fairly threatened in California
2B.1	Rare, threatened, or endangered in California, but more common elsewhere; seriously threatened in California
2B.2	Rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California
2B.3	Rare, threatened, or endangered in California, but more common elsewhere; not very threatened in California
3.2	Plants about which we need more information, fairly threatened in California
3.3	Plants about which we need more information, not very threatened in California
4.2	Plants of limited distribution; fairly threatened in California

Special-status Species Potential to Occur Criteria

None	Indicates that the area contains a complete lack of suitable habitat, the local range for the species is restricted, and/or the species is extirpated in this region.
Not Expected	Indicates situations where suitable habitat or key habitat elements may be present but may be of poor quality or isolated from the nearest extant occurrences. Habitat suitability refers to factors such as elevation, soil chemistry and type, vegetation communities, microhabitats, and degraded/substantially altered habitats.
Possible	Indicates the presence of suitable habitat or key habitat elements that potentially support the species.
Present	Indicates that either the target species was observed directly or its presence was confirmed by diagnostic signs during field investigations or in previous studies in the area.

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5.4 IMPACT ANALYSIS

5.4.1 METHODOLOGY

Potential impacts on existing biological resources were evaluated by comparing the quantity and quality of habitats in the project area under baseline conditions to the anticipated conditions during and after construction and operation of the Proposed Project. Direct and indirect impacts on special-status species were assessed based on the potential for the species or their habitat to be disturbed or enhanced by construction or operation of the Proposed Project.

5.4.2 CRITERIA FOR DETERMINING SIGNIFICANCE

The Proposed Project would result in a significant impact on biological resources if it would:

- 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 CDFW, USFWS, or NMFS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW, USFWS, or NMFS;
- 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;
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The analysis considers both species and their habitats. A **less-than-significant** impact generally refers to a situation in which there is a measurable impact, but the impact is not likely to result in an adverse outcome for the survival or reproductive success of a particular species, or a widespread or long-lasting adverse effect on a natural community. Conversely, an impact would be considered **potentially significant** if it might substantially decrease the likelihood of survival or reproductive success of a particular species (e.g., substantial decrease in a local population size or extirpation), or result in widespread or long-lasting adverse effects on a natural community.

Of the above criteria, several are not relevant to the Proposed Project, as described below, and are therefore not considered further in the impact analysis:

- **Have a Substantial Adverse Effect on any Riparian Habitat or Other Sensitive Natural Community.** Landscaped vegetation communities and developed areas occur in the Project area. No riparian habitat or other sensitive natural community is present in the Project area. Therefore, **no impact** to riparian habitat or other sensitive natural community would occur.

- **Have a Substantial Adverse Effect on Federally or State Protected Wetlands.** A search of the USFWS National Wetlands Inventory (USFWS 2019) and on the California EcoAtlas (California Wetlands Monitoring Workgroup 2019) revealed no wetlands on or adjacent to the Project site or surrounding areas. Furthermore, no wetland features or waters of the U.S. were observed on the Project site during the November 1, 2018, reconnaissance site visit. The Project site does not support any federally protected wetlands or waters of the U.S. as defined by Section 404 of the CWA; therefore, the project would result in **no impact** on federally protected wetlands. California EcoAtlas does show one drainage feature on the parcel directly south of the Project site; however, project activities would be confined to the project area and would not impact this drainage.

- **Conflict with Local Policies or Ordinances Protecting Biological Resources.** Although the Proposed Project would result in the removal of most or all of the trees on the Project site, there are no local policies or tree ordinances within the City of Norwalk that provide provisions for tree removal. The Proposed Project would not conflict with the City of Norwalk's Conservation Element (1996) (or any other local policies and ordinances) protecting biological resources (see Appendix B). In addition, any local policies and ordinances protecting biological resources are not applicable on State-owned property, such as the Project site; therefore, the Proposed Project would not conflict with applicable local regulations. Therefore, implementation of the Project would result in no impact arising from conflicts with local ordinances and policies protecting biological resources.

- **Conflict with the Provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP.** No adopted regional HCPs or natural community conservation plans (NCCPs) exist for the City of Norwalk (USFWS 2018). The Project site and offsite utility improvement areas are not located within the planning area nor are they under the jurisdiction of an adopted HCP or a NCCP. Therefore, implementation of the Proposed Project would not conflict with the provisions of any adopted HCP, NCCP, or any other approved local, regional, or state HCP, and there would be no impact.

5.4.3 Environmental Impacts

Impact BIO-1: Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species (Less than significant with mitigation)

Special-status Plant Species

Based on searches of the CNDDB, USFWS Information for Planning and Consultation Report, and the CNPS Inventory of Rare and Endangered Plants, 40 sensitive plant species and 34

special-status wildlife species were identified as historically occurring within 5 miles of the Project area or have potential to occur in the Project area vicinity (CDFW 2020, USFWS 2020a, CNPS 2018). Table 5-2 lists all of these special-status plant and wildlife species. Of these, none of the plant species have a potential to occur in the Project area due to the lack of suitable habitat (Table 5-2). The Project site and offsite utility improvement areas are not within critical habitat for any plant species.

No special-status plant species were observed by the Horizon biologist during the reconnaissance-level site visit; however, a CDFW protocol-level rare plant survey was not conducted over the Project site. The Project site lacks native vegetation communities and contains a maintained turf grass area and some disturbed vegetation consisting mainly of non-native plants, and the proposed utility improvement areas are within existing roadways. Additionally, active mowing on the site impedes the establishment of special-status plant species. Therefore, no impacts to special-status plants are anticipated and no impact to special-status plants would occur.

Special-status Wildlife Species

Thirty-four special-status wildlife species (including one amphibian, six reptiles, 18 birds, seven mammals, one invertebrate, and one fish species) were identified in database searches associated with the Project area (CDFW 2020, USFWS 2020a) and are documented in Table 5-2, including their potential for occurrence on the Project site. Of these, only four wildlife species have a potential to occur on site due to the presence of suitable and marginally suitable habitat. The Project area is not within Critical Habitat for any wildlife species.

No special-status wildlife species were observed by the Horizon biologist during the reconnaissance-level site visit; however, no focused or protocol-level wildlife surveys have been conducted for the Project site.

Special-status Aquatic Wildlife Species, Amphibians and Reptiles

No suitable habitat for special-status amphibians (western spadefoot), reptiles (Southern California legless lizard, California glossy snake, Coastal whiptail, Green turtle, western pond turtle, and Coast horned lizard), or special-status fish (steelhead) is present on or adjacent to the Project site. All of these species are dependent upon aquatic habitats that do not occur on or adjacent to the Project site. The Project would have no impact on special-status fish, amphibian, and reptile species.

Special-status Birds

Of the eighteen special-status bird species considered in this document (Cooper's hawk, Tricolored blackbird, Southern California rufous-crowned sparrow, Grasshopper sparrow, Burrowing owl, Ferruginous hawk, Swainson's hawk, Coastal cactus wren, Western yellow-billed cuckoo, Southwestern willow flycatcher, Yellow-breasted chat, California black rail, Belding's savannah sparrow, California brown pelican, Coastal California gnatcatcher, bank swallow, California least tern, and Least bell's vireo), Cooper's hawk has potential to nest and forage on the Project site, while only marginal foraging and nesting habitat exists on the Project site for burrowing owl (Table 5-2). The Project site contains various trees that provide suitable nesting habitat for a Cooper's hawk. Additionally, many medium-sized birds and ground squirrels that occur around, and in, the Project site provide a prey base for the Cooper's hawk. No CNDDB occurrence records of Cooper's hawks exist within 5 miles of the

Project area. Many ground squirrel burrow complexes occur throughout the Project site that would provide marginal suitable nesting habitat for burrowing owl. Only marginal foraging habitat for burrowing owl exists within the Project site due the small size of the grassy area within the Project site. Burrowing owls typically prefer more open and vacant areas for foraging, and have been nearly extirpated as a breeding species from Los Angeles County (Comrack and Mayer 2003). One CNDDB record shows an occurrence of burrowing owl approximately 5 miles north of the Project area. Burrowing owls are not expected to nest or forage within the Project area.

Most native migratory birds (including active nest sites) are protected under MBTA; active bird nests are protected by CFGC § 3503; and raptor nests are protected under CFGC § 3503.5. The trees located within the Project site have potential to be used by nesting raptor species such as sharp-shinned hawk as well as other nesting birds such as Anna's hummingbird, northern mockingbird, and mourning dove. Clearing of trees and shrubs, as well as pruning/trimming them, as a result of the Project could destroy (e.g., crush, remove) active nest sites, if present, on the Project site during construction. Additionally, noise and disturbance associated with construction of the Project could adversely affect nesting birds in adjacent areas to the point that it results in nest abandonment and/or failure. Because the potential loss of an active bird nest during construction would potentially violate protections under the MBTA and CFGC, such an impact is considered significant. With implementation of **Mitigation Measure BIO-1**, the Project would avoid impacts on nesting birds by identifying and avoiding direct and indirect impacts to occupied nests.

The construction and operation of the radio tower is not anticipated to create a collision hazard to birds in flight and night-migrating birds that are protected under the MBTA. The risk of bird collisions with towers is related to tower height, design, lighting, and location relative to migratory bird concentration areas (USFWS 2016). The Project radio tower would be less than 200 feet tall (approximately 148 feet tall) and would not include guy wires or lighting, features that are typically associated with an increased level of collision risk (USFWS 2016). Additionally, the Project site is located in an existing urbanized and commercial area that is not within or adjacent to high quality or known important bird nesting areas. Therefore, potential impacts from the radio tower construction and operation on protected migratory birds would be less than significant.

Mitigation Measure BIO-1: Conduct Pre-construction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas.

To the extent feasible, all vegetation removal, including trees, shall occur between September 1 and January 14, which is outside the bird/raptor nesting season, to avoid potential impacts on nesting birds. If construction activities (including staging and vegetation removal) will occur during the nesting season (January 15 through August 31), the Project proponent shall retain a qualified wildlife biologist to conduct focused surveys for active bird nests on the Project site and within a 250-foot buffer no more than 7 days before initiation of construction activities. If no work occurs for a period of 5 days during the nesting season, surveys must be performed before work within 250 feet of suitable nesting substrate is resumed. If the survey indicates that no active nests are present, no further mitigation shall be required.

If an active bird or raptor nest is located during the preconstruction surveys, a qualified biologist shall establish appropriate species-specific non-disturbance buffer

zones in consultation with USFWS and/or CDFW. No Project activity shall commence within the non-disturbance buffer until a qualified biologist confirms that the nest is no longer active.

Special-status Mammals

Seven special-status mammal species, including four special-status bats (discussed below), were identified in database searches as historically occurring within 5 miles of the Project site (CDFW 2020) and are documented in Table 5-2. Habitat conditions on the Project site provide marginal habitat suitable to support the western mastiff bat. The Project site lacks open and semi-arid habitat as well as conifer and deciduous woodlands, coastal scrub, grasslands and chaparral, cliff faces and tunnels that would provide ideal foraging and nesting habitat for the western mastiff bat. This bat species could roost in trees in the Project site, and could be affected by the Project's development; however, the trees on the Project site generally lacked the characteristics necessary to support bat roosts (e.g., cavities, sloughing bark, or otherwise decayed conditions that could support hollow trees). No bats or their sign (e.g., guano) were observed on the Project site during the site reconnaissance survey; however, focused bat surveys have not been conducted for this potential roosting habitat. Based on the lack of bat-use, suitable roosting habitat, small portion of undeveloped area, and the ongoing presence of human activity, western mastiff bat is not expected to occur within or immediately adjacent to the Project. As such, the species is not anticipated to be affected by Project construction or operation, and no impact to special-status bat species is expected.

Special-status invertebrates

One special-status invertebrate, the Crotch bumble bee, was identified in database searches as historically occurring within 5 miles of the Project area (CDFW 2020). Although this species is currently known to inhabit open grassland and scrub habitats in California, there is marginal overwintering habitat within rodent burrows on the Project site. No bumble bees were observed on the Project site during the site reconnaissance survey; however, no surveys focused on the Crotch bumble bee were conducted. Most rodent burrows were actively being used by ground squirrels within the Project site, making it unlikely that the Crotch bumble bee would be present within the site. This species is not expected to occur within or immediately adjacent to the Project, and therefore, no impact to this special-status species is expected.

Operations

Project operations (other than those related to the radio tower discussed above) such as occasional alarm tests, security lighting, operations of the auto shop, periodic testing of the emergency generator, and daily human activity at the facility, are not expected to cause a substantial impact on special-status wildlife or special-status birds, because the Project site is located near a high-disturbance commercial and industrial area with existing noise, lighting, and visual disturbances. Potential impacts from Project operation on special-status wildlife species and other protected birds would be less than significant.

Based on the discussion above, operational impacts on special-status wildlife species and other protected birds would be reduced to **less than significant with mitigation**.

Impact BIO-2: Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites (Less than significant with mitigation)

Wildlife movement corridors are established migration routes between multiple locations used by resident and migratory species. CEQA requires the analysis of a project's potential to substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Hence, resource agencies consider wildlife corridors to be a sensitive resource in the evaluation of projects.

The Project site is on a parcel composed of a maintained turf grass area with disturbed and landscaped vegetation and various trees and buildings, located within a commercially and industrially developed area interspersed with surface streets. The proposed utility improvements will be located within existing streets (Elm Street and Bloomfield Avenue). No riparian or other naturally vegetated corridors, aquatic features (e.g., wetlands, ponds), or drainages occur on the Project site, or within the utility improvement areas. Wildlife corridors and travel routes are obstructed by existing commercial and industrial development, Bloomfield Avenue bordering the Project site directly to the east, and by the adjacent highway system to the west and south (I-5 and I-605). Implementation of the project would not interfere substantially with the movement of any native resident or migratory wildlife species, because the Project area serves limited to no value as a wildlife movement corridor. Further, the Project area does not provide an important connection between any areas of natural habitat that would otherwise be isolated, nor does it occur along any established wildlife migration routes. Therefore, the Proposed Project would not interfere with the movement of any native or migratory wildlife species.

Nesting birds could potentially use the shrubs and trees within and immediately adjacent to the site. If birds nest within the Project area, this could be considered as a native wildlife nursery site. As discussed above, under the discussion for Special-Status Birds, Mitigation Measure BIO-1 would ensure that preconstruction surveys are conducted for nesting birds and buffers are implemented if necessary. Impacts will be **less than significant with mitigation.**

Chapter 6
CULTURAL RESOURCES

6.1 OVERVIEW

This chapter describes potential impacts of the Santa Fe Springs Area Office Replacement Project (Proposed Project) related to cultural resources. Cultural resources include prehistoric archaeological sites; historic-era archaeological sites; tribal cultural resources (TCRs); and historic buildings, structures, landscapes, districts, and linear features. Archaeological sites are places where Native Americans lived or carried out activities during the prehistoric period. Prehistoric and historic-era sites contain artifacts, cultural features, subsistence remains, and human burials.

The purpose of this chapter is to describe the regulatory setting associated with cultural resources, the environmental setting for these resources, project impacts on cultural resources, and mitigation measures that would reduce these impacts.

The following key data sources support this chapter:

- Records search from the Central Coast Information Center of the California Historical Resources Information System at University of California, Santa Barbara; and
- Files search from the California Native American Heritage Commission (NAHC).

6.2 REGULATORY SETTING

6.2.1 FEDERAL LAWS, REGULATIONS, AND POLICIES

Federal Laws, Regulations, and Policies

The Proposed Project does not require any federal permits, and it is not located on federal lands; therefore, federal laws do not apply to the Proposed Project. The following laws are provided for context only.

National Historic Preservation Act

Projects that require federal permits, receive federal funding, or are located on federal lands must comply with 54 United States Code 306108, formally and more commonly known as Section 106 of the National Historic Preservation Act (NHPA). To comply with Section 106, a federal agency must "take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National

Register of Historic Places [NRHP]." The implementing regulations for Section 106 are found in 36 Code of Federal Regulations [CFR] Part 800, as amended.

The implementing regulations of the NHPA require that cultural resources be evaluated for NRHP eligibility if they cannot be avoided by an undertaking or project. To determine if a site, district, structure, object, and/or building is significant, the NRHP Criteria for Evaluation are applied. A resource is significant and considered a historic property when it:

A. Is associated with events that have made a significant contribution to the broad patterns of our history; or
B. Is associated with the lives of persons significant in our past; or
C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
D. Yields, or may be likely to yield, information important in prehistory or history.

In addition, 36 CFR Section 60.4 requires that, to be considered significant and historic, resources must also exhibit the quality of significance in American history, architecture, archaeology, engineering, or culture and must possess integrity of location, design, setting, materials, workmanship, feeling, and association.

For archaeological sites evaluated under criterion D, "integrity" requires that the site remain sufficiently intact to convey the expected information to address specific important research questions.

Other "criteria considerations" need to be applied to religious properties, properties that are less than 50 years old, a resource no longer situated in its original location, a birthplace or grave of a historical figure, a cemetery, a reconstructed building, and commemorative properties. These types of properties are typically not eligible for NRHP inclusion unless the criteria for evaluation and criteria considerations are met.

Traditional Cultural Properties (TCPs) are locations of cultural value that are historic properties. A place of cultural value is eligible as a TCP "because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning that it must be a place with a referenced location, and it must have been continually a part of the community's cultural practices and beliefs for the past 50 years or more.

6.2.2 State Laws, Regulations, and Policies

CEQA and State CEQA Guidelines

Section 21083.2 of CEQA requires that the lead agency determine whether a project may have a significant effect on unique archaeological resources. A unique archaeological resource is

defined in CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is demonstrable public interest in that information;
- Has a special or particular quality, such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Although not specifically inclusive of paleontological resources, these criteria may also help to define "a unique paleontological resource or site."

Measures to avoid, conserve, preserve, or mitigate significant effects on these resources are also provided under CEQA § 21083.2.

Section 15064.5 of the CEQA Guidelines notes that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Substantial adverse changes include physical changes to the historic resource or to its immediate surroundings, such that the significance of the historic resource would be materially impaired. Lead agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historic resource before they approve such projects. Historical resources are those that are:

- listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Public Resources Code § 5024.1(e));
- included in a local register of historic resources (Public Resources Code § 5020.1(k)) or identified as significant in an historic resource survey meeting the requirements of Public Resources Code § 5024.1(g); or
- determined by a lead agency to be historically significant.

CEQA Guidelines § 15064.5 also prescribes the processes and procedures found under Health and Safety Code § 7050.5 and Public Resources Code § 5097.95 for addressing the existence of, or probable likelihood of, Native American human remains, as well as the unexpected discovery of any human remains within the project site. This includes consultation with the appropriate Native American tribes.

CEQA Guidelines § 15126.4 provides further guidance about minimizing effects to historical resources through the application of mitigation measures. Mitigation measures must be legally binding and fully enforceable.

The lead agency having jurisdiction over a project is also responsible to ensure that paleontological resources are protected in compliance with CEQA and other applicable statutes. Paleontological and historical resource management is also addressed in Public Resources Code § 5097.5, "Archaeological, Paleontological, and Historical Sites." This statute defines as a misdemeanor any unauthorized disturbance or removal of a fossil site or remains on public land and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources. This

statute would apply to any construction or other related project impacts that would occur on state-owned or state-managed lands.

California Register of Historical Resources

Pub. Res. Code Section 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR includes all properties listed as or determined to be eligible for listing in the National Register of Historic Places (NRHP), including properties evaluated under Section 106 of the National Historic Preservation Act. The criteria for listing are similar to those of the NRHP. Criteria for listing in the CRHR include resources that:

1) Are associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Are associated with the lives of persons important in our past;

3) Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values; or

4) Have yielded, or may be likely to yield, information important in prehistory or history.

The California Code of Regulations Section 4852 sets forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

Public Resources Code 5024 and 5024.5

As part of its effort to establish a comprehensive program to preserve historic resources, the California State Legislature enacted PRC Section 5024 in 1981. PRC Section 5024 requires that state agencies maintain an inventory of resources under their jurisdiction that are listed in or eligible for listing in the NRHP or as California Historic Landmarks (CHLs) and that they submit these lists to the State Historic Preservation Officer (SHPO). PRC Section 5024(a) additionally requires state agencies to "formulate policies to preserve and maintain, when prudent and feasible, all State-owned historical resources under its jurisdiction."

Under PRC Sections 5024(f) and 5024.5, DGS must consult with the SHPO regarding any project that has the potential to affect a resource included in the Master List. The SHPO is tasked with commenting on the project to determine whether it may cause an adverse effect on the resource. In the case of resources included in the Master List, an adverse effect is one that causes a substantial adverse change in the significance of the resource.

6.3 ENVIRONMENTAL SETTING

6.3.1 PREHISTORY

Nearly a century of archaeological research in the Los Angeles County region has established human occupation during the Early Holocene as early as 9000 B.C., or more. These data are from the northern Channel Islands but work at San Clemente and Santa Catalina islands also

reflects great antiquity at 6500 to 6000 B.C., and establishes a rich and elaborate maritime tradition by this early date (Byrd and Raab 2010). Similarly, early sites have also been identified on the mainland near the coast (c.f., Altschul et al 2007). Overall, research in interior has demonstrated that settlement and resource exploitation was very diverse and related to local environmental conditions. Generally, however, the prehistory of the mainland in the Project vicinity can be expressed as four different phases of cultural progression during the Pleistocene, Early Holocene, Middle Holocene, Late Holocene, as summarized below. The following is extrapolated from Byrd and Raab (2010).

Pleistocene (Pre-9600 B.C.)

Little evidence of human occupation has been found in the Los Angeles Basin during the last phases of the Pleistocene. The Paleo-Indians of this time appear to be concentrated in areas where large Pleistocene lakes were ideal for hunting large game. When the Pleistocene lakes began to dry up at the end of this period, populations moved west into Los Angeles County and the coastal zone to take advantage of a more diverse range of plant and animal species.

Early Holocene (9600 cal. B.C. to 5600 cal. B.C.)

The new inhabitants of the Project area turned to the exploitation of plant resources as important staples within their diet, in addition to small animals. On the coast, shellfish and fish, were important foods.

Middle Holocene (5600 B.C. to 1650 B.C.)

The importance of seeds and other vegetal resources is evident early during this period, as the use of millingstones becomes prevalent in the archaeological record; hence the period is often referred to as the Millingstone Horizon. Small game gains in importance over large game at this time. Populations appear to become more sedentary, both inland and along the coast. Regional environmental variations reflect local adaptations to the Middle Holocene, when the climate was somewhat drier and warmer than today (West et al. 2010:20). In some cases, this caused the abandonment of some estuarine habitats in favor of river valley locations late in the period.

Late Holocene (1650 cal. B.C. to cal. A.D. 1769)

Resource intensification continued throughout the Late Holocene, particularly in the early stages, as the regional population focused on smaller animals and a more diverse range of plants. This pattern is seen on the coast, as well as inland. Around A.D. 500, the bow and arrow were introduced to the region; this was about the same time that the Gabrielino moved into the area, likely pushing out ancestral Chumash peoples. Settlement patterns shifted from small semi-permanent villages, to large permanent residential communities surrounded by smaller residential encampments. Beyond these there existed seasonal camps for the exploitation of specialized resources.

Ethnography

The Project area is in the ethnographic territory of the Gabrielino, who inhabited the San Fernando Valley and the Los Angeles Basin, including much of present-day Orange County, when the Spanish first arrived in the region. They also occupied the off-coast islands of San Nicolas, Santa Barbara, Santa Catalina, and San Clemente. Because the population was quickly

conscripted by the Spanish missionaries, little detail has been recorded about the Gabrielino lifeways prior to the mission period. However, they have been described as the "wealthiest, most populous and most powerful ethnic nationality in aboriginal southern California, their influence spreading as far north as the San Joaquin Valley Yokuts, as far east as the Colorado River, and south into Baja California" (Bean and Smith 1978). Only the Chumash, their neighbors directly to the north, held a similar status.

Settlement pattern studies for the mainland Gabrielino have found that the primary Gabrielino villages were inland along the rivers and major streams within their territory, especially at the interface of the mountains and foothills, and in the prairie that flanks the mountains. Secondary habitation or camp sites were also abundant in these areas. Important resources in these locations included small animals and deer, acorns and pine nuts, and a variety of plants. Also available in the prairie were yucca and cactus, and waterfowl in the adjacent marshlands (Bean and Smith 1978).

The Gabrielino relied heavily on ocean resources, as well. Although no primary villages were located on the coast from San Pedro south to Newport Bay, the area was important for the acquiring shellfish, harvesting kelp, and the taking of fish such as tuna, swordfish, and sharks. Primary villages were scattered along the coast from San Pedro north to Topanga Canyon, where marine resources such as fish, shellfish, sea mammals, and water fowl were important foodstuffs (Bean and Smith 1978).

6.3.2 History

The Spanish arrived in Southern California in 1769, where they established a mission in modern-day San Diego. During this same year, Gaspar de Portola explored north to the area of Monterey Bay in search of sites for new missions, passing near to the location where the Mission San Gabriel Arcangel would be founded two years later, on September 8, 1771 (Kyle et al. 2002). The mission was established near the Rio Hondo, about 13 miles north of the Project site.

The Spanish quickly established themselves in the region and conscripted the local Native American population to work at the missions and numerous pueblos that were settled in the late 1700s to support the missions. Land grants were also made to private citizens by the Spanish, and then Mexican governments. Between the missions, pueblos and ranchos, the region quickly became rich in agriculture and for the raising of cattle. The Project site is within the boundaries of Rancho Santa Gertrudes, which was awarded to Antonio Maria Nieto in 1834 (Kyle et al. 2002).

Like the fate of many ranchos after California became part of the United States, the lands of Rancho Santa Gertrudes were subdivided and sold at auction and it was not unusual for properties to rapidly change ownership. By 1869, the land that would become Norwalk was purchased by Gilbert and Atwood Sproul. The 463 acres were referred to as Corazon de los Valles (heart of the Valleys). Gilbert Sproul surveyed and mapped a city by the same name in 1874. The name was soon shortened to Corvalles and officially changed to Norwalk in 1877 (City of Norwalk 2018).

The original city plan included 23 acres set aside for a Southern Pacific Railroad train station. By the end of the 1870s, the passenger station was in operation and was a focal point of the

town. The presence of the station contributed to the industrial and population growth of Norwalk through the end of the 19th century (City of Norwalk 2018).

Department of State Hospitals – Metropolitan Campus

The Project site is located at the east edge of the Department of State Hospitals – Metropolitan campus adjacent to Bloomfield Avenue in the City of Norwalk. Originally known as Norwalk State Hospital, the facility was constructed on 300 acres in 1915 as a state hospital devoted to the treatment of California's mentally ill residents. The facility was developed in what was then a rural area in the villages of Santa Fe Springs and Norwalk but adjacent to a rail line from downtown Los Angeles); this allowed the new facility to be designed according to the latest principles of institutional design (Stoll & Thayer Co. 1900). "Garden City" urban design and "Cottage Plan" institutional design principles were both employed in the plan for Norwalk. Although Cottage Plan was being introduced at institutions on the East Coast by the early 1850s, it did not arrive in California until the first decade of the twentieth century, when its implementation at Agnews State Hospital, in Santa Clara, established a new template for the State's institutions. The Cottage Plan used buildings that were smaller, more informal, and less pretentious than the forbidding congregate asylums, utilizing a human scale which was meant to be more home-like for residents (Crenson 1998; JRP Historical Consulting [JRP] 2017).

The new Norwalk campus was laid out on a grid of orthogonal internal roads and pathways enclosed within a curving ring road. The ring road had two access points at the east end of the property on Bloomfield Road, which met at a landscaped oval near the west end of the property. A u-shaped driveway was planned to lead from the ring road's two entrances to a traffic circle with a landscaped center in front of the original Administration and Receiving buildings (only the north arm of the driveway was constructed). The heart of the campus was the rectangular 1500' x 500' open area set well back from the road, a green quadrangle around which the earliest buildings were sited (JRP 2017).

Norwalk was the sixth mental institution in California, and was intended to accommodate up to 2,000 patients to alleviate overcrowding in the system. Its actual development, however, was gradual. The first buildings constructed in 1915 were the Kitchen (later Library) and Boiler plant on either side of the landscaped oval at the west end of the ring road, and Ward 306-308 southeast of the Kitchen facing onto the central quadrangle. When it opened in 1916 Norwalk had only 105 residents (all male) and 21 employees on site. Labor was considered essential therapy during this period, and the patients were put to work on the institution's construction. Development of the campus was incremental, with new buildings added as funds became available. By about 1920, much of the central portion of the campus had been developed: a Property Warehouse near the Boiler Plant, the Employee Dining Room (later Oasis) east of the Kitchen, the Administration Building (later Elm Street Homes), and seven ward buildings grouped around the green quadrangle. The early buildings displayed French Eclectic and Tudor architecture, both of which were popular during the era as residential styles. Although most of these buildings had expansive footprints, their size was de-emphasized by one- and two-story massing as well as their widely spaced siting with expanses of open areas between buildings. Intended to read as a human-scale environment, the Cottage Plan as executed at Norwalk was far from naturalistic. With the notable exception of the Kitchen (which curved around the landscaped oval where the north and south ring roads met) the buildings were rectangular in plan or L-shaped. Buildings were carefully grouped according to function, with distinct areas designated for treatment, residence,

receiving, etc. Arranged around the rectangular open quadrangle at the center of the institution, the wards and receiving center were designed to emphasize formality with symmetrical placement of identical buildings (JRP 2017).

The state had paved the road leading to the oval between the Kitchen and Boiler Plant by June 1916, but paving and planting progressed slowly in the first years. The first footpaths were temporary boardwalks. By 1917, the institution had planted 400 trees, 115 bushes, and some lawns, but the size of the campus meant much of it remained in a raw state. Like the symmetrically arranged buildings and roads, early plantings emphasized formality with trees of the same species planted at regular intervals along roadways and even a formal garden (quickly abandoned) laid out in the area north of the Administration building. The gradual pace of landscaping development can be attributed to the fact that the patients were responsible for gardening on the campus, as well as construction (JRP 2017).

Development of Norwalk State Hospital accelerated during the 1920s, when some of the largest and most important buildings on the site were constructed: the Administration Building, James Hall (an auditorium), and the massive Receiving Building (now demolished). A rectangular area west of the Boiler Plant was developed into a second ward quadrangle, with seven large ward buildings as well as several smaller support buildings developed around a large open space. New buildings were added outside the ring road, most of which were smaller in scale and intended for employee use. Although the pace of development slowed in the 1930s, by the last years of the decade Norwalk State Hospital had 47 buildings, a fully developed system of walking paths and paved roads, and mature trees set within manicured lawns. By 1940, the facility had 2,292 live-in patients, which was more than twenty-five per cent over capacity (JRP 2017).

The formal garden near the Administration Building had been abandoned by the late 1920s, replaced with lawns, informally massed trees, and a curved row of shrubs that followed the curve of the driveway (Elm Street). The second quadrangle to the west was planted heavily in the 1920s (when its buildings were constructed), with a formal row of palm trees around all four edges and various species of trees filling most of the interior area. Although few new buildings were constructed in the 1930s, plantings that had been established in the 1920s reached maturity, and by the end of the decade large trees and other greenery gave the campus a garden setting as designed. Aerial photographs from this era show large expanses of lawn outlined by maturing trees and shrubs. By 1954, the campus had 2,500-3,000 trees, 5,500 feet of hedge, and several acres of lawn. In the mid-1950s, aerial photographs show a heavily wooded campus with mature trees that are taller than the buildings. The area between the Kitchen and Boiler Plant and the recreation fields near the southeast corner of the campus were among the few open areas which lacked large trees. After the mid-1960s, the tree canopy was substantially thinned (JRP 2017).

The institution began to develop recreational facilities in the early 1930s, sited near Bloomfield Avenue along the lightly developed eastern edge of the campus. The first baseball field was constructed in the early 1930s south of the traffic circle at the Administration and Receiving buildings. It was moved to its present location near the intersection of South Circle Road and Bloomfield Avenue in 1936. The baseball field area underwent gradual changes over the decades as tennis, volleyball, and basketball courts were installed between 1953 and 1963. Covered shelters were added to the recreation facilities around 2000 (JRP 2017).

The Depression and World War II on its heels meant that there was little expansion at the institution between 1932 and 1947, but about 1948, the state began adding more new buildings. Beginning in the early 1950s, large multi-story treatment wards were constructed outside the ring road on the edges of the original institution. The flat-roofed Modern buildings did not conform to the Spanish Revival, Tudor, and French Eclectic styles established at the institution during its early decades, nor did they fit into Cottage Plan institutional design. Norwalk's patient population reached 4,140 in 1962, after which a decrease in institutionalization and other social changes brought a gradual decline in numbers (JRP 2017).

6.3.3 CULTURAL RESOURCES STUDIES

Cultural resources include prehistoric archaeological sites; historic-era archaeological sites; tribal cultural resources (TCRs); and historic buildings, structures, landscapes, districts, and linear features. TCRs are addressed in Chapter 11, *Tribal Cultural Resources*.

Archival Search

A records search was conducted by the South Central Coastal Information Center of the California Historical Resources Information System at California State University, Fullerton. The purpose of the record search was to identify the presence of any previously recorded cultural resources within the project site, and to determine whether any portions of the project site had been surveyed for cultural resources. The record search (Records Search File No.:19557.5511) indicated that the Project area had not previously been surveyed for archaeological resources, but that three surveys had occurred within a ¼-mile radius of the property. One resource, the Burlington Northern Santa Fe Railway, was recorded during two of the studies.

The record search also indicated that the Proposed Project is within the boundaries of the NRHP- and CRHR-eligible Norwalk State Hospital Historic District (NSHHD). The NSHHD was first identified as a historic district in 1980, but a formal evaluation for NRHP/CRHR eligibility did not take place at that time. A second study was conducted in 2004, in which some of the buildings on the campus were investigated (JRP 2017). The NSHHD was not fully documented and evaluated for NRHP/CRHR eligibility until 2017, when the Department of General Services (DGS) and California Department of State Hospitals (DSH) requested a full evaluation. California Department of Parks and Recreation (DPR) 523 forms were produced for the NSHHD and all of the contributing elements at that time (JRP 2017). In addition to being determined eligible for listing on the NRHP and CRHR, the NSHHD was found to be eligible as a California Historical Landmark (JRP 2017). The State Historic Preservation Officer concurred with these determinations in a letter to DGS dated October 20, 2017. The NSHHD is more fully described below.

The Phase I Environmental Site Assessment of the Project area included a detailed review of historic maps and aerial photographs. Research indicated that one building at the west edge of the Project site and bordering Cedar Street, which had been constructed sometime between 1923 and 1925, was removed between 1977 and 1983 (Avocet 2018).

Native American Consultation

An email request was made to the NAHC on September 28, 2018, to review its files for the presence of recorded sacred sites on the Project site. The NAHC responded on October 10, 2018, stating that no significant resources were identified in the Project area as a result of a search of their files. The NAHC also provided a list of six tribes and tribal contacts with a traditional and cultural affiliation with the Project area for notification pursuant to Pub. Res. Code Section (§) 21080.3.1 (AB 52). Coordination with tribes is described in Chapter 11, *Tribal Cultural Resources*. None of the tribes who were contacted requested consultation on the Project.

Archaeological Survey and Results

An archaeological survey of the Project location was conducted on November 1, 2018 by a Horizon archaeologist who meets the U.S. Secretary of the Interior's Professional Standards. As described in, Chapter 2, *Project Description*, the Project site is located on an undeveloped portion on the grounds of the Department of State Hospitals – Metropolitan. Systematic pedestrian survey transects were walked at intervals of no greater than 50 feet. Any exposed areas free of vegetation or construction debris were more closely inspected. The Project site's ground surface was heavily disturbed and previously graded, and a significant percentage of the ground surface was covered in landscaped grassy areas and gravel. No archaeological materials were observed during the survey, including the areas within the Project footprint that were once occupied by buildings associated with the Department of State Hospitals – Metropolitan. The archaeological survey is documented in the cultural resources technical report in Appendix F. Because potential offsite utility locations would underlie paved areas, an archaeological survey was not performed for the proposed offsite utility areas.

Built Environment Resources

As noted above, the Project is located within the boundaries of the NRHP/CRHR-eligible NSHHD, which is comprised of a portion of the Department of State Hospitals – Metropolitan campus. JRP prepared a *Historical Resources Inventory and Evaluation Report for Metropolitan (Norwalk) State Hospital* for DGS, evaluating the state-owned property as a historic district under NRHP and CRHR criteria, and as a California State Landmark. The study found the NSHHD eligible as a NRHP/CRHR-eligible historic district under Criterion A/1 (history) for "the important role it played in the evolution of public institutional mental health care as the first state hospital campus to be organized entirely around the Cottage Plan model" (JRP 2017). The NSHHD was also determined eligible under Criterion C/3 (architecture) as a relatively intact example of Cottage Plan institutional design, which opened during the peak of the concept's popularity and on which its principles were fully realized. In addition, JRP recommended the property eligible as a California Historical Landmark because of its status as the first fully realized, most significant, and last surviving Cottage Plan institution in California (JRP 2017).

The NSHHD includes 72 acres and contains 61 buildings, of which 55 retain sufficient integrity to qualify as historic district contributors but do not have sufficient architectural or historical significance to qualify for individual eligibility (Appendix F, Figure 4). Four of the six non-contributors within the district boundary were constructed outside the period of significance (1915-1950), while the Baseball Field (1936) and Superintendent's Residence (1919) lacked sufficient integrity to qualify as historic district contributors (JRP 2017).

The Norwalk Hospital Grounds were evaluated along with the buildings on the campus and recommended eligible as a district contributor under Criterion A/1 and Criterion C/3 for association with Cottage Plan institution design. Character-defining elements of the grounds are "central green spaces featuring concrete pathways lined with period-style light standards; the campus's open and scenic views featuring expansive lawn, mature trees, and shrubs, the asphalt perimeter roads around treatment areas and driveways leading to residences" (JRP 2017). JRP noted that the hospital grounds' integrity is slightly diminished because of alterations to sections of interior roads and footpaths as well as thinning of vegetation after 1963; however, despite these alterations, the grounds retain the ability to convey association with Cottage Plan design principals. "The grounds remain open and scenic, the pathways and roads remain in their general alignment and are reflective of how the hospital's Board of Managers originally intended" (JRP 2017).

6.4 IMPACT ANALYSIS

6.4.1 METHODOLOGY

All aspects of the cultural resources study were conducted in accordance with the U.S. Secretary of the Interior's Standards and Guidelines for Identification of Cultural Resources (48 CFR Parts 44720–44723). Methods employed for the Proposed Project consisted of pre-field research, Native American consultation, fieldwork, and report preparation. In conjunction with prehistoric and historic overviews, previous investigations and historic maps provided background information for assessing cultural sensitivity and identifying the types of sites likely to be located within the project site.

6.4.2 CRITERIA FOR DETERMINING SIGNIFICANCE

The Proposed Project would result in a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to in CEQA Guidelines section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines section 15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries.

6.4.3 ENVIRONMENTAL IMPACTS

Impact CR-1: Potential for a Substantial Adverse Impact on Historical Resources (Significant and Unavoidable)

The Proposed Project is located within the boundaries of the NSHHD, which has been determined eligible for listing on the NRHP and CRHR, and as a State Historical Landmark. As a result, construction of the new California Highway Patrol (CHP) facility could have a potentially significant impact on the historic district.

The eastern portion of the NSHHD is more open and has fewer buildings than other parts of MSH. Existing structures that would be demolished include the fencing along the street,

baseball field, basketball court, pavilion, greenhouse, and plant nursery, none of which are contributors to the historic district. However, trees, shrubs, lawns, a portion of South Circle Drive, walkways and other contributing landscape features would be altered or removed.

The recreational facilities and structures in their vicinity, such as the greenhouse and plant nursery, are not contributors to the historic district. Therefore, their removal would not result in a significant impact to a historical resource. The landscaped hospital grounds are a contributing element of the historic district. The open and scenic nature of the grounds is an element which allows the site as a whole to convey its history as a Cottage Plan institution. Character-defining features of the grounds include: central green spaces, open and scenic views of the campus, expansive lawn, mature trees, shrubs, concrete pathways, period-style light standards, and asphalt perimeter roads. The project would require the destruction of lawn, shrubs, mature trees, and period light standards within the 6-acre project area, which comprise a portion of the historic district. In addition, a portion of the curb and gutter along South Circle Road would be reconfigured into a driveway approach, so that CHP may use it for emergency vehicular access/egress. Construction of the CHP facility to include a 6-foot-tall concrete-block masonry fence around secure areas would remove the open and scenic nature of the eastern portion of the grounds. Located adjacent to Bloomfield Avenue, the Project would be in the area most visible to the general public, and would be visible from most areas in the eastern portion of the historic district. Overall, the open and scenic nature of the grounds would be significantly compromised. The proposed project would partially compromise the ability of the NSHHD to convey its historic identity by removal of these important character-defining features. This action would damage the historic district's integrity of setting, design, and feeling. Therefore, the proposed project would result in a significant negative effect to a historical resource that has been determined eligible to the NRHP and as a CHL. The Proposed Project therefore would create a substantial adverse change to a historical resource pursuant to CEQA and California PRC §§ 5024(f) and 5024.5.The mitigation measures proposed below would lessen the effects of the impact to the NSHHD, but construction of the new CHP facility would not be lessened to below **significant and unavoidable**.

Mitigation Measure CR-1: Design the project to preserve contributing elements of the NSHHD.

The project will be designed to preserve contributing elements to the historical resource within the project area, as feasible. Avoidance of existing interior paths and roadways (such as the sidewalk parallel to Cedar Street in the southwest part of the project area) and retention of existing mature trees (such as in the storm water retention areas, parking lots, and between the main building and Bloomfield Ave), where feasible, would partially mitigate the negative impact to the historical resource. The State will work with the SHPO to develop mitigation measures agreeable to all parties.

Implementation of this mitigation measure, however, would not provide mitigation below the level of significance and the impact would continue to be **significant and unavoidable**.

Mitigation Measure CR-2: Implement landscaping to enhance the scenic feeling of the original grounds.

Landscape design will attempt to minimize the impacts to the open and scenic feeling of the grounds by establishing new plantings, that are compatible with the historic

district landscaping. In addition, landscaping will be designed to screen incompatible elements of the project (such as the 6-foot-tall concrete masonry unit wall) with compatible trees and shrubbery, to the degree feasible without compromising the safety and security of the facility.

Compatible screening landscape would partially mitigate the negative impact to the historical resource, but would not mitigate below **significant and unavoidable**.

Mitigation Measure CR-3: Prepare documentation according to the standards of the Historic American Building Survey/Historic American Engineering Record and submit it to a local archive or repository for curation.

Documentation in the form of a public report can be undertaken as mitigation. A typical documentation effort for a historical resource of this nature would include production of a historical narrative and accompanying photo-documentation. Photo-documentation would be undertaken with large-format black-and-white film according to the standards of the Historic American Building Survey/Historic American Engineering Record and submitted to a local archive or repository for curation. (Submission of documentation materials to Library of Congress would not be required for historical resources of this nature.) It is recommended that the mitigation measure of a public report establish specific production standards, reviewers and commenters, and final disposition of the public report if this option is undertaken. These specific requirements should be determined in consultation with interested local parties. Interested local parties include (but are not limited to) local preservation groups, and any local neighborhood groups that may express interest in the historical resources.

A public report would partially mitigate the negative impact to the historic resource, but would not mitigate below the level of significance and the project impact to the NSHHD would be **significant and unavoidable**.

Impact CR-2: Potential for a Substantial Adverse Impact on Archaeological Resources from Proposed Project Construction (Less than Significant with Mitigation)

No archaeological resources were identified during the archaeological survey of the Project area. However, archaeological remains may be buried with no surface manifestation. Excavation for site preparation and any buried utilities could be as deep as 5 feet, and would occur in areas where buildings, structures, and utilities are to be located. Such excavation activities could uncover buried archaeological materials that may be eligible for the NRHP/CRHR and, therefore, could have a potentially significant impact on an archaeological resource. Therefore, this impact would be potentially significant.

If archaeological remains are accidentally discovered that are determined eligible for listing in the NRHP/CRHR, and Proposed Project activities would affect them in a way that would render them ineligible for such listing, a significant impact would result. Should previously undiscovered archaeological resources be found, implementation of Mitigation Measure CR-1 would ensure that impacts on NRHP/CRHR-eligible archaeological sites accidentally uncovered during construction are reduced to a less-than-significant level by immediately halting work if materials are discovered, evaluating the finds for NRHP/CRHR eligibility, and

implementing appropriate mitigation measures, as necessary. Implementation of **Mitigation Measure CR-4** would reduce impacts related to accidental discovery of significant archaeological resources to a level that is **less than significant with mitigation**.

Mitigation Measure CR-4: Immediately halt construction if cultural resources are discovered, evaluate all identified cultural resources for eligibility for inclusion in the NRHP/CRHR, and implement appropriate mitigation measures for eligible resources.

If any cultural resources, such as structural features, unusual amounts of bone or shell, flaked or ground stone artifacts, historic-era artifacts, human remains, or architectural remains, are encountered during any project construction activities, work shall be suspended immediately at the location of the find and within a radius of at least 50 feet and the State will be contacted.

All cultural resources accidentally uncovered during construction within the project site shall be evaluated for eligibility for inclusion in the NRHP/CRHR. Resource evaluations will be conducted by individuals who meet the U.S. Secretary of the Interior's professional standards in archaeology, history, or architectural history, as appropriate. For finds that are of Native American concerns, local Native American tribes will be notified, if they have requested notification. If any of the resources meet the eligibility criteria identified in Public Resources Code § 5024.1 or CEQA § 21083.2(g), mitigation measures will be developed and implemented in accordance with CEQA Guidelines § 15126.4(b) before construction resumes.

For resources eligible for listing in the CRHR that would be rendered ineligible by the effects of Project construction, additional mitigation measures will be implemented. Mitigation measures for archaeological resources may include (but are not limited to) avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources shall be developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Native American consultation is required if an archaeological site is determined to be a TCR. Implementation of the approved mitigation would be required before resuming any construction activities with potential to affect identified eligible resources at the site.

Impact CR-3: Potential for Disturbance of Any Human Remains, including Those Interred Outside of Dedicated Cemeteries (Less than Significant with Mitigation)

No evidence of human remains was observed within the Project study area. Human remains are not known to exist in or near the Project site; however, human remains may be buried with no surface manifestation. Excavations associated with construction, particularly trenching, have the potential to uncover such remains, if they are present. Impacts on accidentally discovered human remains would be considered a significant impact. Implementation of **Mitigation Measure CR-5** would ensure that the Proposed Project would not result in any substantial adverse effects on human remains uncovered during the course of construction by requiring that, if human remains are uncovered, work must be halted and the County Coroner must be contacted. Adherence to these procedures and provisions of the

California Health and Safety Code would reduce potential impacts on human remains to a level that is **less than significant with mitigation**.

Mitigation Measure CR-5: Immediately halt construction if human remains are discovered and implement applicable provisions of the California Health and Safety Code.

If human remains are accidentally discovered during the Proposed Project's construction activities, the requirements of California Health and Human Safety Code § 7050.5 shall be followed. Potentially damaging excavation shall halt in the project site of the remains, with a minimum radius of 100 feet, and the Los Angeles County Coroner shall be notified. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (California Health and Safety Code § 7050.5[b]). If the Coroner determines that the remains are those of a Native American, he or she must contact NAHC by phone within 24 hours of making that determination (California Health and Safety Code § 7050[c]). Pursuant to the provisions of Pub. Res. Code § 5097.98, the NAHC shall identify a Most Likely Descendent (MLD). The MLD designated by the NAHC shall have at least 48 hours to inspect the site and propose treatment and disposition of the remains and any associated grave goods. The State shall work with the MLD to ensure that the remains are removed to a protected location and treated with dignity and respect. Native American human remains may also be determined to be tribal cultural resources. The County Coroner will contend with the human remains if they are not of Native American origin.

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Chapter 7
GREENHOUSE GAS EMISSIONS AND ENERGY

7.1 OVERVIEW

This chapter describes the regulatory and environmental setting related to greenhouse gases (GHGs) and energy and then evaluates impacts related to the Santa Fe Springs Area Office Replacement Project's (Proposed Project's) forecasted GHG emissions. The impact evaluation begins by describing the methods used to evaluate significance and the GHG and Energy significance criteria, and then presents the impact evaluation.

7.2 REGULATORY SETTING

7.2.1 FEDERAL LAWS, REGULATIONS, AND POLICIES

At the federal level, U.S. Environmental Protection Agency (USEPA) has developed regulations to improve the efficiency of, and reduce GHG emissions from, motor vehicles and has developed permitting requirements for large stationary emitters of GHGs. On April 1, 2010, USEPA and the National Highway Traffic Safety Administration (NHTSA) established a program to reduce GHG emissions and improve fuel economy standards for new model year 2012–2016 cars and light trucks. On August 9, 2011, USEPA and the NHTSA announced standards to reduce GHG emissions and improve fuel efficiency for heavy-duty trucks and buses. In August 2016, USEPA and the NHTSA jointly finalized Phase 2 Heavy-Duty National Program standards to reduce GHG emissions and improve fuel efficiency of medium- and heavy-duty vehicles for model year 2018 and beyond (USEPA 2017). However, some of these standards have been stayed by a court order and USEPA has proposed repealing certain Phase 2 emissions standards (Center for Climate and Energy Solutions 2018).

7.2.2 STATE LAWS, REGULATIONS, AND POLICIES

Greenhouse Gas Emissions

In recent years, California has enacted a number of policies and plans to address GHG emissions, energy, and climate change. In 2006, the California State Legislature enacted Assembly Bill (AB) 32, the Global Warming Solutions Act, which set the overall goals for reducing California's GHG emissions to 1990 levels by 2020. Senate Bill (SB) 32 codified an overall goal for reducing California's GHG emissions to 40 percent below 1990 levels by 2030. Executive Orders (EOs) S-3-05 and B-16-2012 further extend this goal to 80 percent below 1990 levels by 2050. The California Air Resources Board (CARB) has completed rulemaking to implement several GHG emission reduction regulations and continues to investigate the feasibility of implementing additional GHG emission reduction regulations. These include the

low carbon fuel standard, which reduces GHG emissions associated with fuel usage, and the Renewables Portfolio Standard (RPS), which requires electricity suppliers to increase the amount of electricity generated from renewable sources to certain thresholds by various deadlines. In 2018, SB 100 updated the RPS to require 50% renewable resources by the end of 2026, 60% by the end of 2030, and 100% renewable energy and zero carbon resources by 2045. EO B-55–18 signed by Gov. Brown set a goal of statewide carbon neutrality by 2045 and net negative emissions thereafter.

The California Building Code (Title 24) governs construction of buildings in California. Parts 6 and 11 of Title 24 are relevant for energy use and green building standards, which reduce the amount of indirect GHG emissions associated with buildings.

CARB approved the First Update to the AB 32 Scoping Plan on May 22, 2014 (CARB 2014). This update defines climate change priorities for the next 5 years and also sets the groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The update also highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals and evaluates how to align the State's longer term GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released and adopted a 2017 Scoping Plan Update (CARB 2018) to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 (CARB 2017a, CARB 2017b, CARB 2018).

Energy

Energy resource-related regulations, policies, and plans at the state level, require the regular analysis of energy data and developing recommendations to reduce statewide energy use, and setting requirements on the use of renewable energy sources. SB 1389, passed in 2002, requires the California Energy Commission (CEC) to prepare an *Integrated Energy Policy Report* for the governor and legislature every 2 years (CEC 2019). The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research (CEC 2019). The 2018 *Integrated Energy Policy Report Update* includes policy recommendations such as addressing the vulnerability of California's energy infrastructure to extreme events related to climate change, including sea-level rise and coastal flooding (CEC 2018a).

The State of California has the following initiatives and policies relating to transitioning to more efficient fleets with lower GHG emissions that may apply to the Proposed Project:

- "Zero Emissions Vehicle (ZEV) and hybrid vehicle first" purchasing policy which requires departments to purchase light-duty vehicles according to the following priority structure, when available on the statewide contract: (1) pure ZEVs, (2) PHEVs, and (3) hybrids.
- Increasing the ZEV purchasing mandate annually by 5 percent so that it will be 50 percent by 2025.
- The State's *2018 ZEV Action Plan Priorities Update* and *2016 ZEV Action Plan* (Office of Governor 2018) contain goals and actions to expand the number of ZEVs in the state's fleet and to install necessary infrastructure to support ZEV fleet purchases.

The *California Highway Patrol 2015-2019 Strategic Plan* (CHP 2015) contains the following Objectives and Performance Measures relating to Energy that may apply to the Proposed Project:

- 2H. Enhance environmentally sustainable practices within our fleet, operations, and facilities
  - By 2017, increase the number of plug-in electric hybrid vehicles and battery electric vehicles within the departmental pool vehicle fleet by 10 percent from 2014 levels.
  - By 2018, ensure all California Highway Patrol (CHP) facilities are 20 percent more energy efficient from 2003 levels.

The *California Highway Patrol Sustainability Roadmap 2018-2019* (CHP 2017) describes CHP's efforts and plans to incorporate more ZEVs and plug-in hybrids into their fleet.

7.2.3 Local Laws, Regulations, and Policies

Local laws, regulations, and policies are provided in Appendix B. SCAQMD has only established a numerical threshold for industrial sources of 10,000 metric tons of carbon dioxide equivalents per year (MT CO_2e/yr) and has not established a numerical threshold for residential, commercial, retail or government building projects. SCAQMD recommends agencies to consider how the project meets the objectives of AB 32 and SB 32, and if the project is consistent with other climate change goals and regulations (SCAQMD 2008). They also suggest that projects establish mitigation measures to ensure that prescriptive measures are being considered to ensure reduction of GHG emissions and projects designed to ensure that the goals for climate change are achieved.

7.3 Environmental Setting

7.3.1 Greenhouse Gas Emissions

Climate change results from the accumulation of GHGs in the atmosphere, which are produced primarily by the burning of fossil fuels for energy. Because GHGs (carbon dioxide [CO_2], methane [CH_4], and nitrous oxide [N_2O]) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere in the world. GHG emissions are typically reported in terms of carbon dioxide equivalents (CO_2e) which converts all GHGs to an equivalent basis taking into account their global warming potential (GWP) compared to CO_2. **Table 7-1** shows the six GHGs and their respective GWPs.

Table 7-1. Greenhouse Gas Overview and Global Warming Potential

Greenhouse Gas	GWP over 100 years (in IPCC 2013/ SAR)[a]	Description
Carbon Dioxide (CO_2)	1/1	Released into the atmosphere through burning of fossil fuels (coal, natural gas, and oil), solid waste, trees, and wood products, and certain chemical reactions; removed from the atmosphere when it is absorbed by plants and oceans; remains in the atmosphere for 50 to more than 100,000 years.
Methane (CH_4)	28/21	Emitted during the production and transport of coal, natural gas, and oil; methane emissions also result from livestock and other agricultural practices and from the decay of organic waste, notably in municipal solid waste landfills; remains in the atmosphere for about 10 years.
Nitrous Oxide (N_2O)	265/310	Emitted during agricultural and industrial activities, and during combustion of fossil fuels and solid waste; remains in the atmosphere for about 100 years.
Hydrofluoro-carbons (HFCs)	4-12,400/ 650–11,700	Typically used in refrigeration and air conditioning equipment, as well as in solvents; emissions are generated primarily from use in air conditioning systems in buildings and vehicles; remains in the atmosphere from 10 to 270 years.
Perfluoro-carbons (PFCs)	6,630-11,100/ 6,500–9,200	Emitted as by-products of industrial and manufacturing sources; remains in the atmosphere from 800 to 50,000 years.
Sulfur Hexa-fluoride (SF_6)	23,500/ 23,900	Used in electrical transmission and distribution; remains in the atmosphere approximately 3,200 years.

Notes:

GWP = global warming potential; IPCC = Intergovernmental Panel on Climate Change; SAR = IPCC's 1996 Second Assessment Report.

[a] As scientific understanding of the GWP of various greenhouse gases (GHGs) improves over time, GWP values are updated in the IPCC scientific assessment reports. For regulatory consistency, the United Nations Framework Convention on Climate Change reporting guidelines, and international treaties, for national inventories continue to use GWP values to those published in SAR. The table shows GWP values for 100 years from IPCC 2013 and SAR.

Sources: USEPA 2013; IPCC 1996, IPCC 2013

These six gases are the major GHGs that were recognized by the United Nations Framework Convention on Climate Change (UNFCCC) and other international climate change treaties, including the Kyoto Accords, which was the first international treaty to establish GHG emission reduction goals. Other GHGs were not recognized by the international treaties, chiefly because of the smaller role that they play in global climate change or the uncertainties surrounding their effects. One GHG not recognized by the international treaties is atmospheric water vapor because no obvious correlation exists between water vapor and specific human activities. Water vapor appears to act in a feedback manner; higher temperatures lead to higher atmospheric water concentrations, which in turn cause more global warming (IPCC 2003). Nitrogen trifluoride was not recognized in the initial Kyoto

Accords, but was subsequently included by the UNFCCC and recognized in California as a GHG.

The most important GHG in human-induced global warming is CO_2. Although many gases have much higher GWPs than the naturally occurring GHGs, CO_2 is emitted in such vastly higher quantities that it accounts for about 84 percent of the GWP of all GHGs emitted by the United States. (USEPA 2013). Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions over time and, thus, substantial increases in atmospheric CO_2 concentrations. In 2005, atmospheric CO_2 concentrations were about 379 parts per million (ppm), more than 35 percent higher than the pre-industrial concentrations of about 280 ppm (IPCC 2007). In addition to the sheer increase in the volume of its emissions, CO_2 is a major factor in human-induced global warming because of its long lifespan in the atmosphere of 50–100,000 years.

Anthropogenic (human-caused) emissions of GHGs are widely accepted in the scientific community as contributing to global warming. Temperature increases associated with climate change are expected to adversely affect plant and animal species, cause ocean acidification and sea level rise, affect water supplies and agriculture, and harm public health.

Global climate change is already affecting ecosystems and societies throughout the world. Climate change adaptation refers to the efforts undertaken by societies and ecosystems to adjust to and prepare for current and future climate change, thereby reducing vulnerability to those changes. Human adaptation has occurred naturally over history; people move to more suitable living locations, adjust food sources, and more recently, change energy sources. Similarly, plant and animal species also adapt over time to changing conditions; they migrate or alter behaviors in accordance with changing climates, food sources, and predators.

Many national, as well as local and regional, governments are implementing adaptive practices to address changes in climate, as well as planning for expected future impacts from climate change. Some examples of adaptations that are already in practice or under consideration include conserving water and minimizing runoff with climate-appropriate landscaping, capturing excess rainfall to minimize flooding and maintain a constant water supply through dry spells and droughts, protecting valuable resources and infrastructure from flood damage and sea level rise, and using water-efficient appliances.

In 2017, total California GHG emissions from routine emitting activities were 424.1 million metric tons of carbon dioxide equivalents (MMT CO_2e) (CARB 2019). This represents a decrease from 2016 and a 14 percent reduction compared to peak levels reached in 2004 (CARB 2019). Declining emissions from the electricity sector were responsible for much of the reduction due to growing zero-GHG energy generation sources. In 2017, the transportation sector of the California economy was the largest source of emissions, accounting for approximately 40 percent of the total emissions (CARB 2019).

7.3.2 Energy Resources and Consumption

California has extensive energy resources, including an abundant supply of crude oil, high production of conventional hydroelectric power, and leads the nation in electricity generation from renewable resources (solar, geothermal, and biomass resources) (U.S. Energy Information Administration (EIA) 2019). California has the second highest total energy consumption in the United States but one of the lowest energy consumption rates per

capita (48th in 2016) due to its mild climate and energy efficiency programs (EIA 2019). A comparison of California's energy consuming end-use sectors indicates that the transportation sector is the greatest energy consumer, by approximately two to three times compared to the other end-use sectors (Industrial, Commercial, and Residential, which are listed in order of greatest to least consumption) (EIA 2019). California is the largest consumer of motor gasoline and jet fuel in the United States (EIA 2019).

In Los Angeles County, data collected for the Final Unincorporated Community Climate Action Plan indicates that communitywide sources in the unincorporated county in 2010 had a different pattern than that exhibited statewide. The largest sources of GHG emissions (and presumably energy use) were from building energy use (49 percent), followed by on- and off-road vehicles (42 percent), waste generation (7 percent), and water conveyance and wastewater generation (2 percent) (Los Angeles County 2015).

Southern California Edison (SCE) and the SoCalGas provide power and natural gas, respectively, to the proposed Project area.

Table 7-2 provides a more detailed breakdown of SCE's energy resources. Approximately 23 percent of the power provided by SCE comes from solar and wind renewable sources, while the remaining 77 percent comes from a mixture of other eligible renewable sources, nuclear, large hydroelectric, natural gas, and unspecified sources of power. As mentioned in discussion of GHG Emissions regulations in Section 7.2.2, "State Laws, Regulations, and Policies," California's RPS requires electricity suppliers to increase the amount of electricity generated from renewable sources to 33 percent by 2020, to 50 percent by 2026, and 100 percent by 2045.

Table 7-2. Summary of Energy Sources for SCE

Energy Resources	Utility Power Mix (%)	
	SCE (2017)	California Power Mix (2017)**
Eligible Renewable	32	29
Coal	0	4
Large Hydroelectric	8	15
Natural Gas	20	34
Nuclear	6	9
Unspecified Power*	34	9
Total	100	100

* "Unspecified sources of power" is defined as electricity from transactions that are not traceable to specific generation sources.

** Percentages are estimated annually by the California Energy Commission based on the electricity sold to California consumers during the identified year.

Sources: CEC 2018b

7.4 IMPACT ANALYSIS

7.4.1 METHODOLOGY

Construction and operational emissions were estimated using the California Emission Estimator Model (CalEEMod) version 2016.3.2. CalEEMod is an emissions model that estimates GHG emissions for land use development projects. It contains reasonable default assumptions that can be replaced if site-specific information is available. CalEEMod incorporates both CARB's air emissions factor (EMFAC) modeling program for vehicles and current off-road in-use engine emissions model for construction equipment. Mobile emissions, including emissions associated with employee commute trips, CHP uniformed officer patrol trips while on duty, and trips generated by civilian CHP employees are summarized in the discussion of operational emissions in Chapter 4, *Air Quality*, under item 4.4.3. Detailed CalEEMod output which includes relevant input parameters is contained in Appendix C, *Air Quality and Greenhouse Gas Emissions Calculations*.

The use of equipment and material, such as concrete and steel, require energy therefore they indirectly result in GHG emissions. These indirect GHG emissions associated with building materials are referred to as embodied energy and are based on life-cycle GHG emission analyses of individual materials. The embodied energy from building materials has not been estimated as detailed specifications and estimates of building material are not available. For a typical building construction project, the materials that have some of the largest embodied energy are cement and steel.

7.4.2 CRITERIA FOR DETERMINING SIGNIFICANCE

The Proposed Project would result in a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs.

The Proposed Project would result in a significant impact related to energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy.

7.4.3 ENVIRONMENTAL IMPACTS

Impact GHG-1: Potential for Project Construction and Operation to Indirectly or Directly Generate Substantial GHG Emissions (Less than Significant)

The Proposed Project would generate GHG emissions during construction and operation. Construction-related GHG emissions would result from the combustion of fossil-fueled

construction equipment, material hauling, and worker trips. These emissions were estimated using CalEEMod version 2016.3.2, with default assumptions for a 5.2-acre site, which is the area that would potentially be developed within the 6-acre Project site, and the proposed utility improvements as described in Chapter 2, *Project Description*. The Proposed Project's construction-related GHG emissions are estimated at 684 metric tons of carbon dioxide equivalents (MT CO_2e).

Operational GHG emissions would result from fossil-fueled equipment and motor vehicles, building energy use, water use, and solid waste. The Proposed Project's operational emissions were estimated with CalEEMod version 2016.3.2 using default assumptions. Mobile emissions, including emissions associated with employee commute trips, CHP patrol officer trips while on duty, and trips generated by civilian employees. Vehicle idling emissions were conservatively estimated by assuming that 2 worker vehicles were idling 24 hours per day. The idling emission factors were taken from the EMFAC 2014 model to be consistent with CalEEMod emission factors for a light-duty truck (vehicle class 1). The diesel-powered emergency generator was assumed to have 670 hp and operate for 100 hours per year for testing. Based on these assumptions, the Proposed Project's operational GHG emissions are estimated to be 2,272 MT CO_2e/yr. The majority of the emissions are from the patrol cars. This estimate includes emissions associated with the existing CHP Santa Fe Springs Area Office. Thus, the operational emissions of the new CHP facility would be partially offset by eliminating emissions from the existing CHP facility. In addition, the new facility would be constructed consistent with current California building codes, which substantially reduce the energy and water use for new buildings compared to the standards in effect when the existing CHP Santa Fe Springs Area Office was constructed. The resulting net increase would be attributable to the increase in the number of employees and larger size of the facility partially offset by the more efficient building design.

The existing CHP facility emissions were estimated in CalEEMod based on the estimated building square footage, and number of employees. The existing facility emissions were estimated to be 2,146 MT CO_2e. Therefore, the net operational emissions for the project are 126 MT CO_2e.

The net project emissions when amortized construction emissions are included would be approximately 149 MT CO_2e/year and would not be anticipated to result in a significant impact to global climate change or impede the goals of AB 32 or SB 32. These emissions would be expected to decrease over time as CHP's fleet incorporates more ZEVs. In addition, the new facility would be constructed consistent with current California building codes, which substantially reduce the energy and water use for new buildings compared to the standards in effect when the existing CHP Santa Fe Springs Area Office was constructed. Since the Proposed Project's net emissions would be minimal, the impact would be **less than significant**.

Impact GHG-2: Potential for Project Construction and Operation to Conflict with the Applicable Plans, Policies, or Regulations Adopted for the Purpose of Reducing GHG Emissions (Less than Significant)

The State of California has implemented AB 32, SB 32, and multiple Executive Orders to reduce GHG emissions. The Proposed Project does not pose any conflict with the most recent list of CARB's early action strategies, nor is it one of the sectors at which measures are targeted. The First Update to the AB 32 Scoping Plan and California's 2017 Climate Change

Scoping Plan (CARB 2017b) did not mention similar projects as a specific target for additional strategies, but emission reductions at the Project site would be influenced by decisions relating to target sectors such as water, waste, natural resources, clean energy, transportation, and land use. The Proposed Project is consistent with the State's and CHP's fleet policies to increase ZEVs to the extent feasible while still performing their service to protect. The Proposed Project would not be required to report emissions to CARB. Therefore, emissions generated by the Proposed Project would not be expected to have a substantial contribution to the ongoing impact on global climate change. While local plans, policies and regulations do not apply to the state, the location of the Project site is in line with local general plan policies regarding land use, transportation, air quality planning goals, and local GHG reduction plans. For these reasons, the Proposed Project would not conflict with AB 32, the local general plans, and climate action plans. Therefore, this impact would be **less than significant**.

Impact GHG-3: Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Less than significant)

This evaluation considers the extent to which the Proposed Project would affect energy resources during construction and operation of the Proposed Project. Effects on energy resources are evaluated based on the energy demand of the Proposed Project. This includes the direct consumption of diesel, gasoline, natural gas, and electricity. The indirect life cycle of the various products and equipment to be used during construction activities would include several forms of energy consumption that are imbedded in a product's manufacturing and distribution. For example, petroleum products may serve as precursors that would be the raw material used in manufacturing construction equipment and the manufacturing process would likely use natural gas and electricity. Petroleum-based fuels would be used to bring products from the place they are manufactured to the location where they are to be used. Other raw materials such as steel and cement contain large amounts of embodied energy to produce the material that may be used on site during construction. Since the details of embodied energy in material is complex and would be speculative as to the amount of energy embedded, the indirect life-cycle energy is not included in this analysis.

The Proposed Project's construction activities would require the consumption of energy (fossil fuels) for construction equipment, worker vehicles, and truck trips. The Proposed Project's operations would require natural gas and electricity-based energy use for the building, diesel for the emergency generator, and gasoline for vehicle trips. Energy consumption during operations would be minimized by building the facility to meet Title 24 energy and resource standards requirements and achieving USGBC Leadership in Energy & Environmental Design (LEED) Silver or higher. **Table 7-3** shows the estimated fuel use during construction and operations from construction equipment, worker vehicles, truck trips, and building operations. The calculations used to develop these estimates are presented in Appendix C.

Table 7-3. Project Fuel and Energy Use

Consumption Category	Energy Source	
Construction Fuel Consumption	Gasoline Fuel Use (gallons)	Diesel Fuel Use (gallons)
Construction On-Road Vehicles	12,831	14,991
Construction Off-Road Equipment		45,188
Total for Construction	12,831	60,179
Annual Project Fuel Consumption	Gasoline Fuel Use (gallons)	Diesel Fuel Use (gallons)
On-Road Vehicles	159,329	36,481
Off-Road Equipment and Stationary Sources		2,525
Total for Annual Operation	159,329	39,006
Annual Building Energy Use	Electricity (kWh)	Natural Gas (kBTU)
Building Energy Use	657,630	550,019
Water Use	187,785	

kWh = kilowatt hour kBTU = kilo-British thermal unit

The energy consumption during construction and operations is necessary for the protection of public safety and the enforcement of vehicular and traffic laws on state highways and freeways. These activities would not cause wasteful, inefficient, and unnecessary consumption of energy or cause a substantial increase in energy demand and the need for additional energy resources.

In addition, CHP activities would not conflict with any of the goals, policies, or implementation actions identified in the applicable energy plans, such as the 2018 Integrated Energy Policy Report Update and the Los Angeles County Community Climate Action Plan, because the Proposed Project would be completed as efficiently as possible and the building would be designed to meet required efficiency standards. Thus, the Proposed Project would not conflict with any plans relating to renewable energy or energy efficiency. Therefore, this impact is considered **less than significant**.

Chapter 8
HAZARDS AND HAZARDOUS MATERIALS

8.1 OVERVIEW

This chapter describes the regulatory setting and affected environment associated with hazardous materials and wastes, the methodology and significance criteria used to evaluate impact significance, and the Santa Fe Springs Area Office Replacement Project's (Proposed Project's) potential impacts related to hazardous materials and wastes. Hazards related to proximity to airports, wildland fires, and emergency responses are also addressed.

8.2 REGULATORY SETTING

Because regulations for hazardous materials were developed over time, hazardous materials are regulated by numerous agencies whose jurisdictions and responsibilities sometimes overlap. Federal agencies that regulate hazardous materials include the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA). At the state level, agencies such as the California Department of Industrial Relations, the California Occupational Safety and Health Administration (Cal/OSHA), and the California Emergency Management Agency (Cal EMA) govern the use of hazardous materials. State and local agencies often have either parallel or more stringent rules than federal agencies.

Generation, transportation, and disposal of hazardous wastes can also be regulated by different agencies. The lead federal agency is USEPA. The California Department of Toxic Substances Control (DTSC) has primary state regulatory responsibility, but may delegate enforcement authority to local jurisdictions that enter into agreements with the state agency.

The following is a review of federal and state regulations that are potentially pertinent to the Proposed Project.

8.2.1 FEDERAL LAWS, REGULATIONS, AND POLICIES

Clean Water Act

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. Section 402 of the CWA regulates stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. The USEPA has delegated authority to the State Water Resources Control Board (SWRCB) for administration of the NPDES program in California, where it is implemented by the State's nine Regional Water Quality Control Boards (RWQCBs). Under the NPDES Phase II Rule, any construction activity disturbing 1 acre or

more must obtain coverage under the State's General Permit for Storm Water Discharges Associated with Construction Activity (General Permit). General Permit applicants are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that describes the best management practices (BMPs) that will be implemented to avoid adverse effects on receiving water quality as a result of construction activities, including earthwork.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 (RCRA; 42 U.S. Government Code [USC] Section (§) 6901 *et seq*.), as amended by the Hazardous and Solid Waste Amendments of 1984, is the primary federal law for the regulation of solid waste and hazardous waste in the United States. These laws provide for the "cradle-to-grave" regulation of hazardous wastes, including generation, transportation, treatment, storage, and disposal. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of.

USEPA has primary responsibility for implementing RCRA, but individual states are encouraged to seek authorization to implement some or all RCRA provisions. California received authority to implement the RCRA program in August 1992. The California DTSC is responsible for implementing RCRA.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act ([CERCLA], also called the Superfund Act; 42 USC § 9601 *et seq*.) is intended to protect the public and the environment from the effects of past hazardous waste disposal activities and new hazardous material spills. Under CERCLA, USEPA has the authority to seek the parties responsible for hazardous materials releases and to ensure their cooperation in site remediation. CERCLA also provides federal funding, through the "Superfund," for the remediation of hazardous materials contamination. The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499) amends some provisions of CERCLA and provides for a community right-to-know program.

Energy Policy Act of 2005

Title XV, Subtitle B of the Energy Policy Act of 2005 (the Underground Storage Tank [UST] Compliance Act of 2005) contains amendments to Subtitle I of the Solid Waste Disposal Act, the original legislation that created the UST Program. As defined by law, a UST is "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground." In cooperation with USEPA, the SWRCB oversees the UST Program. The intent is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from USTs. The four primary program elements include leak prevention (implemented by Certified Unified Program Agencies [CUPAs], described in more detail below), cleanup of leaking tanks, enforcement of UST requirements, and tank integrity testing.

Spill Prevention, Control, and Countermeasure Rule

USEPA's Spill Prevention, Control, and Countermeasure (SPCC) Rule (40 Code of Federal Regulations [CFR] Part 112) applies to facilities with a single above-ground storage tank (AST) with a storage capacity greater than 660 gallons, or multiple tanks with a combined capacity greater than 1,320 gallons. The rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges into navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans.

Occupational Safety and Health Act

The Occupational Safety and Health Act created OSHA and is the primary federal law that governs occupational health and safety in the private sector and federal government in the United States. OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementing workplace training, exposure limits, and safety procedures for handling hazardous substances as well as other hazards. OSHA also establishes criteria by which each state can implement its own health and safety program.

Federal Communications Commission Requirements

There is no federally mandated radio frequency (RF) exposure standard; however, pursuant to the Telecommunications Act of 1996 (47 USC § 224), the Federal Communications Commission (FCC) established guidelines for dealing with RF exposure, as presented below. The exposure limits are specified in 47 CFR § 1.1310 in terms of frequency, field strength, power density, and averaging time. Facilities and transmitters licensed and authorized by FCC must either comply with these limits or an applicant must file an environmental assessment (EA) with FCC to evaluate whether the proposed facilities could result in a significant environmental effect.

Licensees at co-located sites (e.g., towers supporting multiple antennas, including antennas under separate ownerships) must take the necessary actions to bring the accessible areas that exceed the FCC exposure limits into compliance. This is a shared responsibility of all licensees whose transmission power density levels account for 5.0 or more percent of the applicable FCC exposure limits (47 CFR 1.1307[b][3]).

14 Code of Federal Regulations Part 77.9

The 14 CFR Part 77.9 is designed to promote air safety and the efficient use of navigable airspace. Implementation of these air safety standards is administered by the Federal Aviation Administration (FAA). If an organization plans to sponsor any construction or alterations that might affect navigable airspace, a Notice of Proposed Construction or Alteration (FAA Form 7460-1) must be filed. The air safety standards provide specific guidance regarding FAA notification requirements.

Any person/organization who/that intends to sponsor any of the following planned construction or alterations within the vicinity of a public or military airport is required to comply with the following conditions for FAA notification (CFR 2012):

- Any construction or alteration exceeding 200 feet above ground level; or
- Any construction or alteration that is:

  - within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet;
  - within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet;
  - within 5,000 feet of a public use heliport which exceeds a 25:1 surface;
- Any highway, railroad, or other traverse way whose prescribed adjusted height would exceed the above noted standards;
- When requested by the FAA; or
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

8.2.2 STATE LAWS, REGULATIONS, AND POLICIES

Safe Drinking Water and Toxic Enforcement Act of 1986 – Proposition 65

The goal of the Safe Drinking Water and Toxic Enforcement Act of 1986, more commonly known as Proposition 65, is to protect the state's drinking water sources from contamination with chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 also requires businesses to inform the public about exposure to such chemicals in the products they purchase, in their homes or workplaces, or that are released into the environment. In accordance with Proposition 65, the California Governor's Office publishes, at least annually, a list of such chemicals. The Office of Environmental Health Hazard Assessment, an agency under the California Environmental Protection Agency (CalEPA), is the lead agency for implementation of the Proposition 65 program. Proposition 65 is enforced through the California Attorney General's Office; however, district and city attorneys and any individual acting in the public interest may also file a lawsuit against a business alleged to be in violation of Proposition 65 regulations.

The Unified Program

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. Statewide, DTSC has primary regulatory responsibility for managing hazardous materials, and it works with other state agencies and delegates its authority to local jurisdictions that enter into agreements with the State. Local agencies, including Nevada County, administer these laws and regulations. DTSC, CalEPA and other state agencies set the standards for their programs while local governments implement the standards through CUPAs. For each county, the CUPA regulates/oversees the following:

- Hazardous materials business plans;
- California accidental release prevention (CalARP) plans or federal risk management plans;
- The operation of USTs and ASTs;
- Universal waste and hazardous waste generators and handlers;

- On-site hazardous waste treatment;
- Inspections, permitting, and enforcement;
- Proposition 65 reporting; and
- Emergency response.

Hazardous Materials Business Plans

Hazardous materials business plans are required for businesses that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR Part 355 Appendix A) (California Office of Emergency Services [Cal OES] 2015). Business plans are required to include an inventory of the hazardous materials used/stored by the business, a site map, an emergency plan, and a training program for employees. In addition, business plan information is provided electronically to a statewide information management system, verified by the applicable CUPA, and transmitted to agencies responsible for the protection of public health and safety (i.e., local fire department, hazardous material response team, and local environmental regulatory groups).

California Occupational Safety and Health Administration

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials in the workplace (California Code of Regulations [CCR] Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about exposure to hazardous substances, and preparation of emergency action and fire prevention plans. Hazard communication program regulations that are enforced by Cal/OSHA require workplaces to maintain procedures for identifying and labeling hazardous substances, inform workers about the hazards associated with hazardous substances and their handling, and prepare health and safety plans to protect workers at hazardous waste sites. Employers also must make material safety data sheets available to employees and document employee information and training programs. In addition, Cal/OSHA has established maximum permissible RF exposure limits for workers (Title 8 CCR § 5085 [b]) and requires warning signs where RF might exceed the specified limits (Title 8 CCR § 5085 [c]).

California Accidental Release Prevention

The purpose of the CalARP program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. In accordance with this program, businesses that handle more than a threshold quantity of regulated substances are required to develop a Risk Management Program (RMP). This RMP must provide a detailed analysis of potential risk factors and associated mitigation measures that can be implemented to reduce accident potential. CUPAs implement the CalARP program through review of RMPs, facility inspections, and public access to information that is not confidential or trade secret.

CAL FIRE Wildland Fire Management

The Office of the State Fire Marshal and the California Department of Forestry and Fire Protection (CAL FIRE) administer state policies regarding wildland fire safety. Construction

contractors must comply with the following requirements in the Public Resources Code during construction activities at any sites with forest-, brush-, or grass-covered land:

- Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire. (Pub. Res. Code § 4442).
- Appropriate fire-suppression equipment must be maintained from April 1 to December 1, the highest-danger period for fires (Pub. Res. Code § 4428).
- On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire-suppression equipment (Pub. Res. Code § 4427).
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines must not be used within 25 feet of any flammable materials (Pub. Res. Code § 4431).

California Highway Patrol

Along with the California Department of Transportation (Caltrans), CHP monitors hazardous materials and waste transportation laws and regulations in California. These agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. All motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from CHP.

8.3 ENVIRONMENTAL SETTING

8.3.1 EXISTING HAZARDS AND HAZARDOUS MATERIALS

In October 2018, Avocet prepared a Phase I Environmental Site Assessment evaluating the history and current condition of the Project site and surrounding properties and the potential for hazardous chemicals or wastes to have adversely impacted the underlying soil and groundwater (Avocet 2018a). Due to the proximity of several actual and potential contaminant sources identified in the Phase I Environmental Site Assessment, a subsequent Phase II Investigation was conducted to assess the possible presence of methane and volatile organic compounds (VOCs) in soil vapor, and total petroleum hydrocarbons (TPH), VOCs, and metals in shallow soil. (Avocet 2018b). Potential hazards and findings from the Phase II Investigation related to those hazards are presented below:

- **Groundwater Impacts from Offsite Sources.** The site is located hydraulically downgradient of the former Powerine refinery and several other properties at which oil and/or oil field wastes were stored, processed, and/or disposed. Free product and dissolved-phase hydrocarbons attributed to releases at the former Powerine refinery have migrated beneath the hospital property. In particular, dissolved-phase VOCs have been detected in groundwater beneath the site. In addition, the site is located in relatively close proximity to commingled plumes of chlorinated VOCs attributed to releases from the former Omega Superfund site and several other industrial facilities to the north. However, soil and soil vapor samples tested for TPH, metals, and VOCs

revealed *de minimis* concentrations of these analytes. Although the soil and soil vapor impacts do not pose a significant threat to current or future receptors, the groundwater contamination concerns are ongoing and will be addressed by other responsible parties.

- **Potential for Methane Gas.** The northern portion of the site is within the administrative boundary of the Santa Fe Springs oil field, and, as such, a survey for methane gas might be required prior to redevelopment pursuant to Los Angeles County Department of Public Works (Avocet 2018b). To determine whether the site is subject to a significant methane flux, eight soil vapor samples from four locations were analyzed for methane and fixed gases. Methane was not detected in any of the samples.

- **Vapor encroachment conditions.** A vapor encroachment condition (VEC) can occur if VOCs from an offsite source migrate beneath a property in the vapor phase. At the Project site, low concentrations of VOCs were detected in five of the eight soil vapor samples. However, applying the DTSC default residential attenuation factor to the maximum VOC concentrations in soil vapor indicates that VOCs are not likely to accumulate inside future structures at concentrations in excess of conservative residential indoor air screening levels (Avocet 2018b).

8.3.2 AIRPORTS

No airports are located within a 2-mile radius of the Proposed Project. The nearest airport is the Fullerton Municipal Airport approximately 5.9 miles southeast of the Project site.

8.3.3 WILDFIRE HAZARDS

Sections 4201–4204 of the Pub. Res. Code and Sections 51175–51189 of the California Government Code require the identification of fire hazard severity zones in California. CAL FIRE has established a system for classifying the severity of fire hazards. Fire hazard severity zones are determined using a science-based and field-tested model that takes into consideration many factors that are influential in fire likelihood and behavior, including fuel (vegetation), topography, typical weather of the area, crown fire potential (a fire's propensity to burn the tops of trees and tall brush), ember production and movement, and likelihood of an area burning (in part, based on fire history within the area). Fire prevention areas considered to be under state jurisdiction are referred to as "state responsibility areas." In state responsibility areas, CAL FIRE is required to delineate three hazard ranges as follows: moderate, high, and very high. Only the very-high-fire-hazard severity zones must be identified in "local responsibility areas," which are under the jurisdiction of local entities (e.g., incorporated cities, cultivated agriculture lands, and portions of the desert). Fire protection within local responsibility areas is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.

The Project site is located in an urban, developed area. The nearest open space area is the Puente Hills approximately 4.2 miles northeast of the site. Local fires would be managed by Los Angeles County Fire Department #20, at 12110 Adoree Street in Norwalk, 1.2 road miles southwest of the Project site.

8.3.4 Sensitive Receptors

The Project site is on DSH land, with the exception of the Project's offsite utilities that would be located in public rights-of-way (i.e., Bloomfield Avenue). Medical, residential, industrial, and office land uses are located near the Project site and utility areas. Nearby sensitive receptors and distances[1] to the Project site include:

- Homes for Life (on DSH grounds): approximately 20 feet (ft) west of the Project site;
- DSH-Metropolitan – multiple buildings within 600 ft of the site;
- Plaza de la Raza Child Development Services – 825 ft north;
- Private residences on Volunteer Avenue – beginning 1,060 ft southwest;
- Vickies Kids Family Daycare – 1,775 ft southwest;
- Kaiser Medical Clinic – 2,800 ft south; and
- Lakeland Elementary School – 3,250 ft northwest.

8.4 Impact Analysis

8.4.1 Methodology

For the purpose of this assessment, hazardous materials are defined as any materials that, because of quantity, concentration, or physical or chemical characteristics, pose a significant, present, or potential hazard to human health and safety or to the environment if released. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a handler or the administering regulatory agency has a reasonable basis for believing would be injurious to the health and safety of persons or would be harmful to the environment if released into the workplace or the environment (California Health and Safety Code § 25501).

Although often treated separately from hazardous materials, petroleum products (including crude oil and refined products, such as fuels and lubricants), and natural gas are considered in this analysis because they might pose a potential hazard to human health and safety if released into the environment.

Hazardous wastes include residues, discards, byproducts, contaminated products, or similar substances that exceed regulatory thresholds for properties of toxicity, ignitibility, corrosivity, or reactivity. Federal and state regulations identify by name the specific hazardous wastes that USEPA has designated as "listed wastes."

8.4.2 Criteria for Determining Significance

The Proposed Project would result in a significant effect related to hazards and hazardous materials if it would:

[1] Distances from the Proposed Project site to the listed sensitive receptors were measured from the border of the Proposed Project site to the sensitive receptor.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed school;
- Be located on a site that is included on a list of hazardous materials sites compiled in accordance with California Government Code Section 65962.5 (i.e., "Cortese List"), and as a result, create a significant hazard to the public or the environment;
- Result in a safety hazard or excessive noise for people residing or working on the project area if the project is within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public-use airport;
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Proposed Project is a listed Historic Cortese List site (Avocet 2018a); however, the contaminants of concern have been cleaned up and the case was closed as of November 20, 1996. Further discussion providing details on why the Proposed Project is listed as a Historic Cortese List site are discussed in Impact HAZ-4 as well as in the Phase 1 document (Avocet 2018a). The Proposed Project is not listed as a current or active Cortese List of hazardous materials sites compiled by DTSC in accordance with California Government Code § 65962.5, and therefore, that criterion is not discussed further in this chapter.

8.4.3 Environmental Impacts

Impact HAZ-1: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials (Less than Significant)

Construction

Construction activities for the Proposed Project would require on-site handling of hazardous materials, such as fuels, lubricating fluids, and solvents for use with construction equipment. Accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

Although these hazardous materials could pose a hazard as described above, Project activities would be required to comply with extensive regulations so that substantial risks would not result. Examples of compliance with these regulations would include preparation of a hazardous materials business plan, as described above, which would include a training program for employees, an inventory of hazardous materials, and an emergency plan (Cal OES 2019). All storage, handling, and disposal of these materials would be done in accordance with regulations established by DTSC, USEPA, OSHA, Cal OES, CUPA, and Cal/OSHA. In

addition, a SWPPP would be prepared for the Proposed Project as part of its compliance with applicable NPDES permits and would include appropriate spill prevention and other construction BMPs. These BMPs would protect the environment (water quality) from hazardous materials, and may include, but not be limited to, developing and implementing a spill prevention and emergency response plan, minimizing use or storage of hazardous materials, and other measures.

As a result of compliance with the applicable regulations as described above and implementation of applicable BMPs, no significant risks would result to construction workers, the public, or the environment from the construction-related transport, use, storage, or disposal of hazardous materials. Therefore, this impact would be less than significant.

Operations

Operation of the Proposed Project would necessitate the use and storage of several hazardous items and materials. Items and materials that would be on-site and could pose a risk to human health and safety and the environment include the following:

- One approximately 275-gallon waste oil storage tank for collecting used oil from the automobile service station;
- Miscellaneous lubricants from the automobile service station;
- One 12,000-gallon above-ground tank of gasoline for vehicle refueling;
- Storage area for tires;
- One above-ground tank of diesel fuel to power the emergency generator;
- Gun cleaning materials, including various solvents;
- Flares and ammunition;
- Propane tanks to supply natural gas; and
- Communications tower.

Hazardous materials would be stored on site and used or disposed of at regular intervals. Accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

However, all hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning guns) or have appropriate containment measures.

Specifically, hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment, and additionally would be equipped with safe wells downstream of the containers that would capture any leaks or spills in the event of a failure and allow for appropriate treatment and disposal. All storage, handling, and disposal of these materials would comply with the applicable regulations of DTSC, USEPA, OSHA, Cal OES, and Cal/OSHA to ensure that no significant risks would result to workers, the public, or the environment from the operation-related transport, use, storage, or disposal of hazardous materials.

Finally, the Proposed Project would include the installation and use of a communications tower. Compliance with existing FCC regulations regarding RF radiation (see Section 8.2.1) above) would reduce potential for any adverse effects to human health or the environment associated with RF exposure from the communications tower proposed as part of the Proposed Project. Therefore, this impact would be **less than significant**.

Impact HAZ-2: 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 during Construction or Operations (Less than Significant with Mitigation)

Several sensitive receptors are located within a 1-mile radius of the Project site and offsite Project utilities, including multiple DSH-Metropolitan buildings within 600 feet of the site.

Construction

The Project's construction would require the use, transport, and disposal of hazardous materials; however, as detailed above, compliance with the applicable regulations and implementation of SWPPP and permit BMPs would ensure that no significant risks would result to construction workers, the public, or the environment from reasonably foreseeable upset or accident conditions involving the use of hazardous materials for the Project's construction activities.

Construction activities associated with the Proposed Project, including clearing, grubbing, utility trenching, and soil excavation, have the potential to come into contact with existing sources of contamination if any are present. However, as described above in Section 8.3.1, trace amounts of TPH, metals, and VOCs were detected at the Project site at levels far below RWQCB environmental screening levels and USEPA and DTSC risk screening levels (Avocet 2018b). In addition, arsenic was detected in soil samples but at concentrations representative of regional background levels (Avocet 2018b). Therefore, soil excavation activities would have a low potential to expose construction workers or nearby sensitive receptors to existing on-site hazardous materials, and would not create a significant hazard through upset or accident conditions involving excavated materials.

However, there may be potential to encounter undocumented releases or unknown sources of hazardous materials during site grading, trenching, and excavation activities. To ensure hazardous materials and wastes are properly managed if such substances were encountered during construction of the Proposed Project, CHP and/or its contractors would implement **Mitigation Measure HAZ-1 (Management of Unknown Hazardous Materials)**. This mitigation measure would require CHP and/or its contractors to safety manage and dispose of unknown hazardous material.

As a result, this impact would be **less than significant with mitigation**.

> **Mitigation Measure HAZ-1: Management of Unknown Hazardous Materials.**
>
> If hazardous materials, wastes, or suspected soil contamination is encountered during construction of the Proposed Project, Project activities in that area shall stop until appropriate health and safety procedures are implemented. CHP and/or its contractors shall be required to conduct a hazardous materials investigation to

determine the composition of the encountered material, including sampling by an OSHA trained individual and testing at a certified laboratory. Once the composition of the material is known, CHP and/or its contractors shall ensure that workers are provided with adequate personal protective equipment to prevent unsafe exposure and properly manage, remove, report, and dispose of any hazardous materials or contaminated soil in a hazardous waste landfill.

Operations

Operations associated with the Proposed Project would include the use of hazardous and/or flammable materials, such as ammunition, tires, fuels, and flares. These materials would pose a potential health and safety risk to employees on-site and to individuals nearby in foreseeable upset and/or accident (e.g., fire) conditions. However, as discussed above, all hazardous materials would be either contained within the buildings (e.g., solvents and ammunition), or have appropriate containment measures. For example, flares would be stored in a fusee enclosure that is designed to allow flares to burn until all flames are extinguished. Cement-block walls surrounding the fusee enclosure on three sides would further minimize the potential for risk to humans or the environment from a potential accident/fire risk. In addition, implementation of the applicable provisions of USEPA, OSHA, Cal/OSHA, CalEPA, Cal OES, CAL FIRE, and CUPA permitting processes would fully address potential risks associated with all hazardous or flammable materials used during the Proposed Project's operation. Storage and use of these materials would not be significantly different from their use at the existing CHP Southern Division Santa Fe Springs Area Office.

Therefore, with compliance with the applicable regulations and implementation of applicable BMPs, this impact would be **less than significant**.

Impact HAZ-3: Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School (No Impact)

No existing or proposed schools are located within ¼ mile of the Project site or offsite utility areas. Therefore, there would be **no impact**.

Impact HAZ-4: Located on a Site Included on a Hazardous Materials Sites List and, as a result, Create a Significant Hazard to the Public or the Environment (Less than Significant)

The Proposed Project is a listed Historic Cortese site due to a leaking underground storage tank (LUST) reported on September 11, 1989 (Avocet 2018a). The contaminants of concern included gasoline that potentially impacted an aquifer used for drinking water supply. The exact location of the gasoline release is unknown. SWRCB declared the site cleanup completed and closed the case as of November 20, 1996.

Another release was reported to the Los Angeles RWQCB (LARWQCB) in a letter dated August 15, 1996. The waste discharge report describes a bioremediation cell in which soil impacted by bunker fuel was treated. The LARWQCB determined that soil in the treatment cell had been satisfactorily bioremediated, could be reused as backfill in the excavation area, and that no further action (NFA) was required (LARWQCB, August 15, 1996 as cited in Avocet 2018a). Hospital personnel recalled that the release was from a former 3,000-gallon underground

storage tank that stored No. 6 bunker fuel oil west of the boiler house, approximately 765 ft west of the Project site.

A Phase II Investigation (Avocet 2018b) assessed other potential hazardous materials releases from adjacent sites and the potential impacts to the Project site, including: groundwater impacts from offsite sources; potential for methane gas; and VOCs migration to the Project site from offsite sources. Field investigations revealed *de minimis* concentrations of TPH, metals, and VOCs of these analytes not likely to accumulate inside future structures at concentrations in excess of conservative residential indoor air screening levels. Moreover, methane was not detected during site investigations and the site is not located within 300 ft of an oil/gas well or within 1,000 ft of a methane-producing landfill, which complies with the Los Angeles County Code (Title 26, Sections 110.3 and 110.4) and guidance by the Los Angeles County Department of Public Works that states permits shall not be issued for buildings or structures within these distances (Los Angeles County 2019a, 2019b).

Proposed offsite utility infrastructure for the site would underlie Bloomfield Avenue or be located immediately north of the Project site within the DSH-Metropolitan campus. Based on a search of the Geotracker database (SWRCB 2020) and information compiled in the Proposed Project's Phase 1 and 2 documents (Avocet 2018a, 2018b), there are no known USTs or other hazardous sites within the utility alignments. Further, the Los Angeles County Code and guidance by the County's Department of Public Works described above for buildings does not apply to utility infrastructure. Therefore, the Proposed Project's utility alignments (particularly the proposed water utility connection) would not result in any potential impacts related to methane.

Therefore, the Proposed Project would not create a significant hazard to the public or the environment as a result of past onsite hazardous releases and this impact would be **less than significant.**

Impact HAZ-5: Located Within an Airport Land Use Plan Area or, Where such a Plan Has Not Been Adopted, Be Within 2 Miles of a Private Airport or Public Airport and Result in a Safety Hazard for People Residing or Working in the Study Area (Less than Significant)

No airports or airstrips are located within 2 miles of the Project site. The nearest airport is the Fullerton Municipal Airport approximately 5.9 miles southeast of the Project site.

A proposed 148-foot communications tower would be constructed as part of the Proposed Project. The tower would not affect the flight path of aircraft but could pose a potential risk to the assurance of navigation signal reception for aircraft flying to and from local airports.

CHP would comply with the rules and regulations of CFR Title 47, Telecommunication, regarding the location and construction of the communications tower, registering the communications tower with FCC, and marking and lighting of the communications tower. The Proposed Project would submit applicable forms upon completion of tower construction. Therefore, this impact would be **less than significant**.

Impact HAZ-6: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan during Construction or Operations (Less than Significant with Mitigation)

Construction

Construction-related employee vehicle trips and truck trips for the Proposed Project would potentially increase traffic on Bloomfield Avenue and cause slowdowns as construction vehicles enter and exit the Project site over the duration of the 24-month construction period. Offsite utility improvements on Bloomfield Avenue may require temporary lane closures during construction activities. An increase in traffic or lane closures could impair emergency responders. These impacts may be considered potentially significant.

Construction-related traffic would be temporary and only a limited number of employee vehicles and trucks would travel to and from the Project site on a daily basis. Utility implementation within roadways would be conducted as efficiently as possible to minimize potential traffic lane closures. Access to the Project site and surrounding properties for fire and emergency response vehicles would be maintained at all times. To minimize the potential for the Proposed Project to interfere with an adopted emergency response plan or emergency evacuation plan, implementation of **Mitigation Measure TRA-1 (Prepare and Implement a Construction Traffic Management Plan)** would require the preparation of a construction traffic management plan. With implementation of mitigation, the impact from construction-related activities associated with the Proposed Project and its utilities would be reduced to a level that is **less than significant with mitigation**.

Operations

Project operations would result in an increase in trips to the Project site (see Chapter 10, *Transportation*). However, CHP activities are an integral part of enforcing federal and state regulations and responding to incidents associated with the transport of hazardous materials. The Proposed Project would allow for additional employees and improved communications capabilities, providing improved services to support emergency response and evacuation during Project operations. The Project site is less than 3 miles from multiple access points to U.S. Interstate 650 and U.S. Interstate 5, allowing for easy emergency access to and from the Project site. The Project location would not adversely affect CHP activities or other emergency response activities for the region. The impact from operations-related activities of the Proposed Project would be **beneficial**.

Impact HAZ-7: Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires (No Impact)

The Proposed Project is located in an urban, developed area. The Project site is encircled by asphalt streets and walkways and includes a baseball field, greenhouse, plant nursery, and irrigated turf grass and landscaped areas. The Proposed Project's offsite utilities would be located in existing paved roadways. Surrounding land uses consist of other developed, commercial/industrial uses. The nearest open space area is the Puente Hills approximately 4.2 miles northeast of the site. No wildlands exist in the vicinity of the Project site; therefore, the Proposed Project would have **no impact**.

Chapter 9
NOISE AND VIBRATION

9.1 OVERVIEW

This chapter describes the existing noise environment within the vicinity of the Project site, presents relevant noise and vibration regulations, identifies sensitive noise and vibration receptors that could be affected by the Santa Fe Springs Area Replacement Project (Proposed Project), and evaluates the potential noise and vibration impacts of the Proposed Project.

9.2 NOISE AND VIBRATION CONCEPTS AND TERMINOLOGY

9.2.1 NOISE

Within the context of California Environmental Quality Act (CEQA), noise can be defined as unwanted sound. Sound is characterized by various parameters, including the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound-pressure level is the most common descriptor used to characterize the loudness of an ambient sound level, or sound intensity. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary widely within the range of human hearing, a logarithmic scale is used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all frequencies in the spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive, creating the A-weighted decibel (dBA) scale.

Different types of measurements are used to characterize the time-varying nature of sound. Below are brief definitions of these measurements and other terminology used in this chapter.

- **dB:** a measure of sound on a logarithmic scale that indicates the squared ratio of sound-pressure amplitude to a reference sound-pressure amplitude.
- **dBA:** an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Maximum sound level (L_{max}):** the maximum sound level measured during a given measurement period.
- **Minimum sound level (L_{min}):** the minimum sound level measured during a given measurement period.
- **Equivalent sound level (L_{eq}):** the equivalent steady-state sound level that, in a given period, would contain the same acoustical energy as a time-varying sound level during that same period.

- **Percentile-exceeded sound level (L_{xx})** is the sound level exceeded during *x* percent of a given measurement period. For example, L_{10} is the sound level exceeded 10 percent of the measurement period.
- **Day-night sound level (L_{dn}):** the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels from 10:00 p.m. to 7:00 a.m. (typical sleeping hours). This weighting adjustment reflects the elevated sensitivity of individuals to ambient sound during nighttime hours.
- **Community noise equivalent level (CNEL)** is the energy average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the A-weighted sound levels between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels between 10:00 p.m. and 7:00 a.m.

In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. **Table 9-1** presents approximate noise levels for common noise sources as measured adjacent to the source.

Table 9-1. Examples of Common Noise Levels

Common Outdoor Activities	Noise Level (dBA)
Jet flyover at 1,000 feet	110
Gas lawnmower at 3 feet	100
Diesel truck at 50 feet traveling 50 miles per hour (mph)	90
Noisy urban area, daytime	80
Gas lawnmower at 100 feet, commercial area	70
Heavy traffic at 300 feet	60
Quiet urban area, daytime	50
Quiet urban area, nighttime	40
Quiet suburban area, nighttime	30
Quiet rural area, nighttime	20

Note: dBA = A-weighted decibel.

Source: California Department of Transportation (Caltrans) 2009.

9.2.2 VIBRATION

Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum," of many frequencies. The normal frequency range of most ground-borne vibrations that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration information for this analysis has been described in terms of the peak particle velocity (PPV), measured in inches per second, or of the vibration level

measured with respect to root-mean-square vibration velocity in decibels (VdB), with a reference quantity of 1 micro-inch per second.

Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High-frequency vibrations reduce much more rapidly than do those characterized by low frequencies, so that in a far-field zone distant from a source, the vibrations with lower frequency amplitudes tend to dominate. Soil properties also affect the propagation of vibration. When ground-borne vibration interacts with a building, a ground-to-foundation coupling loss usually results but the vibration also can be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. In some cases, the vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise.

Ground-borne vibration is generally limited to areas within a few hundred feet of certain types of industrial operations and construction/demolition activities, such as pile driving. Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps. Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes.

9.3 Regulatory Setting

9.3.1 Federal Laws, Regulations, and Policies

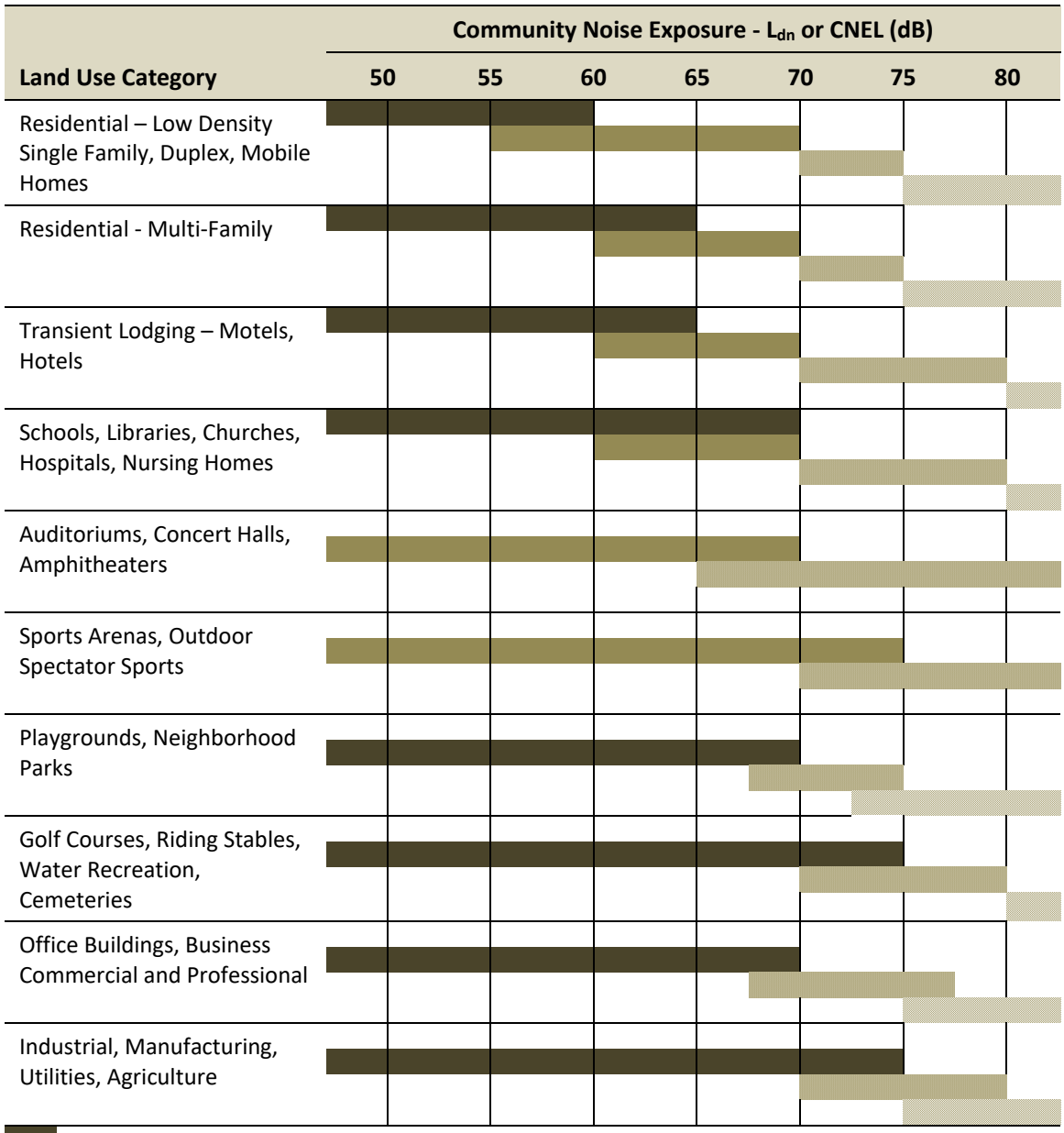
No federal laws, regulations, or policies for construction-related noise and vibration apply to the Proposed Project; however, the Federal Transit Administration (FTA) Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment state that for evaluating daytime construction noise impacts in outdoor areas, a noise threshold of 90 dBA L_{eq} should be used for residential areas (FTA 2018).

For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB for infrequent events (fewer than 30 vibration events per day) and a damage threshold of 0.12 inches per second (in/sec) PPV for buildings susceptible to vibration damage, 0.2 PPV for non-engineered timber and masonry buildings, 0.3 PPV for engineered concrete and masonry, and 0.5 PPV for reinforced-concrete, steel or timber (FTA 2018). The ground-borne vibration annoyance level is 65 VdB for buildings in which vibration would interfere with interior operations, 72 VdB for residences, and 75 VdB for institutional land uses with primarily daytime uses (FTA 2018).

9.3.2 State Laws, Regulations, and Policies

California requires each local government entity to implement a noise element as part of its general plan. California Administrative Code, Title 4, presents guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The state land use compatibility guidelines are listed in **Table 9-2**.

Table 9-2. State Land Use Compatibility Standards for Community Noise Environment



	Normally Acceptable	Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise-reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
	Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and the necessary noise insulation features included in the design.
	Clearly Unacceptable	New construction or development generally should not be undertaken.

Notes: L_{dn}, day-night sound level; CNEL, community noise equivalent level; dB, decibels

Source: California Governor's Office of Planning and Research 2017

9.4 ENVIRONMENTAL SETTING

Sensitive receptors are those segments of the population most susceptible to loud noises: children, the elderly, and individuals with pre-existing serious health problems affected by loud noises. Examples of locations that contain sensitive receptors are residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. The Project site is immediately adjacent to the Department of State Hospitals (DSH)-Metropolitan campus. With respect to groups that could be exposed to noise generated by the Proposed Project, medical, residential, industrial, and office land uses are located near the Project site. The approximate distance to nearby sensitive receptors was determined from the center of the Project site, as recommended by the FTA (2018).

DSH-Metropolitan is adjacent to the Project site and has multiple buildings within 600 ft of the Project site. Homes for Life are approximately 20 ft from the edge of the Project site and roughly 270 ft from the project's center. The nearest residences offsite of the hospital campus are located 1,475 ft to the southwest on Volunteer Avenue. Plaza de la Raza Child Development Services facility is 1,350 ft to the north and Vickies Kids Family Daycare is 2,175 ft to the southwest of the Project site's center. Lakeland Elementary School is 3,500 ft northwest, while the nearest middle school and high school are located more than a mile away. Kaiser Medical Clinic is 3,200 ft south of the center of the Project site.

The area is subject to noise emanating from vehicular traffic, in particular from Bloomfield Avenue. Other sources of transportation noise in the area include a railroad line approximately 1,000 feet to the east and Interstate 5, which is located approximately one mile to the southwest. The Proposed Project is located approximately 4,200 feet northeast of the Norwalk Sheriff Station Heliport, which is the nearest aircraft facility. The nearest public airport, Fullerton Municipal, is roughly six miles from the Project site. Ambient noise in the Project site is also influenced by the nearby industrial, medical, office, and residential activities (i.e., landscape maintenance, delivery vehicles, people talking, parking lot vehicle movements, and car doors closing). The Project site is located entirely within the City of Norwalk; however, since the Project site is adjacent to Bloomfield Avenue, which is the boundary between the City of Norwalk and the City of Santa Fe Springs, the analysis below utilizes regulations from both municipalities.

In addition to the Project site, additional Project elements (utilities) would extend offsite onto other areas of the DSH-Metropolitan campus or located along Bloomfield Avenue, within the City of Santa Fe Springs and City of Norwalk (as shown in Figure 2-3). Sensitive receptors within the vicinity of the proposed water pipeline are limited to: Kaiser Permanente Medical Offices-Norwalk (approximately 500 feet west), and PIH Health Urgent Care-Santa Fe Springs (approximately 160 feet east). There are no residents, schools, or other sensitive receptors along the proposed water pipeline route, which is primarily surrounded by the industrial and commercial uses, and DSH-Metropolitan facilities south of the project site. Other proposed utilities would be located near the Project site and potential sensitive receptors would be similar to those identified above for the Project site.

9.5 IMPACT ANALYSIS

9.5.1 METHODOLOGY

Impacts were assessed for Project construction activities by applying the method from FTA's *Transit Noise and Vibration Impact Assessment* (FTA 2018), except for the sensitive receptor distances as indicated below. This method presumes that the two loudest pieces of construction equipment (using the construction equipment list from California Emissions Estimator Model [CalEEMod]) would operate simultaneously at the same location under full power, assuming the following:

- full power operation for a full 1 hour,
- no obstructions to the noise travel paths,
- typical noise levels from construction equipment are used, and
- both pieces of equipment operate at the center of the Project site.

Using these assumptions, the noise levels at specific distances can be obtained using the following equation:

$$L_{eq}(equip) = EL_{50ft} - 20log_{10}(D/50)$$

Where:

L_{eq} (equip) = the noise emission level at the receiver at distance D over 1 hour

EL_{50ft} = noise emission level of a particular piece of equipment at a reference distance of 50 feet

D = the distance from the receiver to the piece of equipment in feet (for this analysis, the distance to the receiver was conservatively assumed to be from the Project site perimeter instead of the typical FTA method of measuring from the center of the Project site)

To add the two loudest pieces of equipment together, the following equation applies:

$$L_{total} = 10\ log_{10}(10^{\frac{L1}{10}} + 10^{\frac{L2}{10}})$$

Where:

L_{total} = the noise emission level of two pieces of equipment combined

L_1 = the noise emission level of equipment type 1

L_2 = the noise emission level of equipment type 2

Noise levels at the Proposed Project's nearest sensitive receptors generated by construction equipment were estimated using the FTA reference guide (FTA 2018).

A qualitative approach has been used for analyzing the impacts of the noise associated with Project operations. A qualitative analysis was also used for other noise components of the Proposed Project, such as sirens, the emergency generator, and auto maintenance activities. The qualitative analysis uses distances to sensitive receptors, project information and design, and information provided by California Highway Patrol (CHP) staff regarding noise generated from typical CHP office facilities.

9.5.2 Criteria for Determining Significance

The Proposed Project would have a significant impact related to noise if it would meet any of the following conditions:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in a local general plan or noise ordinance or in the applicable standards of other agencies.
- Generation of excessive ground-borne vibration or ground-borne noise levels.
- Be located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, be within 2 miles of a public airport or public-use airport, such that people residing or working in the Project site are exposed to excessive noise levels.

9.5.3 Environmental Impacts

Impact NOISE-1: Potential for Project to Generate 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 in Other Applicable Local, State or Federal Standards (Less than Significant)

The Proposed Project would generate noises associated with construction activities including construction equipment, and operation of motor vehicles to travel to the Project site, which would be temporary and cease once construction is complete. Operational noise sources would include vehicle traffic from CHP staff, visitors, and delivery vehicles, short testing of vehicle sirens as CHP vehicles are taken on shift, and noise from automobile maintenance repair activities. Periodic noises would be associated with operation of the emergency generator during power outages, and testing of building sirens associated with CHP operations.

Project activities on the state-owned land would be exempt from local noise standards, while offsite activities (utilities) would not be exempt. The City of Norwalk's and the City of Santa Fe Springs' noise ordinances are informative as they indicate what is typically considered appropriate for construction-related noise and public safety sirens in the Project vicinity. The Proposed Project would be consistent with the City of Norwalk's and City of Santa Fe Springs' noise ordinances, which place limits on construction hours (City of Norwalk 2018, City of

Santa Fe Springs 2018). Horns and signaling devices used as a danger warning or as required by law, are exempt from regulation.

The City of Santa Fe Springs' Noise Ordinance establishes an absolute maximum noise limit of 70 dBA at residential receptors with declining limits based on cumulative duration in a 1-hour period. The City of Norwalk's Noise Ordinance limits noise for residential receptors during the daytime to 5 dB above ambient. The nearest residential facilities are adjacent to the Project site and, like much of the Project site, are located within the 65 and 70 CNEL noise contours provided in the Norwalk General Plan due to noise from I-5, Bloomfield Avenue, and the railroad. Therefore, the Proposed Project should ensure that the proposed operational uses do not result in a noise increase greater than 5.0 dBA above existing background levels.

Further discussion of the anticipated noise associated with the Proposed Project's construction and operation, and consistency with relevant guidance, is provided below.

Construction

Because some residential, medical, commercial, and office areas are located near the Project site and the Project's offsite utility areas, an evaluation of the noise levels compared to the values recommend by FTA was also conducted.

Noise levels at the Proposed Project's nearest sensitive receptors generated by equipment used during Project construction were estimated by using the FTA reference guide (FTA 2018) and a preliminary list of equipment based on general construction assumptions. The values used for the reference noise level at 50 feet were 88 and 85 dBA.

Using the equations above and the two noisiest pieces of equipment, the noise levels at the nearest receptor (a residential facility), located 270 feet from the center of the Project site, would be 75 dBA (Appendix G). Connection and rerouting of utilities would generally take place further from sensitive receptors than construction on the project site, however a small trencher or compact excavator would be used to relocate a natural gas line serving the residential facility and would temporarily operate as close as 5 feet from the building. Construction noises are allowed from 7:00 am – 6:00 pm or sunset, whichever is later (City of Norwalk 2018).

In addition, the noise level estimates at the nearest sensitive receptors are below the FTA's recommended level of 90 dBA. Furthermore, construction would be short-term and intermittent. The use of diesel-powered construction equipment would be temporary and episodic, affecting only a few nearby receptors for a limited period of time. For these reasons, and because such work would not violate the City's noise standards, the temporary increases in ambient noise levels associated with construction would be **less than significant.**

Operation

During operation of the proposed CHP Santa Fe Springs Area Office, noise would derive from activities at the automobile service building, the emergency generator, radio equipment, and testing of sirens. The secured portion of the facility would be completely surrounded by a 6-foot concrete block masonry fence, which would serve as a sound barrier for the noise associated with the automobile service activities. The emergency generator would also be

surrounded by a noise barrier and would only be operated during emergencies (i.e. power outages) or up to 100 hours per year for testing and maintenance.

During Project operations, all CHP vehicles would be required to test their emergency sirens prior to the beginning of and completion of each work shift. These siren tests last no longer than one second and average between 113 and 120 dBA when activated. CHP vehicles could be approximately 270 feet from sensitive receptors in the nearby residential facilities. These noise levels would be clearly audible at the closest sensitive receptors, but would be brief in nature. The use of such sirens, including for testing purposes, is exempted in the City's noise ordinance.

The ambient noise levels at and near the Project site are heavily influenced by traffic noise caused by vehicles not related to the Proposed Project from Interstate 5 and Bloomfield Avenue. The Proposed Project is estimated to add an additional 589 trips per day. Given the nearby Interstate, this number of trips would not noticeably affect the traffic-influenced ambient noise.

The nearest sensitive receptors to the Project site, residents of Homes for Life, are located in an area with ambient noise (>65 dB) that exceeds the City's policy for exterior noise levels in multifamily residential areas. For areas with existing ambient noise levels exceeding the City's noise level limits, an increase above the existing ambient noise of up to 5 dB would be acceptable. The Proposed Project's operational activities would not result in ambient noise increases greater than 5 dB at the nearest sensitive receptors because of barriers surrounding stationary noise sources (automotive shop and emergency generator) that would reduce noise, limited operation of the emergency generator, and the exemption of the CHP vehicle siren testing.

Overall, the Proposed Project would not conflict with applicable standards and this impact would be **less than significant**.

Impact NOISE-2: Potential for Construction to Generate Excessive Ground-borne Vibration or Ground-borne Noise levels (Less than Significant with Mitigation)

Vibration thresholds for buildings occur at a PPV of 0.12 in/sec for buildings extremely susceptible to vibration damage. The human perception and annoyance thresholds are at 65 and 80 VdB respectively. Vibration and ground-borne noise levels were estimated following methods described in the FTA Noise and Vibration Impact Assessment (FTA 2018) to determine the peak particle velocity (PPV) that would potentially impact buildings and the VdB for annoyance. It was assumed that the equipment would have similar vibration sound levels as a vibratory roller. **Table 9-3** below shows relevant parameters for the construction equipment used for the Proposed Project and distance to sensitive receptors to be below vibration thresholds.

Table 9-3. Construction Equipment and Vibration Distance

i.Equipment	ii.PPV at 25 feet	ii.Distance to PPV of 0.12 inches/second	iv.Noise Vibration Level at 25 feet	v.Distance to Noise Vibration of 65 VdB[1]	vi.Distance to Noise Vibration of 72 VdB[1]
vii. Vibratory Roller	viii. 0.21 inches/second	ix. 36.3 feet	x. 94 VdB	xi. 231 feet	xii. 135 feet

Notes: PPV= peak particle velocity, VdB=vibration velocity level in decibels

[1]The human perception threshold. The residential noise vibration annoyance level of 72 dB would be observed at a shorter distance from the site (i.e., at 135 feet).

Source: Federal Transit Administration (FTA) 2018

Homes for Life is located in an historic building located 270 feet from the center, and approximately 20 feet from the edge, of the Proposed Project site. Vibration-causing construction equipment could potentially exceed vibration thresholds when operating near the edge of the site closest to the Homes for Life building. Additionally, relocation of a natural gas line serving the building will involve trenching work as close as 5 feet from the building. **Mitigation Measure NOI-1** will be implemented to reduce vibration from construction activities. Following the implementation of **Mitigation Measure NOI-1** and given the temporary duration of these activities and their limited occurrence near the Project site boundary, the impact of ground-borne vibration or ground-borne noise vibration would be **less than significant with mitigation**.

Mitigation Measure NOI-1: Implement Vibration-reducing Measures

The State and their construction contractor will implement the following vibration-reducing measures during all construction activities, unless as specified below, to minimize impacts on nearby sensitive receptors:

- Ensure proper tuning of vibration-causing equipment.
- Vibration damping devices will be used to the extent feasible.
- Use of vibratory equipment will be limited to the extent feasible.
- Vibration shields, such as sound aprons or temporary enclosures with sound-absorbing material, will be used on or around construction equipment, particularly if construction activities are conducted after 7:00 pm. For all construction activities occurring within 40 feet of residences at any time of day a temporary vibration barrier will be installed between the Project site and the nearest sensitive receptors. Following the completion of construction activities within that distance, the barrier will be removed.
- The State will notify all residences and other sensitive receptors within 500 feet of the Project site prior to the initiation of the proposed construction activities. The notification will provide the name and contact information, including a phone number, of a State representative for use before and during construction activities to address any questions or concerns regarding the Project's construction activities or anticipated noise and vibration levels. If any occupants or other

sensitive receptors report sensitive operations that could be affected, construction activities will be modified to minimize vibration near those buildings. Potential modifications include limiting the hours of operation for pieces of equipment that are major vibration sources and maximizing the distance between these pieces of equipment and sensitive buildings.

Impact NOISE-3: Potential for the Project to Expose People Residing or Working in the Project Area to Excessive Noise Levels Where the Project Is 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 (Less than Significant)

There are no public airports within 2 miles of the Proposed Project. Fullerton Municipal Airport is located 6 miles to the southeast and Long Beach Airport is over 8 miles to the southwest. The nearest private airstrip or helipad within 2 miles of the Project site is the Norwalk Sheriff Station Heliport, which is located 4,200 feet to the southwest of the Proposed Project. Some trenching and paving work associated with utility connections will occur as close as 1,900 feet from the heliport but would only involve short-term, temporary construction activities and would not be significantly affected by the heliport operations. With capacity for one helicopter, the amount of potential noise associated with the heliport is limited. Infrequent helicopter traffic in the vicinity of the Proposed Project wouldn't substantially increase noise levels experienced by people working inside the proposed facility. In addition, the Proposed Project would be designed to ensure that indoor noise levels do not impact people working inside the Project buildings. Therefore, the Proposed Project would not expose people working in the Project site to excessive noise levels from private or public airstrips. This impact would be **less than significant**.

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Chapter 10
TRANSPORTATION

10.1 TRANSPORTATION TERMINOLOGY

The following are definitions of key transportation terms used in this section and based on materials published by the Transportation Research Board (2000, 2010).

Vehicle Miles of Travel. Vehicle Miles of Travel (VMT) is a quantitative measure of the amount of travel for vehicles in a given time period. VMT is calculated by adding all the miles driven by all of the vehicles for a project or region. VMT in this study is estimated for a project on a typical day. VMT is typically normalized (for comparative purposes) by the number of employees or residents of a project or region. In this study VMT is normalized per employee.

Freeway. The function of a freeway is to provide for inter-regional and intra-regional travel. Freeways serve high speed traffic and are fully access-controlled with no at-grade crossings interrupting the flow of traffic. Vehicle speeds and daily traffic volumes are very high. Interchanges typically connect to major or minor arterials.

Arterial roads. Arterial roads provide for mobility within the county and its cities, carrying through-traffic on continuous routes and joining major traffic generators, freeways, expressways, super arterials, and other arterials. Access to abutting private property and intersecting local streets is generally restricted.

Local roads. Local roads provide direct access to abutting property and connect with other local roads, collectors, arterials, super arterials, and expressways. Local roads are typically developed as 2-lane, undivided roadways and provide access to abutting private property and intersecting streets.

10.2 REGULATORY SETTING

10.2.1 FEDERAL LAWS, REGULATIONS, AND POLICIES

No federal laws, regulations, or policies pertaining to transportation and traffic were identified.

10.2.2 STATE LAWS, REGULATIONS, AND POLICIES

Senate Bill 743 (SB 743) was signed by California's Governor Brown in 2013, directing the Office of Planning and Research (OPR) to investigate new metrics for transportation assessment in Transit Priority Areas and determine if those metrics should be rolled out statewide as part of CEQA. OPR developed a series of guidance documents and technical

advisories, all of which have identified VMT as the preferred transportation metric to evaluate transportation impacts in CEQA documents.

The rulemaking process concluded in the spring of 2019, with formal updates to the CEQA guidelines. The updated CEQA guidelines provide an interim period, in which jurisdictions have until July of 2020 to update their methodologies and thresholds for incorporation into CEQA documents. Although the guidelines provide an "opt-in" period for using VMT as a Lead Agency's CEQA metric, a court decision[1] has reinforced a component of the legislation that, upon the update of the CEQA guidelines, Lead Agencies can no longer use level of service (LOS) as their threshold of significance in their CEQA documents.

OPR published a Technical Advisory[2] with recommendations on how local jurisdictions can define preferred VMT estimation methodology and thresholds of significance.

Caltrans manages the state highway system and ramp interchange intersections. This state agency is also responsible for highway, bridge, and rail transportation planning, construction, and maintenance.

10.2.3 Local Laws, Regulations, and Policies

Although the Project site occurs in the City of Norwalk, Bloomfield Avenue bisects the city boundaries of Norwalk and Santa Fe Springs and some Project areas for utility connections occur in the City of Santa Fe Springs. Thus, significance criteria for both cities were considered. Neither Cities have established methodologies or thresholds of significance related to VMT. OPR's Technical Advisory was referenced in order to develop a VMT estimation methodology consistent with State recommendations.

Development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations and policies may apply to development activities not located on the proposed Project site (e.g., connections to infrastructure within the public right-of-way). Local laws, regulations, and policies applicable to the Santa Fe Springs Area Office Replacement Project (Proposed Project) are listed in **Appendix B**.

10.3 Environmental Setting

The existing California Highway Patrol (CHP) facility is located at 10051 Orr and Day Road, Santa Fe Springs. The Project site for the replacement facility is located at Norwalk, California along Bloomfield Avenue at the Department of State Hospitals (DSH)-Metropolitan site. It is approximately 3.0 miles southeast of the existing CHP Santa Fe Springs Area Office. The following subsections describe regional and local access to the Project site.

10.3.1 Existing Vehicle Access

The Proposed Project is located west of Bloomfield Avenue between Elm Street and South Circle on the DSH-Metropolitan Campus. Access to the Project site is provided by Bloomfield

[1] *Citizens for Positive Growth & Preservation v. City of Sacramento, 3rd District Court of Appeals, U.S., 2019, https://law.justia.com/cases/california/court-of-appeal/2019/c086345.html*
[2] *Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, State of California, December 2018, http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf*

Avenue and is served by a network of freeways, arterial roads, and local roads. The following text provides a brief discussion of the major components of the study area roadway network. The location of these roadways in relation to the Project site is shown in **Figure 10-1**.

Interstate 5 (I-5) is a major north-south Interstate Highway running through California, Oregon, and Washington, and serves several large cities on the West Coast including San Diego, Los Angeles, Sacramento, Portland, and Seattle. Within the vicinity of the Project site, I-5 provides four lanes in each direction. Access to the Project site from I-5 is provided at Rosecrans Avenue, San Antonio Drive, Imperial Highway and Florence Avenue.

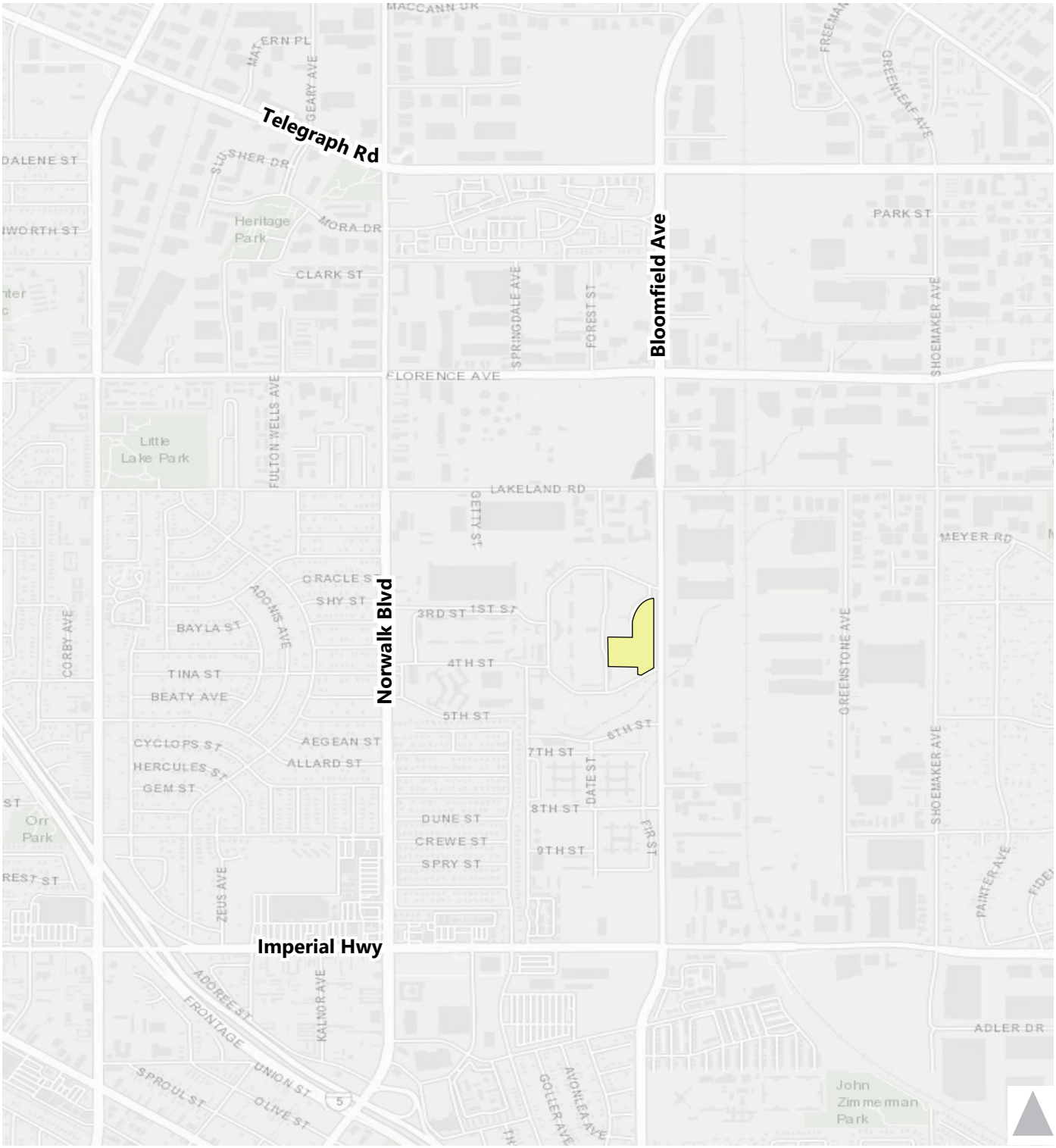
Interstate 605 (I-605) is a major north-south Interstate Highway in Southern California, running for about 27 miles. It is also known as the San Gabriel Freeway. Between Telegraph Road and Florence Avenue, it provides four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. Access to the Project site from I-605 is provided from Telegraph Road, Florence Avenue, Firestone Boulevard and Imperial Highway.

Telegraph Road is an east-west arterial that provides access to the site. It provides three lanes in each direction between Norwalk Boulevard and Bloomfield Avenue. The posted speed limit is 40 miles per hour (mph). Telegraph road serves as a major access route to the Project site from I-605. On-street parking is not permitted on either side of the roadway within the vicinity of the Project site.

Bloomfield Avenue is a north-south roadway that provides two travel lanes between Imperial Highway and Telegraph Road. The posted speed limit along Bloomfield Avenue varies between 40 mph and 45 mph. It serves as a major arterial within the vicinity of the Project site. On-street parking is not permitted on either side of the roadway within the vicinity of the Project site.

Imperial Avenue is an east-west roadway that provides three lanes in each direction between Norwalk Boulevard and Bloomfield Avenue. The posted speed limit if 50 mph. On-street parking is not permitted on either side of the roadway within the vicinity of the Project site.

Florence Avenue is an east-west roadway that provides two lanes of travel between Norwalk Boulevard and Bloomfield Avenue. The posted speed limit is 40 mph. On-street parking is not permitted on either side of the roadway within the vicinity of the Project site.



Legend

Study Area

Prepared by:

Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

Source: Fehr and Peers 2018

Figure 10-1. Roadways near Project Area

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

10.3.2 Existing Bicycle and Pedestrian Facilities

Within the vicinity of the Project site, Class II bike lanes exist on Bloomfield Avenue between Imperial Highway and Telegraph Road. There are gaps in sidewalk connectivity along Bloomfield Avenue. Between Imperial Highway and Elm Street/Project Access, there are no sidewalks on Bloomfield Avenue in the Southbound direction. Sidewalks are present on both sides of the road from Lakeland Road to Telegraph Road. At the signalized intersections in the area, crosswalks and pedestrian push-button actuated signals are provided.

10.3.3 Existing Transit Service

Route 7 of Norwalk Transit runs between the Norwalk Green Line Station to El Monte Bus Station (Norwalk Transit 2019). Bus stops along this route within the study area are located at the following: Bloomfield/Imperial and Bloomfield/Telegraph. On weekdays, service in the Northbound direction runs from 4:07 AM to 8:42 PM, and from 5:21 AM to 9:11 PM in the Southbound direction with headways varying between 35 minutes to 65 minutes for both directions. The Saturday schedule starts at 5:49 AM and ends at 7:37 PM in the Northbound direction and runs from 6:35 AM to 7:57 PM in the Southbound direction with one-hour headways for both directions.

10.3.4 Existing Commute Trips

The existing Santa Fe Springs CHP Area Office accommodates 146 employees. To fulfill its law enforcement and public safety activities at all times, the existing office is staffed 7 days a week, 24 hours a day by shift employees. Uniformed employee shifts run generally from early morning (around 6:00 AM) to mid-afternoon, mid-afternoon to evening, and evening to early morning (6:00 AM). Non-uniformed employee (civilian support staff) shifts run from 8:00 AM to 5:00 PM.

The total number of trips to and from the existing Santa Fe Springs CHP Area Office by all employees (including uniformed officers and other staff) was determined through a 24-hour driveway counting exercise. Cameras collected data on the two driveways serving the existing CHP facility, to count the daily number of trips generated by the facility. Eighteen (18) inbound trips and 14 outbound trips occurred during the AM peak hour from 8:00-9:00 to 8:45 AM for a total of 32 trips. The total number of trips generated by employees during the PM peak hour was 42 trips (18 inbound trips and 24 outbound trips). This occurred from 4:00 to 5:00 PM.

10.4 Impact Analysis

10.4.1 Methodology

Trip Generation

Trip generation rates were derived using the driveway counts collected at the existing Santa Fe Springs CHP Area Office and the current number of employees (146). This is shown in **Table 10-1** below. These rates were then used to project the number of trips expected for the project given a 10-year staffing population of 159, as shown in **Table 10-2**.

Table 10-1. Project Trip Rates

Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Driveway Counts	146 employees	541	16	13	29	17	22	39
Site Specific Trip Rates [a] California Highway Patrol	per employee	3.71	55%	45%	0.20	44%	56%	0.27

Note: Rates are developed based on driveway counts collected at existing Santa Fe Springs CHP area office in October 2018.

Source: Fehr and Peers, November 2018

Table 10-2. Project Generated Trips

Land Use	Projected 10-year Staffing	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project California Highway Patrol	159	589	18	14	32	18	24	42

Note: Daily trips are based on the maximum number of employees (159) at the new CHP Santa Fe Springs area office.

Source: Fehr and Peers, November 2018

Trip Distribution

A critical component of the transportation analysis is the trip distribution of the Proposed Project. This was determined based on employees' residence zip code data provided by the Santa Fe Springs CHP Area Office, existing travel patterns in the area and the location of complementary land uses. The resulting trip distribution percentages are summarized in **Table 10-3.**

Table 10-3. Project Trip Distribution Percentages

Roadway	Percent of Trips to/from Project Site
Telegraph Road west of Bloomfield Avenue	45%
Telegraph Road east of Bloomfield Avenue	5%
Imperial Highway west of Bloomfield Avenue	20%
Imperial Highway east of Bloomfield Avenue	10%
Bloomfield Avenue south of Imperial Highway	20%
Total	**100%**

Source: Fehr & Peers, November 2018

Vehicle Miles Traveled (VMT) Analysis

Vehicle miles traveled (VMT) for the Proposed Project is measured as the number of trips multiplied the distance of those trips. Since the Proposed Project is a relocation of an existing site to a new location, the commute trips of existing employees at each project location were estimated. Zip code data of the current residences of existing employees were used to estimate the commute trip distances. The VMT per employee was estimated and compared.

Performance Standard and Threshold of Significance

The Cities of Santa Fe Springs and Norwalk do not have an established performance standard or threshold of significance for VMT or impact determination. For this effort, OPR's Technical Advisory was referenced and the approach used reflects recommended practice. A 'project-level assessment' and a 'project's effect on VMT' were considered in this study.

For the Proposed Project, a significant impact would occur in the baseline condition if the VMT per employee at the proposed location was higher than the existing location.

A significant impact would occur in the cumulative condition if the VMT in the region would increase with the relocation of the project or if the project was inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) in a manner that would result in increased VMT per person in the region.

10.4.2 ENVIRONMENTAL IMPACTS

Impact TRA-1: Conflict with applicable circulation plans, ordinances, or policies and applicable congestion management programs (Less than Significant with Mitigation)

Construction Impact Analysis

This section describes how the transportation network would be affected by construction activities. The evaluation of construction impacts to LOS is no longer required under CEQA and as such is not included in this section. Any effects to transportation will be temporary, with the duration of each impact dependent on the duration of specific construction activities.

During the Project's construction period, traffic impacts on public streets would be related to the movement of construction equipment and construction worker trips. Project construction would result in a temporary increase in vehicle traffic along nearby roadways, including I-5 and Bloomfield Avenue. Each construction phase was analyzed and it was determined that the Building Construction Phase adds the most traffic to a peak hour. The Building Construction Phase assumes that up to 102 construction workers would commute to the site daily and up to 42 vendor trucks are expected to enter and leave the site per day during 7:00 AM – 5:00 PM working hours. Work activity would result in a maximum total of approximately 456 one-way trips (worker commute and vendor trips) on a given construction work day during the Building Construction phase (accounting for passenger car equivalent trips) with 76 one-way trips in the AM peak hour and 76 one-way trips in the PM peak hour.

Project–related truck traffic and incoming/outgoing equipment during construction activities could increase conflicts between bicyclists, pedestrians, and cars. Slow-moving trucks requiring access to the Project site from North Circle/Elm Street or Bloomfield Avenue could increase conflicts with bicyclists, pedestrians, and cars. In addition, implementation of the Proposed Project's utilities within the Bloomfield Avenue roadway and corresponding temporary lane closures would potentially increase conflicts with other roadway users. These potential conflicts with other roadway users could lead to inconsistency with policies established in the City of Norwalk's General Plan as seen in Appendix B. Implementation of **Mitigation Measure TRA-1**, which requires the development and implementation of a traffic management plan, would decrease potential traffic safety hazards.

Mitigation Measure TRA-1: Prepare and Implement a Construction Traffic Management Plan.

The Contractor shall prepare and implement a construction traffic management plan to reduce potential interference with an emergency response plan, as well as to reduce potential traffic safety hazards and ensure adequate access for emergency responders. Development and implementation of this plan shall be coordinated with the Cities of Norwalk and Santa Fe Springs. CHP or the California Department of General Services (DGS) shall ensure that the plan is implemented during construction. The plan shall include, but will not be limited to, the following items:

- Identify construction truck haul routes to limit truck and automobile traffic on nearby streets. The identified routes will be designed to minimize impacts on vehicular and pedestrian traffic, circulation, and safety. Identified haul routes will be recorded in the contract documents.
- Implement comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, warning and detour signs (if required), lane closure procedures (if required), and cones for drivers.
- Evaluate the need to provide flaggers or temporary traffic control at key intersections along the haul route during all or some portion of the construction period.
- Notify adjacent property owners and public safety personnel regarding timing of major deliveries, detours, and lane closures.
- Develop a process for responding to and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager. Post 24-hour contact information for the complaint manager on the site.
- Document road pavement conditions for all routes that would be used by construction vehicles before and after Project construction. Make provisions to monitor the condition of surface streets used for haul routes so that any damage and debris attributable to the haul trucks could be identified and corrected. Roads damaged by construction vehicles shall be repaired to the level at which they existed before Project construction.

Due to the limited amount of time the heaviest construction traffic will be added to the roads, the temporary nature of construction trips, and the implementation of this mitigation

management plan, potential conflicts with the circulation system that could decrease the performance or safety of transportation facilities would be **less than significant with mitigation**.

Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b) (Less than Significant)

Consistent with SB 743 and OPR's Technical Advisory, the change in VMT as a result of the CHP area office relocation was evaluated. Average commute trip lengths for the existing and proposed facilities were estimated using employee zip code data provided by CHP and the existing and Proposed Project locations. As shown in **Table 10-4**, the average commute trip length and the average home-based-work VMT per employee is lower at the Proposed Project site than the existing CHP Santa Fe Springs Area Office location. This is a net decrease in VMT compared to the existing facility, therefore the project-level transportation impact is **less than significant**.

Table 10-4. Project VMT Estimates

Site Location	Average Commute Trip Length	Home-Based-Work VMT/Employee
Existing Santa Fe Springs Area Office (Santa Fe Springs)	25.7 miles	51.5
Proposed Project site (Norwalk)	25.3 miles	50.6

Note: 1. Commuter trip lengths estimated from CHP Santa Fe Springs Area Office employee zip code data.

Impact TRA-3: 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)

The Proposed Project would not require changes to any road configurations that could create sharp curves or dangerous intersections. For discussion regarding potential safety hazards during construction (e.g., resulting from the presence of slow-moving trucks and equipment, and temporary lane closures), refer to the discussion under Impact TRA-1.

The Proposed Project would include new vehicular access driveways to the Project site and alterations to the existing South Circle road that, if not properly designed and constructed, could potentially result in safety hazards. However, the Proposed Project site plan would be designed such that all access roads, driveways, and parking areas are accessible to emergency service vehicles. This impact would be **less than significant**.

Impact TRA-4: Result in inadequate emergency access (Less than Significant with Mitigation)

During Project construction, emergency access could be temporarily restricted from the presence of slow-moving trucks on local roads and temporary lane closures on Bloomfield

Avenue to support utility connection installations. As discussed under Impact TRA-1, implementation of Mitigation Measure TRA-1 would require the construction contractor to identify construction haul routes that minimize traffic on nearby streets. Implementation of this mitigation measure would reduce construction-related impacts on emergency access to a **less-than-significant** level.

As previously described under Impact TRA-1, operational traffic would not substantially reduce the effectiveness of nearby roadways or impair emergency access on these roads. For these reasons, the Proposed Project would not be expected to result in inadequate emergency access and, even with increased activity, any impacts of Project operation would be less than significant.

In conclusion, impacts related to emergency access as a result of the Proposed Project would be **less than significant with mitigation**.

Chapter 11
TRIBAL CULTURAL RESOURCES

11.1 OVERVIEW

This section describes potential impacts of the Santa Fe Springs Area Office Replacement Project (Proposed Project) related to tribal cultural resources (TCRs). TCRs are features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Archaeological sites and burial sites can also be TCRs.

11.2 REGULATORY SETTING

11.2.1 FEDERAL LAWS, REGULATIONS, AND POLICIES

Federal law does not address TCRs, as these resources are defined in the California Pub. Res. Code. However, similar resources, called Traditional Cultural Properties (TCPs), fall under the purview of Section 106 of the National Historic Preservation Act (NHPA), which was referenced in Section 3.5, "Cultural Resources." TCPs are locations of cultural value that are historic properties. A place of cultural value is eligible as a TCP "because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning that it must be a place with a referenced location, and it must have been continually a part of the community's cultural practices and beliefs for the past 50 years or more. Unlike TCRs, TCPs can be associated with communities other than Native American tribes, although the resources are usually associated with tribes. By definition, TCPs are historic properties; that is, they meet the eligibility criteria as a historic property for listing in the National Register of Historic Places (NRHP). Therefore, as historic properties, TCPs must be treated according to the implementing regulations found under Title 36 Code of Federal Regulations (CFR) § 800, as amended in 2001.

11.2.2 STATE LAWS, REGULATIONS, AND POLICIES

CEQA and State CEQA Guidelines

Assembly Bill (AB) 52, which was approved in September 2014 and which went into effect on January 1, 2015, requires that state lead agencies consult with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. The bill, chaptered in Public Resources Code (Pub. Res. Code) Section (§) 21084.2, also specifies that a project with an effect that may cause

a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

As defined in Pub. Res. Code § 21074(a, b, and c), TCRs are:

(A.1) Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:

a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or

b. Included in a local register of historical resources as defined in subdivision (k) of § 5020.1.

(A.2) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of § 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(B) A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

(C) A historical resource described in § 21084.1, a unique archaeological resource as defined in subdivision (g) of § 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of § 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe pursuant to newly chaptered § 21080.3.2, or according to § 21084.3. Section 21084.3 identifies mitigation measures than include avoidance and preservation of TCRs and treating TCRs with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

11.3 Environmental Setting

As discussed in Chapter 6, *Cultural Resources*, the Proposed Project is in the traditional ancestral territory of the Gabrielino. No tribes with a traditional and cultural affiliation to the Project area have requested consultation with California Highway Patrol (CHP) on department projects pursuant to Pub. Res. Code § 21080.3.1. However, in the spirit of Pub. Res. Code § 21080.3.1, Department of General Services (DGS), on behalf of CHP, notified local tribes who were identified by the Native American Heritage Commission (NAHC) as having a traditional and cultural association with the Project area about the Proposed Project via letters dated November 5, 2018. DGS did not receive any tribal requests for consultation on the Proposed Project. **Table TCR-1** lists all those contacted and summarizes the results of the consultation. All correspondence between the NAHC, Native American Tribes, and the State is provided in **Appendix F**.

Table TCR-1. Native American Consultation

Organization/Tribe	Name of Contact	Letter Date	Tribal Response
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	11/05/2018	No response.
Gabrieleno/Tongva Band of Mission Indians	Anthony Morales, Chairperson	11/05/2018	No response.
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	11/05/2018	No response.
Gabrielino Tongva Indians of California Tribal Council	Robert F. Dorame, Chairperson	11/05/2018	No response.
Gabrielino-Tongva Tribe	Linda Candelaria, Chairperson	11/05/2018	No response.
Gabrielino-Tongva Tribe	Charles Alvarez, Council member	11/05/2018	No response.

11.4 Impact Analysis

11.4.1 Methodology

Consultation with tribes that have a traditional and cultural affiliation with the Proposed Project area followed the protocols outlined under Pub. Res. Code Sections 21080.3.1, 21080.3.2, and 21082.3 and guidelines provided the NAHC, the Governor's Office of Planning and Research, and the California Natural Resources Agency.

11.4.2 Criteria for Determining Significance

Based on Appendix G of the State CEQA Guidelines, the Proposed Project would result in a significant impact on TCRs if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Pub. Res. Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Pub. Res. Code § 5020.1(k), or
  - 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 Pub. Res. Code § 5024.1. In applying the criteria set forth in subdivision (c) of Pub. Res. Code § 5024.1 for the purposes of this paragraph, the

lead agency shall consider the significance of the resource to a California Native American tribe.

11.4.3 Environmental Impacts

Impact TCR-1: Potential for a Substantial Adverse Change to Tribal Cultural Resources listed, or Eligible for Listing in the California Register of Historical Resources or a Local Register of Historical Resources (No Impact)

No TCRs that are listed or eligible for listing in the CRHR or a local register of historical resources have been identified within the Project area. Therefore, there would be **no impact** to TCRs that are listed or eligible for listing in the CRHR or a local register.

TCRs that are eligible for listing in the CRHR may be identified as unanticipated archaeological discoveries during Project construction. Impacts to these resources are discussed under **Impact TCR-2**, below.

Impact TCR-2: Potential for a Substantial Adverse Change to Tribal Cultural Resources Determined by the Lead Agency to be Significant (Less than Significant with Mitigation)

As mentioned above, although DGS notified tribes with a traditional and cultural affiliation within the area about the Proposed Project, none of the tribes contacted identified TCRs in the Project area. Furthermore, no TCRs determined by the lead agency, in its discretion and supported by substantial evidence, to be significant are known to be located in the Project vicinity. As a result, it appears that there would be no impact to TCRs. However, it is possible that Native American archaeological remains or Native American human remains that could be determined to be TCRs could be discovered during the course of construction. If such resources are identified, they would be treated according to **Mitigation Measure CR-4** or **Mitigation Measure CR-5**, respectively, as described in Chapter 6, *Cultural Resources*. Implementation of these mitigation measures would result in a less-than-significant impact with regard to TCRs. As a result, this impact would be **less than significant with mitigation.**

Chapter 12
OTHER STATUTORY CONSIDERATIONS

12.1 OVERVIEW

This chapter presents discussions of growth-inducing impacts, cumulative impacts, and significant and unavoidable impacts as required by the State California Environmental Quality Act (CEQA) Guidelines.

12.2 GROWTH INDUCEMENT

Section 15126.2(d) of the State CEQA Guidelines requires an environmental impact report (EIR) to include a detailed statement of a Project's anticipated growth-inducing impacts. The analysis of growth-inducing impacts must discuss the ways in which a proposed project could foster economic or population growth or the construction of additional housing in the surrounding environment. The analysis must also address project-related actions that would remove existing obstacles to population growth, tax existing community service facilities and require construction of new facilities that cause significant environmental effects, or encourage or facilitate other activities that could, individually or cumulatively, significantly affect the environment. A project would be considered growth inducing if it induces growth directly, such as through the construction of new housing or increasing population, or indirectly, such as increasing employment opportunities or eliminating existing constraints on development. Under CEQA, growth is not assumed to be either beneficial or detrimental.

The Proposed Project would not involve new development or infrastructure installation that could directly induce significant population growth in the project area. Construction-related jobs would be short-term and would be anticipated to draw from the existing work force. The Proposed Project would not displace any existing housing units or persons, or create any housing units. The small amount of job growth associated with the Project's operation is not anticipated to generate sufficient economic activity such that it would result in substantial population growth.

Therefore, the Proposed Project would not be growth inducing.

12.3 CUMULATIVE IMPACTS

According to State CEQA Guidelines Section 15130(a)(1), a cumulative impact is created by the combination of a proposed project with other past, present, and probable future projects causing related impacts. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time (State CEQA Guidelines Section 15355[b]). Under CEQA, an EIR must discuss the cumulative impacts of a project when the project's incremental contribution to the group effect is "cumulatively

considerable." An EIR does not need to discuss cumulative impacts that do not result, in part, from the project evaluated in the EIR.

To meet the adequacy standard established by State CEQA Guidelines Section 15130, an analysis of cumulative impacts must contain the following elements:

- an analysis of related past, present, and reasonably foreseeable projects or planned development that would affect resources in the project area similar to those affected by the proposed project;
- a summary of the environmental effects expected to result from those projects with specific reference to additional information stating where that information is available; and
- a reasonable analysis of the combined (cumulative) impacts of the relevant projects.

The cumulative impacts analysis must evaluate a project's potential to contribute to the significant cumulative impacts identified, and it must discuss feasible options for mitigating or avoiding any contributions assessed as cumulatively considerable. The discussion of cumulative impacts is not required to provide as much detail as the discussion of the effects attributable to the Proposed Project alone. Rather, the level of detail is to be guided by what is practical and reasonable.

12.3.1 APPROACH TO ANALYSIS

The following analysis of cumulative impacts focuses on whether the impacts of the Proposed Project are cumulatively considerable within the context of impacts resulting from the Proposed Project and other past, present, or reasonably foreseeable future projects. The cumulative impact scenario considers other projects proposed within the geographic area defined for each resource topic having the potential to contribute to significant cumulative impacts.

State CEQA Guidelines Section 15130 provides the following two alternative approaches for analyzing and preparing an adequate discussion of significant cumulative impacts:

- the list approach, which involves listing past, existing, and probable future projects or activities that have or would produce related or cumulative impacts, including, if necessary, those projects outside the control of the lead agency; or
- the projection approach, which uses a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions and their contribution to the cumulative effect.

This evaluation utilizes the list approach for the cumulative impact analysis.

Activities related to the Proposed Project that are included in the cumulative analysis were determined using several factors, including the location and type of activity and the characteristics of the activity related to resources with the potential to be affected by the Proposed Project. In addition, regional conditions that might lead to cumulative impacts (e.g., unacceptable traffic conditions) are also described.

Resource Topics Considered and Dismissed

The Proposed Project has been determined to have the potential to make a contribution to cumulative impacts related to the following resource topics: biological resources, cultural resources, and traffic/transportation. Greenhouse gas (GHG) emissions are intrinsically a cumulative issue and are already addressed in Chapter 7, *Greenhouse Gas Emissions and Energy*; therefore, this topic is not discussed further in this section. For all other resource topics, as shown in **Table 12-1**, either significant cumulative impacts do not exist or the Proposed Project would not have the potential to make a considerable contribution to any significant cumulative impacts. These resource topics have been dismissed from consideration in the analysis of cumulative impacts and are not discussed further.

Table 12-1. Resource Topics Dismissed from Further Consideration in the Analysis of Cumulative Impacts

Resource Topic Not Discussed Further	Rationale
Air Quality	The Proposed Project would not result in air pollutant emissions that would exceed significance thresholds for project-level or cumulative impacts established by SCAQMD. These significance thresholds were developed considering all sources of air pollutants and growth of emissions in the air basin. A project below this significance threshold is unlikely to substantially contribute to a cumulative air quality impact. The Project site is in a region that is designated in non-attainment for ozone, lead, PM10, and PM2.5. Neither construction nor operation of the Proposed Project would result in peak daily emissions of ozone precursors that exceed the applicable SCAQMD thresholds. Particulate matter emissions from the Proposed Project would be minimized through compliance with all of the SCAQMD's applicable regulations, particularly Rule 403, which prescribes fugitive dust control requirements. The Proposed Project's vehicles for construction and operation would generally use unleaded gasoline and would not be expected to contribute substantial lead emissions. Therefore, the Proposed Project would not make a cumulatively considerable contribution to these significant cumulative impacts. Thus, the Project's contribution to cumulative impacts related to air quality would not be considerable.
Hazards and Hazardous Materials	Chapter 8, *Hazards and Hazardous Materials,* identifies the potential for construction activities at the Project site to encounter undocumented releases or unknown sources of hazardous materials. In addition, proposed utility connection activities on Bloomfield Avenue and construction-related employee vehicle trips and truck trips for the Proposed Project would potentially cause temporary lane closures and increase traffic on Bloomfield Avenue. These changes could impede access for fire and emergency response vehicles as construction vehicles enter and exit the Project site over the duration of the 24-month construction period. Implementation of Mitigation Measures HAZ-1 and TRA-1 would reduce these impacts to a less-than-significant level. The Project site is a listed Historic Cortese site due to a leaking underground storage tank, but the site cleanup was completed and the case closed; however, other listed sites are located in the Project area. Thus, the Project's contribution to cumulative impacts related to hazards and hazardous materials would not be considerable.

Resource Topic Not Discussed Further	Rationale
Noise and Vibration	As described in Chapter 9, *Noise and Vibration,* ambient noise levels at and near the Project site are heavily influenced by traffic noise caused by vehicles not related to the Proposed Project from Interstate 5 and Bloomfield Avenue. The number of trips added by the Proposed Project would not noticeably affect the traffic-influenced ambient noise. However, the Homes for Life facility is in an historic building near the Project site; vibration-causing construction equipment could potentially exceed vibration thresholds when operating near the edge of the site closest to this building. During Project construction, implementation of Mitigation Measure NOI-1 would ensure that vibration levels are reduced to a less-than-significant level. Given the temporary nature of Project construction and the lack of other active construction projects in the area at the same time, no cumulative construction noise or vibration effects would occur. Further, because operation of the Proposed Project would not involve any substantial sources of permanent, ongoing noise or vibration aside from minor traffic increases, no cumulative impacts during Project operation are expected to occur.
Transportation	Under cumulative conditions, the new project location is anticipated to have a positive effect on VMT in the region given that commute distances have been reduced. The project is also consistent with land use build out assumptions of the SCAG RTP. Therefore, the cumulative project effect on VMT is less than significant.
Tribal Cultural Resources	Information collected during the preparation of this environmental document has not suggested that any significant cumulative impacts exist with respect to tribal cultural resources. Similar to the Proposed Project, other development projects in the Project area would be required to implement mitigation measures similar to Mitigation Measures CR-1 and CR-2 in the event that any archaeological resources or human remains are encountered during construction. Therefore, no cumulative impacts on tribal cultural resources would occur.

Notes: PM2.5 = particulate matter of aerodynamic radius of 2.5 micrometers or less; PM10 = particulate matter of aerodynamic radius of 10 micrometers or less; SCAQMD = South Coast Air Quality Management District.

Geographic Scope of Analysis

The level of detail of a cumulative impact analysis should consider a Project's geographic scope and other factors (e.g., a project's construction or operation activities, the nature of the environmental resource being examined) to ensure that the level of detail is practical and reasonable. This discussion focuses on the potential cumulative impacts of the Proposed Project for environmental resources that could be cumulatively affected by the Proposed Project in conjunction with other past, present, and reasonably foreseeable future projects. The specific geographic scope for each environmental resource topic analyzed in this Draft Environmental Impact Report (DEIR) for cumulative impacts is provided below in **Table 12-2**.

Table 12-2. Geographic Scope for Resources with Cumulative Impacts Relevant to the Proposed Project

Resource	Geographic Scope	Explanation for the Geographic Scope
Biological Resources	Wetlands and other waters, riparian habitat, sensitive natural communities, and other habitats within the vicinity of the Project site that might support special-status species.	This area covers habitats and plant and wildlife species that could be affected by the Proposed Project and the cumulative projects identified below, including areas that might be disturbed during Project construction activities.
Cultural Resources	Historic-era structures and contributing elements to the Norwalk State Hospital Historic District	This area covers the NRHP- and CRHR-eligible Norwalk State Hospital Historic District that surrounds the Project site, which is also a California Historic Landmark and would be affected by the Project's construction and operational activities.

Notes: CRHR = California Register of Historical Resources; LOS = level of service; NRHP = National Register of Historic Places.

Table 12-3 lists projects planned in the Norwalk/Santa Fe Springs area that could affect resources that would also be affected by the Proposed Project. The locations of these projects are also shown in **Figure 12-1.** The list was developed by reviewing sources available on the Los Angeles County, City of Santa Fe Springs, and City of Norwalk websites and the Governor's Office of Planning and Research CEQAnet database. While it is unlikely that every potential cumulative project is listed, the list of cumulative projects is considered sufficiently comprehensive and representative of the types of impacts that would be generated by other projects similar to or related to the Proposed Project. The evaluation of cumulative impacts assumes that the impacts of past and present projects are represented by baseline conditions, and that cumulative impacts are considered in the context of baseline conditions alongside reasonably foreseeable future projects.

Table 12-3. Cumulative Projects in the Proposed Project Area

No.	Project Title	Brief Project Description	Distance from Proposed Project Site
1.	DSH-Metropolitan Consolidation of Police Operations	The DSH-Metropolitan Consolidation of Police Operations Project consists of the relocation and consolidation of police operations on a 7-acre portion of the existing DSH-Metropolitan campus. The Project would demolish 5 historic-age structures that are contributors to the NSHHD in order to construct a new building that would serve as the headquarters for the Hospital Police and the Office of Special Investigation (Department of Governmental Services 2019). The Project would also realign the existing intersection at Sixth Street and Bloomfield Avenue to the north, install a new traffic signal, crosswalk, sidewalk, landscaping and irrigation, monument signage, and a new police kiosk and traffic barrier arm gate at the Sixth Street entrance (Department of Governmental Services 2019).	Approximately 80 feet south of the Project site
2.	Goodman Logistics Center	The Goodman Logistics Center is a new business park development with an approximate floor area of 1,200,000 square feet. Completed in 2017, the project involved construction of three buildings located north of Lakeland Road, west of Bloomfield Avenue, and south of Florence Avenue in the City of Santa Fe Springs. The facility accommodates distribution companies with heavy container volume (City of Santa Fe Springs 2015).	Approximately 0.3 mile north of the Project site
3.	Maruichi Warehouse Improvement	This project involved construction of a new 53,790 square-foot warehouse building within an existing 9.68-acre site at 11529 Greenstone Avenue in Santa Fe Springs (City of Santa Fe Springs 2016). The project also included development of surface parking areas with space for 228 stalls. Project construction was completed in 2018.	Approximately 0.4 mile east of the Project site
4.	FedEx Ground Parking Lot	This project includes improvement of a five-acre parking area to accommodate additional parking for the main FedEx facility. Improvements including stormwater and drainage infrastructure and landfill gas extraction system are currently under construction by the owner of the existing site (City of Santa Fe Springs 2019a). FedEx will further improve the site with impervious paving, perimeter fencing, and security and lighting features. The City of Santa Fe Springs published an MND for the project in May 2019 (City of Santa Fe Springs 2019a).	Approximately 0.5 miles southeast of the Project site

No.	Project Title	Brief Project Description	Distance from Proposed Project Site
5.	La Mirada Recycled Water Pipeline Expansion	Construction of this project would expand the CBMWD's existing RWDS by adding 39,100 feet of pipeline, as well as a pump station and reservoir (CBMWD 2017). The new pipeline system would begin at the existing RWDS in south Santa Fe Springs and extend into the City of La Mirada. The reservoir (measuring 150 feet long by 54 feet wide and 43 feet tall) and pump station would be located in southern La Mirada (at Stage Road and Biola Avenue intersection) (CBMWD 2017). CBMWD published the IS/MND in June 2017 (CBMWD 2017).	Approximately 0.5 mile southwest of the Project site
6.	Breitburn Santa Fe Springs Blocks 400/700 Upgrade	This project is located in Santa Fe Springs near the intersection of I-605 and I-5, bounded to the east by Shoemaker Avenue, to the west by Norwalk Boulevard, and to the north by Bell Ranch Drive. The project consists of three components (SCAQMD 2015a): (1) construction of an oil, gas, and water processing plant in the 400 Block, (2) upgrade of the 700 Block truck loading system, and (3) replacement of the 400 Block flare system. The project was approved in October 2015 by the SCAQMD (SCAQMD 2015b).	Approximately 0.6 mile south of the Project site
7.	MC&C Commerce Center, Site III	This project involves construction of a new industrial building on a vacant parcel at the intersection of Telegraph Road and Bloomfield Avenue in the City of Santa Fe Springs. The project site measures 470,598 square feet and is currently occupied by oil extraction equipment (City of Santa Fe Springs 2019b). The new building will have a total floor area of 178,861 square feet, and the project will also include a parking area for 259 parking stalls and 49,489 square feet of landscaping. An IS/MND was completed in January 2019 (City of Santa Fe Springs 2019b). The project remains in negotiation over permitting issues related to removal of the oil extraction equipment (Sprague 2019).	Approximately 0.8 mile northeast of the Project site.
8.	MC&C Commerce Center, Site IV	This project involves construction of an industrial park, including six warehouse buildings and associated improvements, at the intersection of Romandel Avenue and Telegraph Avenue in the City of Santa Fe Springs. The six warehouse buildings will total 115,801 square feet in floor area, while the project will also include development of a parking area (263 parking stalls and 17 dock high doors) and 75,382 square feet of landscaping. The project site is currently occupied by active oil wells (City of Santa Fe Springs 2019c). An IS/MND was completed in January 2019 (City of Santa Fe Springs 2019c) The project remains in negotiation over permitting issues related to removal of the oil extraction equipment (Sprague 2019).	Approximately 1.3 miles northeast of the Project site

No.	Project Title	Brief Project Description	Distance from Proposed Project Site
9.	John Glenn High School Proposed New Stadium and Athletic Fields Improvement	John Glenn High School is located at 13520 Shoemaker Avenue in the City of Norwalk. The project involves replacing the grass field with synthetic turf and developing new athletic facilities for football, soccer, baseball, softball, and track and field. The project also includes various supporting facilities and buildings (e.g., concessions, locker rooms). The total new development associated with the project is 747,750 square feet. Construction was completed in fall 2019 (Norwalk - La Mirada Unified School District 2017, 2019).	Approximately 1.4 miles southeast of the Project site
10.	Cambridge Distribution Building Project	This project involves replacing the current industrial warehouse building at 13215 Cambridge Street. The new two-story building will be approximately 146,000 square feet, including the following designations/uses (City of Santa Fe Springs 2019d): 10,000 square feet of office space; 18,600 square feet of refrigerated uses; and manufacturing, warehousing, and distribution uses in the rest of the warehouse. A Final MND was completed in March 2019. Project construction would take 12 months (City of Santa Fe Springs 2019d).	Approximately 1.6 miles southeast of the Project site
11.	Norwalk High School Proposed New Stadium and Athletic Fields Improvement	This project includes replacing the existing 17.2-acre grass field with synthetic turf and developing new athletic facilities for football, soccer, baseball, softball, and track and field at Norwalk High School (11356 E. Leffingwell Road). In addition to the new facilities, 8,162 square feet of support buildings (e.g., concessions, locker rooms) would be constructed. The project would also result in approximately 91,643 square feet of recreational space within the athletic field footprint (Norwalk-La Mirada School District 2018). The Norwalk – La Mirada Unified School District published a Final EIR in April 2018.	Approximately 2.0 miles southwest of the project site.

Notes: CRHR = California Register of Historical Resources; LOS = level of service; NRHP = National Register of Historic Places; IS = Initial Study; MND = Mitigated Negative Declaration; CBMWD = Central Basin Municipal Water District; RWDS - Recycled Water Distribution System.

Prepared by:

Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

Project Site

Site 5

Cumulative Project Sites

Site 6

N

0 1
Miles

Note: Site numbers correspond to projects listed in Table 12-3

Figure 12-1
Cumulative Projects

Santa Fe Springs Area Office Replacement Project
Draft Environmental Impact Report

T:_PROJECTS\15002_CHP_CEQA\mxd\Santa Fe Springs\Figure_12-1_cumulative_projects.mxd PG 2/7/2020

12.3.2 CUMULATIVE SETTING

This section describes the cumulative setting for which the Proposed Project could potentially contribute a cumulative impact, in the context of the geographic scope for each resource topic as described in Table 12-2, and considering the various projects listed in Table **12-3**.

Biological Resources

As discussed in Chapter 5, *Biological Resources,* construction activities could result in disturbance to nesting birds and raptors during the nesting season (January 15 to August 31). Construction activities associated with other nearby projects could result in similar effects on nesting birds and raptors. As such, the Proposed Project would have the potential to contribute to cumulative impacts on these biological resources.

Cultural Resources

Chapter 6, *Cultural Resources,* identifies the potential for significant impacts on historical resources because the Project site is within the boundaries of the Norwalk State Hospital Historic District (NSHHD), which has been determined eligible for listing on the NRHP and CRHR and as a State Historical Landmark. The landscaped hospital grounds are a contributing element of the historic district and would be removed or substantially modified. This would be a significant and unavoidable impact on historical resources. Other development projects in the area (e.g., DSH-Metropolitan Consolidation of Police Operations and La Mirada Recycled Water Pipeline Expansion) would also affect recorded or eligible historical resources in the area. As such, construction and operation of the Proposed Project in combination with other projects could result in a significant cumulative impact on historical resources.

12.3.3 CUMULATIVE IMPACT ANALYSIS

Impact CUM-1: Cumulative Impacts on Nesting Birds and Raptors (Less than Significant with Mitigation)

As indicated above, the Proposed Project could substantially affect active bird nests if present during Project construction. The Project's impacts on nesting birds and raptors would be reduced with implementation of Mitigation Measure BIO-1, which requires that CHP or its contractor(s) conduct a preconstruction survey in the event that construction occurs during the bird nesting season. With implementation of this mitigation measure, the Proposed Project's contribution to cumulative impacts on nesting birds and raptors would not be considerable (**less than significant with mitigation**).

In general, the Project area is highly developed and urbanized with little natural habitat for special-status species to utilize. As a result, there are relatively few biological resources in the area that could be further affected by the Proposed Project or other development projects, such as those listed in Table 12-3. None of the reasonably foreseeable projects identified in the area of the Proposed Project (Table 12-3) would have especially significant biological resources impacts, as all of the projects are within previously or currently developed areas that are not near large tracts of open space or natural areas. Given the Proposed Project's minimal potential for impacts and implementation of Mitigation Measure BIO-1, the Project's

contribution to cumulatively significant impacts on biological resources is considered less than considerable. This impact would be **less than significant with mitigation.**

Impact CUM-2: Cumulative Impacts on Historical Resources (Significant)

Several historical resources listed or eligible for listing in the NRHP and CRHR are present in the Norwalk/Santa Fe Springs area. These include the La Mirada Railroad Station and the Burlington Northern and Santa Fe railway, as well as the NSHHD on the Project site. Many of the projects listed in **Table 12-3** would have the potential to disturb or impact historical resources and the DSH-Metropolitan Consolidation of Police Operations project will be removing buildings that are contributing elements of the NSHHD. Likewise, construction and operation of the Proposed Project would affect the NSHHD.

As described in Chapter 6, *Cultural Resources,* CHP would implement **Mitigation Measure CR-1**, which requires that the project be designed to preserve contributing elements of the NSHHD, as feasible. **Mitigation Measure CR-2** would be implemented to ensure that landscaping associated with the Proposed Project would minimize the impacts to the open and scenic feeling of the grounds by establishing new plantings, that are compatible with the historic district landscaping. Finally, **Mitigation Measure CR-3** would require documentation, through preparation of a Historic American Building Survey/Historic American Engineering Record, to be submitted to a local archive or repository for curation. However, implementation of these mitigation measures would not reduce the Project's potential impacts on historical resources to a level that is less than significant at the project level. Combined with the impacts of the DSH-Metropolitan Consolidation of Police Operations on the NSHHD, at the cumulative level, the Project's contribution to the cumulative impact would be considerable. As a result, this impact would be **significant.**

12.4 Significant and Unavoidable Impacts

Section 15126.2(b) of the State CEQA Guidelines requires an EIR to describe any significant impacts that cannot be mitigated to a less-than-significant level. All of the impacts associated with the Proposed Project would be reduced to a less-than-significant level through the implementation of identified mitigation measures, with the exception of the impacts discussed below. The following impacts have been identified as significant and unavoidable:

- Impact CR-1: Potential for a Substantial Adverse Impact on Historical Resources
- Impact CUM-2: Cumulative Impacts on Historical Resources

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Chapter 13
ALTERNATIVES

13.1 OVERVIEW

This chapter describes the regulatory requirements related to the evaluation of alternatives in an environmental impact report (EIR), presents the alternatives development process for the Santa Fe Springs Area Office Replacement Project (Proposed Project), describes the alternatives considered and those considered but dismissed from detailed analysis, provides the environmental impact analysis of the alternatives considered, presents a comparison of the alternatives, and identifies the environmentally superior alternative.

13.1.1 REGULATORY REQUIREMENTS

The California Environmental Quality Act (CEQA) requires that an EIR evaluate a reasonable range of potentially feasible alternatives to the Proposed Project, including the No Project Alternative. The No Project Alternative allows decision-makers to compare the impacts of approving the action against the impacts of not approving the action. Although no clear rule exists for determining a reasonable range of alternatives to a proposed project, CEQA provides guidance that can be used to define the range of alternatives for consideration in the environmental document.

The alternatives described in an EIR must feasibly accomplish most of the basic Project objectives, should reduce or eliminate one or more of the significant impacts of the Proposed Project (although the alternative could have greater impacts overall), and must be potentially feasible (State CEQA Guidelines Section 15126.6[a]). In determining whether alternatives are potentially feasible, the lead agencies are guided by the general definition of feasibility found in Section 15364 of the State CEQA Guidelines as follows: "…capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." In accordance with Section 15126.6(f) of the State CEQA Guidelines, the lead agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, and jurisdictional boundaries in determining the feasibility of alternatives to be evaluated in an EIR. An EIR must briefly describe the rationale for selection and rejection of alternatives evaluated in the EIR and the information on which the lead agency relied in making the selection. It also should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reason for their exclusion (State CEQA Guidelines Section 15126.6[c]).

An EIR's analysis of alternatives is required to identify the environmentally superior alternative among all those considered (State CEQA Guidelines Sections 15126.6(a) and (e)(2). If the "no project" alternative is identified as the environmentally superior alternative,

the EIR must also identify an environmentally superior alternative among the other alternatives.

These guidelines were used in developing and evaluating the alternatives for this Draft EIR (DEIR) as described below.

13.2 Alternatives Development Process

The Proposed Project's purpose and objectives, as well as its potentially significant environmental impacts, were considered while developing the alternatives. In accordance with the requirements of CEQA, alternatives were developed to achieve most of the Proposed Project's basic objectives while reducing one or more of its significant adverse environmental impacts. Alternative development was also based on potential feasibility. Potential site locations were selected based on a number of planning, environmental, design, and engineering considerations. These considerations are listed and described in Section 1.1.1, "Existing Facility Background." A reasonable range of potentially feasible alternatives is presented in Section 13.3, "Alternatives Considered," which describes their potential impacts as well as benefits.

13.2.1 Project Goals and Objectives

The following goals and objectives are the same as those set out in Section 2.3, "Proposed Project Purpose and Objectives," in Chapter 2, *Project Description*. The Proposed Project would be constructed as part of a statewide effort to replace aging or inadequate California Highway Patrol (CHP) field offices and other facilities. The purpose of the Proposed Project is to replace the CHP Santa Fe Springs Area Office with upgraded facilities.

Specific Proposed Project objectives are to:

- construct a facility that meets CHP's statewide programming requirements (e.g., provision of a citation clearance area and additional/separate locker rooms for female employees);
- construct a facility in a location capable of serving the Santa Fe Springs Area Office's service area and that provides efficient access to the highway system,
- develop a CHP facility that is accredited under the U.S. Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) program at the "Silver" or better level of certification, as required by state law;
- meet the California Essential Services Buildings Seismic Safety Act requirements by designing and constructing a facility capable of providing essential services to the public after a disaster; and
- construct a facility that meets the standards of the Americans with Disabilities Act (ADA), and Title 24 requirements, including the California Green Building Standards Code and the California Energy Code.

Alternatives were developed to meet the overarching purpose of the Proposed Project and most of the specific objectives listed above.

13.2.2 Significant Environmental Impacts of the Proposed Project

A number of impacts have been identified as significant but would be mitigated to a less-than-significant level by implementing mitigation measures. These impacts are listed in Table ES-1 in the *Executive Summary* of this DEIR.

13.2.3 Significant and Unavoidable Environmental Impacts of the Proposed Project

The following impacts have been identified as significant and unavoidable:

- Impact CR-1: Potential for a Substantial Adverse Impact on Historical Resources
- Impact CUM-2: Cumulative Impacts on Historical Resources

13.2.4 Site Selection

As described above, potential site locations for the Proposed Project were selected based on a number of different planning, environmental, design, and engineering considerations. Specific considerations used in the site selection process included but were not limited to:

- Site acreage;
- Parcel shape;
- Site grade;
- Site access;
- Tower requirements;
- Commercial vehicular traffic;
- Local jurisdiction special requirements;
- Constraints related to adjacent properties;
- Available utilities;
- Historic uses of the site;
- Demolition/grading requirements;
- Permits/easements; and
- Potential environmental issues related to the various CEQA resource topics.

Desirable specific criteria for an alternate site for the Santa Fe Springs Area Office included:

- **Proximity to the freeway:** a site near a major freeway to allow for quick, easy access of CHP personnel to the freeway.
- **Tower requirements:** a suitable site for a communications tower that would not conflict with airport use, and supports communications between the proposed tower and other existing towers.

- **Site ownership and size:** sites in public ownership or having a willing seller would facilitate the real estate transactions associated with securing an alternate site. Sites must be at least 3-4 acres to accommodate the required CHP Area Office facilities.
- **Access to utilities and infrastructure:** the selected site would need access to utilities and infrastructure, including electricity, natural gas, roads, water, and wastewater systems.
- **Railroad crossings:** site access to major streets should not be via railroad crossings or sidings.

13.3 ALTERNATIVES CONSIDERED

The following alternatives were considered for the Proposed Project:

- No Project Alternative
- Alternative 1: Telegraph Road Site
- Alternative 2: Florence Avenue Site
- Alternative 3: Reduced Hospital Site

These alternatives were identified within the context of the primary environmental concerns raised during EIR scoping, the set of potentially feasible sites identified during the site selection process, and the significant impacts of the Proposed Project. Following the analysis of alternatives, **Table 13-1** summarizes the alternatives considered and compares them to the Proposed Project.

13.3.1 NO PROJECT ALTERNATIVE

Characteristics of this Alternative

Under the No Project Alternative, CHP would not construct a new Santa Fe Springs Area Office or its accompanying facilities and utilities, and would continue to provide essential services to the Santa Fe Springs area from its existing facility at 10051 Orr and Day Road, Santa Fe Springs, California. The existing area office was constructed in 1967 and is located on approximately 1.2 acres of land. Structurally, the mechanical, electrical, and plumbing systems are well beyond their useful life and do not meet current code requirements. The roof has surpassed its useful life and is overdue for replacement. There are hazardous materials that need abatement as the standard at the time of construction involved the use of asbestos tiles and lead paint.

The mission and directive of the CHP is to provide the highest level of safety, service and security to the people of California. In accordance with the Essential Services Building Act (ESBSSA) and as further outlined in Chapter 2 of the Health and Safety Code, in order for CHP to provide critical services to the public in the event of a disaster, the CHP facilities must be designed and constructed to resist the forces generated by earthquakes, gravity and winds. The existing facility does not meet the ESBSSA or ADA requirements. Following a California Department of General Services (DGS) seismic evaluation of statewide facilities, the Santa Fe Springs facility was rated as 6 on a 7-point scale, indicating that there is a strong possibility that a seismic event would render the office unsafe, thereby hindering CHP's role in emergency response.

In addition to the structural deficiencies described above, the current Santa Fe Springs Area Office lacks adequate space to accommodate the assigned number of employees, related equipment, and other programming needs; the property cannot accommodate a citation clearance area or additional/separate locker rooms for female officers. There is also insufficient secured parking for officer overnight vehicles at the existing facility and limited visitor parking.

Under the No Project Alternative, the existing facility would continue to be used by current and projected future CHP personnel despite these structural, space, and site deficiencies. The No Project Alternative would not achieve any of the Project's objectives but is being considered as required by State CEQA Guidelines Section 15126.6(e).

Impact Analysis

Under the No Project Alternative, all of the impacts associated with the construction and operation of the Santa Fe Springs Area Office would be avoided. No temporary construction-related impacts or long-term operational impacts would result, including significant and unavoidable impacts on historic resources. However, not constructing a replacement office could increase risks to public safety in the event of a disaster. As described above, the existing facility is not seismically sound and could become further compromised during a seismic event. In such a situation, CHP may be limited in its capacity to provide essential services to the local population. Overall, not constructing the Proposed Project would be expected to impede provision of adequate law enforcement services to the Santa Fe Springs area and potentially impair police response times, as the existing facility lacks adequate space to accommodate the assigned and projected number of employees needed to serve the area.

13.3.2 ALTERNATIVE 1: TELEGRAPH ROAD SITE

Characteristics of this Alternative

Based on the previously described siting criteria, a site located at 10330 Greenleaf Avenue, at the northeast corner of Telegraph Road and Greenleaf Avenue, was identified as a potential alternative site for the new CHP Santa Fe Springs Area Office. This 3-acre site is located 2.4 miles east of the existing office and 1.4 miles northeast of the Project site. The Telegraph Road site is a vacant parcel; however, site layout options would be limited because of the small size of the property. The site would meet most, but not all, of the siting criteria outlined above. This property was one of the original sites considered for the new CHP Area Office but was withdrawn from consideration because of issues with cost and the owner's willingness to.

Impact Analysis

Aesthetics

Alternative 1 would have no significant impacts related to aesthetics. The site is surrounded by commercial and industrial uses; no scenic highways are present within 10 miles of the site. No light or glare impacts would result.

Agriculture and Forestry Resources

The Telegraph Road site is located within an urban area that lacks farmland. No agricultural or forestry resources would be affected by this alternative.

Air Quality

Alternative 1 would build a new CHP office to replace the existing Santa Fe Springs office. Although the new office would accommodate approximately 13 additional employees and would include the addition of a fueling pump, net operational emissions would not exceed South Coast Air Quality Management District (SCAQMD) significance thresholds. Further, as with the Proposed Project, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide emission benefits over the existing facility due to energy conservation with the green building design features.

Biological Resources

The northern portion of the Telegraph Road site is dominated by herbaceous weedy plant species and contained several ornamental trees; the southern portion is nearly barren with a gravel surface. No sensitive plant communities or special-status species have the potential to occur at the site. Mitigation similar to that for the Proposed Project would protect nesting birds.

Cultural Resources

No historical or archaeological resources are known to be present at the Telegraph Road site. Mitigation similar to that for the Proposed Project would protect any cultural resources or human remains discovered during construction.

Energy

Alternative 1 would build a new CHP office to replace the existing Santa Fe Springs office. As described above for air quality, net operational energy demand would not increase substantially. Further, as with the Proposed Project, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide benefits over the existing facility due to energy conservation with the green building design features.

Geology, Soils, and Seismicity

Alternative 1 would result in no significant geologic, soil, or seismic hazards compared to the existing site or the Project site. The site is located 1.4 miles from the Proposed Project site, and geologic and seismic hazards would be similar at the two locations.

Greenhouse Gas Emissions

Alternative 1 would build a new CHP office to replace the existing Santa Fe Springs office. As described above for air quality, net operational GHG emissions would not exceed SCAQMD significance thresholds. Further, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide

emission benefits over the existing facility due to energy conservation with the green building design features.

Hazards and Hazardous Materials

Two inactive, abandoned oil wells and three groundwater monitoring wells are present on the Telegraph Road site. The site has been contaminated in the past with trichloroethene (TCE); soil containing total petroleum hydrocarbons (TPH) and metals; and arsenic. Further investigation would be required to determine the level of contamination and necessary remediation steps. Mitigation could include testing of soils and, if contaminated, removal to a Class I landfill for disposal.

Hydrology and Water Quality

The Telegraph Road site has no water bodies and is not within a 100-year floodplain. As with the Proposed Project, DGS on behalf of CHP would comply with construction-related stormwater permit requirements of the federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program. In addition, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP).

Land Use and Planning

Alternative 1 is compatible with the City's Zoning Ordinance, as the site is zoned for heavy manufacturing. However, state projects are not subject to existing Santa Fe Springs zoning code, applicable General Plan policies, or other applicable local land use controls.

Mineral Resources

Previously, the Telegraph Road site was the terminus of an oil pipeline (Pacific Pipeline) and housed offices for Pacific Pipeline and underground storage tanks (USTs) for oil; however, all tanks have been removed. Currently, the site is vacant and is not used as a mineral resource recovery site. Some of the surrounding parcels are currently being used to pump oil out from the ground.

Noise and Vibration

Similar to the Proposed Project, construction-related and operational noise and vibration impacts would not exceed local thresholds. No sensitive receptors are located near the site, which is in an industrial area. Operational noise generated on the Project site would not be different from what is considered typical for commercial and industrial land uses in the neighboring vicinity.

Population and Housing

As with the Proposed Project, Alternative 1 would replace an existing CHP office with another site in Santa Fe Springs. The number of the staff at the new CHP office would be essentially the same as at the existing CHP office; thus, Alternative 1 would not induce substantial population growth. No housing or population would be displaced.

Public Services

The Telegraph Road site is a vacant parcel surrounded by industrial and commercial uses that are already served by police and fire protection, schools, parks, and other public facilities. As such, the addition of the CHP Area Office and its 159 employees to the area would not substantially increase demand for public services. The facility would meet the current and long-term highway safety needs of southeastern Los Angeles County and local roadways, thereby resulting in a beneficial impact on public safety.

Recreation

Alternative 1 would not generate significant recreational demand or affect existing recreational facilities because it would not increase population in the Santa Fe Springs area.

Transportation

Telegraph Road is a major arterial and provides easy access to I-605 and I-5. No road improvements would be necessary to allow adequate levels of service on area roadways. The site would be large enough to provide adequate on-site parking for employee, visitor, and emergency response vehicles and would not result in the need for an off-site vehicle staging area.

Utilities and Service Systems

Alternative 1 would result in impacts on utilities and service systems identical to those under existing conditions, except that the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Similar to the Proposed Project, operation of the new facility would provide benefits over the existing facility due to conservation with the green building design features.

Wildfire

The Telegraph Road site is a vacant parcel surrounded by development in an urban area. No increased risk of wildfire would result from Alternative 1.

13.3.3 ALTERNATIVE 2: FLORENCE AVENUE SITE

Characteristics of this Alternative

Based on the previously described siting criteria, a site located at 11146 Florence Avenue, Downey, at the southeast corner of Studebaker Road and Florence Avenue, was identified as a potential alternative site for the new CHP Santa Fe Springs Area Office. This 6-acre site is located 1.3 miles southwest of the existing office and 2.6 miles northwest of the Proposed Project site. The Florence Avenue site was formerly occupied by two vacant car dealerships; the buildings have been demolished, and the site is entirely covered by impervious surfaces. The site would meet most of the siting criteria outlined above. Surrounding uses include commercial and industrial facilities; residential areas and a school are located south of but not immediately adjacent to the site. This property was an early site considered for the new CHP Area Office but was withdrawn from consideration because of the owner's unwillingness to sell.

Impact Analysis

Aesthetics

Alternative 2 would have no significant impacts related to aesthetics. The site is surrounded by commercial and industrial uses; no scenic highways are present within the vicinity. No light or glare impacts would result.

Agriculture and Forestry Resources

The Florence Avenue site is located within an urban area that lacks farmland. No agricultural or forestry resources would be affected by this alternative.

Air Quality

Alternative 2 would build a new CHP office to replace the existing Santa Fe Springs office. Although the new office would accommodate approximately 13 additional employees and would include the addition of a fueling pump, net operational emissions would not exceed SCAQMD significance thresholds. Further, as with the Proposed Project, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide emission benefits over the existing facility due to energy conservation with the green building design features. However, the increased emissions resulting from CHP vehicles entering and leaving the facility could adversely affect nearby sensitive uses, including residences and a school.

Biological Resources

The Florence Avenue site is entirely paved and has no native vegetation. No sensitive plant communities or special-status species have the potential to occur at the site.

Cultural Resources

No historical or archaeological resources are known to be present at the Florence Avenue site. Mitigation similar to that for the Proposed Project would protect any cultural resources or human remains discovered during construction; however, ground-disturbing activity would be greatly reduced from that required for the Proposed Project.

Energy

Alternative 2 would build a new CHP office to replace the existing Santa Fe Springs office. As described above for air quality, net operational energy demand would not increase substantially. Further, as with the Proposed Project, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide benefits over the existing facility due to energy conservation with the green building design features.

Geology, Soils, and Seismicity

Alternative 2 would result in no significant geologic, soil, or seismic hazards compared to the existing site or the Proposed Project site. The site is located 2.6 miles from the Proposed Project site, and geologic and seismic hazards would be similar at the two locations.

Greenhouse Gas Emissions

Alternative 2 would build a new CHP office to replace the existing Santa Fe Springs office. As described above for air quality, net operational GHG emissions would not exceed SCAQMD significance thresholds. Further, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide emission benefits over the existing facility due to energy conservation with the green building design features.

Hazards and Hazardous Materials

No hazardous waste sites are listed in the Envirostor database within 1,000 feet of the Florence Avenue site. Further investigation would be required to confirm the absence of past or present contamination.

Hydrology and Water Quality

The Florence Avenue site has no water bodies and is not within a 100-year floodplain. As with the Proposed Project, DGS on behalf of CHP would comply with construction-related stormwater permit requirements of the federal Clean Water Act NPDES program. In addition, the contractor would prepare a SWPPP.

Land Use and Planning

Alternative 2 is compatible with the City's Zoning Ordinance, as the site is zoned for commercial and industrial uses. However, state projects are not subject to the existing Santa Fe Springs zoning code, applicable General Plan policies, or other applicable local land use controls.

Mineral Resources

The Florence Avenue site is located in an area of commercial, industrial, and residential uses. No mineral extraction activities are actively taking place on or near the site.

Noise and Vibration

Similar to the Proposed Project, construction-related and operational noise and vibration impacts would not exceed local thresholds. Nearby sensitive receptors include residences and a school, although ambient noise levels are likely to be elevated because of the site's proximity to I-605. Operational noise generated on the Project site would not be different from what is considered typical for commercial and industrial land uses in the neighboring vicinity, but could be a nuisance for nearby residents.

Population and Housing

As with the Proposed Project, Alternative 2 would replace an existing CHP office with another nearby site in Downey. The number of the staff at the new CHP office would be essentially the same as at the existing CHP office; thus, Alternative 2 would not induce substantial population growth. No housing or population would be displaced.

Public Services

The Florence Avenue site is a vacant parcel surrounded by industrial, commercial, and residential uses that are already served by police and fire protection, schools, parks, and other public facilities. As such, the addition of the CHP Area Office and its 159 employees to the area would not substantially increase demand for public services. The facility would meet the current and long-term highway safety needs of southeastern Los Angeles County and local roadways, thereby resulting in a beneficial impact on public safety.

Recreation

Alternative 2 would not generate significant recreational demand or affect existing recreational facilities because it would not increase the population in the Project area.

Transportation

Florence Avenue is a major arterial and provides close and easy access to I-605. It is likely that few, if any, road improvements would be necessary to allow adequate levels of service on area roadways. The site would be large enough to provide adequate on-site parking for employee, visitor, and emergency response vehicles and would not result in the need for an off-site vehicle staging area. The proximity of the site to freeway access would limit adverse impacts on neighborhood traffic.

Utilities and Service Systems

Alternative 2 would result in impacts on utilities and service systems identical to those under existing conditions, except that the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Similar to the Proposed Project, operation of the new facility would provide benefits over the existing facility due to conservation with the green building design features.

Wildfire

The Florence Avenue site is a vacant parcel surrounded by development in an urban area. No increased risk of wildfire would result from Alternative 2.

13.3.4 ALTERNATIVE 3: REDUCED HOSPITAL SITE

Characteristics of this Alternative

Similar to the Proposed Project, Alternative 3 would replace the existing CHP Santa Fe Springs Area Office at 10051 Orr and Day Road, Santa Fe Springs, with new CHP facilities on the grounds of Department of State Hospitals (DSH)-Metropolitan campus at 11401 Bloomfield Avenue, Norwalk. Where the Proposed Project would involve transfer of approximately 6 acres from the Department of State Hospitals to CHP, however, Alternative 3 would reduce the area to approximately 4.25 acres. The reduced area would allow for avoidance of the landscaped area at the main entrance to the grounds and setbacks between the CHP facilities and surrounding historic buildings.

Reducing the area used by CHP at the DSH-Metropolitan campus site would require CHP to redesign the conceptual plan and choose among the various programming priorities for the

new facility. Therefore, Alternative 3 would meet some of the objectives but would not fully accomplish the goals of the Proposed Project.

Impact Analysis

Aesthetics

Similar to the Proposed Project, impacts on aesthetics with Alternative 3 would be less than significant. The main entrance would remain visually unchanged from existing conditions instead of being developed.

Agriculture and Forestry Resources

Similar to the Proposed Project, Alternative 3 would have a less-than-significant impact on agriculture and forestry resources.

Air Quality

Similar to the Proposed Project, impacts on air quality with Alternative 3 would be less than significant with mitigation. Alternative 3 would build a new CHP office to replace the existing Santa Fe Springs office. Although the new office would accommodate approximately 13 additional employees and would include the addition of a fueling pump, net operational emissions would not exceed SCAQMD significance thresholds. Construction-related emissions would be reduced from those of the Proposed Project because the construction area would be reduced from 6 acres to 4.25 acres. Further, as with the Proposed Project, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide emission benefits over the existing facility due to energy conservation with the green building design features. However, the increased emissions resulting from CHP vehicles entering and leaving the facility could adversely affect nearby sensitive uses, including residences and a school.

Biological Resources

Development of the Reduced Hospital site would have similar, but slightly reduced, impacts on sensitive plant communities or special-status species compared to the Proposed Project because the amount of vegetation being removed would be reduced.

Cultural Resources

Alternative 3 would result in similarly significant and unavoidable impacts on historical resources related to modification of areas and facilities contributing to the historic district; however, ground-disturbing activity would be reduced from that required for the Proposed Project, reducing the extent of the impact.

Energy

Alternative 3 would have less-than-significant energy-related impacts, similar to those of the Proposed Project, but potentially reduced because of the smaller Project site.

Geology, Soils, and Seismicity

Similar to the Proposed Project, Alternative 3 would result in less-than-significant impacts related to geologic, soil, or seismic hazards.

Greenhouse Gas Emissions

Alternative 3 would build a new CHP office to replace the existing Santa Fe Springs office. As described above for air quality, net operational GHG emissions would not exceed SCAQMD significance thresholds. Further, the new facility would be designed to meet the criteria for LEED certification and the State Building Code. Operation of the new facility would provide emission benefits over the existing facility due to energy conservation with the green building design features.

Hazards and Hazardous Materials

Alternative 3 would have less-than-significant impacts related to hazards and hazardous materials, similar to the Proposed Project, after implementation of mitigation measures. Buildings that would be demolished could contain lead paint and asbestos, but CHP would remove these hazardous materials as required by law.

Hydrology and Water Quality

Impacts on hydrology and water quality with the Reduced Hospital Site would be less than significant, similar to those for the Proposed Project. A smaller site would result in less stormwater runoff and require less stormwater detention.

Land Use and Planning

As with the Proposed Project, Alternative 3 would have less-than-significant impacts related to land use and planning.

Mineral Resources

No mineral extraction activities are actively taking place on or near the DSH-Metropolitan campus site, and no impact would occur with Alternative 3.

Noise and Vibration

Similar to the Proposed Project, construction-related and operational noise and vibration impacts would not exceed local thresholds. Nearby sensitive receptors would include hospital occupants and nearby residents.

Population and Housing

As with the Proposed Project, Alternative 3 would replace an existing CHP office with another site. The number of the staff at the new CHP office would be essentially the same as at the existing CHP office; thus, Alternative 3 would not induce substantial population growth. No housing or population would be displaced.

Public Services

Alternative 2 would replace the existing CHP office in Santa Fe Springs and is intended to provide a facility that would meet the current and long-term highway safety needs of southeastern Los Angeles County and local roadways. Impacts would be less than significant, similar to those of the Proposed Project.

Recreation

Alternative 3 would not generate significant recreational demand or affect existing recreational facilities because it would not increase population in the Project area.

Transportation

The DSH-Metropolitan campus site provides close and easy access to nearby freeways. Road improvements would improve traffic circulation on area roadways (i.e., the connection between South Campus Drive and Bloomfield Avenue, similar to those for the Proposed Project. The site would provide adequate on-site parking for employee, visitor, and emergency response vehicles but could result in the need for an off-site vehicle staging area.

Utilities and Service Systems

Alternative 3 would result in impacts on utilities and service systems similar to those of the Proposed Project. The new facility would be designed to meet the criteria for LEED certification and the State Building Code. Similar to the Proposed Project, operation of the new facility would provide benefits over the existing facility due to conservation with the green building design features.

Wildfire

The DSH-Metropolitan campus site is surrounded by development in an urban area. No increased risk of wildfire would result from Alternative 3.

Table 13-1. Summary of Alternatives and Comparison to the Proposed Project

Alternative	Characteristics	Relationship to Project Objectives	Impacts Compared to the Proposed Project
No Project Alternative	▪ No construction of Santa Fe Springs Area Office replacement or its accompanying facilities. ▪ CHP would continue to provide essential services to the Santa Fe Springs area from its existing 1.2-acre facility.	▪ Would not meet Project objectives.	▪ All impacts related to constructing and operating the Proposed Project would be avoided. ▪ Not constructing the proposed replacement facility could impact public services and public health and safety. Existing facility does not meet seismic criteria for state-owned buildings and may preclude CHP from providing essential public services during an earthquake or other emergency. Existing facility also is not of sufficient size to accommodate increasing

Alternative	Characteristics	Relationship to Project Objectives	Impacts Compared to the Proposed Project
			number of employees to serve the Project area.
Alternative 1: Telegraph Road Site	▪ Construction of replacement facility on a 3-acre site. ▪ CHP would have space to provide an expanded (but not complete) array of essential and routine services to the Santa Fe Springs area.	▪ Would partially meet Project objectives; may not have sufficient area to include all identified programming requirements.	▪ Impacts would be similar to those of constructing and operating the Proposed Project; impacts on undisturbed ground would be reduced. ▪ No significant and unavoidable impacts on historical resources would result. ▪ Few sensitive receptors would be affected by construction or operation. ▪ Replacement facility would meet seismic criteria for state-owned buildings and would enable CHP to provide essential public services during an earthquake or other emergency. The site would be of sufficient size to accommodate increasing number of employees to serve the Project area, although potentially not large enough to accommodate all identified program-related improvements.
Alternative 2: Florence Avenue Site	▪ Construction of replacement facility on a 6-acre site. ▪ CHP would have space to provide an expanded array of essential and routine services to the Santa Fe Springs area.	▪ Would meet Project objectives.	▪ Impacts would be similar to those of constructing and operating the Proposed Project; no impacts on undisturbed ground would result. ▪ No significant and unavoidable impact on historical resources would result. ▪ Some sensitive receptors (i.e., residents, school) would be affected by construction or operation. ▪ Replacement facility would meet seismic criteria for state-owned buildings and would enable CHP to provide essential public services during an earthquake or other emergency. The site would be of sufficient size to accommodate increasing number of employees to serve the Project area and accommodate all identified program-related improvements.
Alternative 3: Reduced Hospital Site	▪ Construction of replacement facility on a 4.25-acre site.	▪ Would partially meet Project objectives; may not have	▪ Significant and unavoidable impact on historic resources (impact on Norwalk State Hospital Historic District) would

Alternative	Characteristics	Relationship to Project Objectives	Impacts Compared to the Proposed Project
	▪ CHP would have space to provide an expanded (but not complete) array of essential and routine services to the Santa Fe Springs area.	sufficient area to include all identified programming requirements.	be reduced but would not be mitigated to a less-than-significant level. ▪ Other impacts would be the same as identified for the Proposed Project, but reduced in terms of affected area. ▪ Replacement facility would meet seismic criteria for state-owned buildings and would enable CHP to provide essential public services during an earthquake or other emergency. The site would be of sufficient size to accommodate increasing number of employees to serve the Project area and accommodate all identified program-related improvements.

Note: CHP = California Highway Patrol.

13.4 Alternatives Considered and Dismissed

The following alternatives were considered by CHP during the site evaluation process, but were ultimately dismissed from further analysis for one or more of the following reasons: (1) they would not sufficiently meet most of the Proposed Project objectives; (2) they were investigated previously and determined to be infeasible; or (3) they would not avoid or substantially reduce one or more significant impacts of the Proposed Project.

- **12031 Philadelphia Street, Whittier:** This 4.6-acre site is located at the northeast corner of Philadelphia Street and Whitter Boulevard in Whittier. The site is currently a manufacturing facility that would require extensive demolition prior to new construction by CHP. Phase 1 and Phase 2 investigations indicate past contamination, but remediation has not been completed. The site is 5.7 miles from the current CHP Area Office, relatively distant from most of the service area. For these reasons, the site was determined to be infeasible.

- **13101 Rosecrans Avenue, Santa Fe Springs:** This 9.68-acre site is located at the northwest corner of Rosecrans Avenue and Maryton Avenue in Santa Fe Springs. The site would require some demolition prior to new construction by CHP. The rear of the site may have limited contamination from unknown uses, and closed soil remediation requires operation of monitoring wells on the site. The site is 4.7 miles from the current CHP Area Office. For these reasons, the site was determined to be infeasible.

- **Beverly Boulevard and I-605:** This 19-acre vacant site is located on Beverly Boulevard at I-605 in Whittier, adjacent to the San Gabriel Parkway. Although it is adjacent to freeway access, there is no easy access for vehicles to enter and exit the property. Adjacent uses include the parkway, a residential area, and an electrical

substation. Topography at the site is uneven, and train tracks cross through the property. The site is 5.2 miles from the current CHP Area Office, relatively distant from most of the service area. For these reasons, the site was determined to be infeasible.

13.5 Environmentally Superior Alternative

Of the alternatives evaluated in detail above, Alternative 2: Florence Avenue Site is considered environmentally superior as it would avoid many of the environmental impacts associated with implementing the Proposed Project, including significant and unavoidable impacts on historical resources. It would achieve all of the Proposed Project's objectives to a similar degree as the Proposed Project, and as a result would have the same environmental benefits related to ESBSSA and ADA compliance and CHP operations. Alternative 2 would have no impacts on undisturbed ground because the entire site is already developed; it would also accommodate all of CHP's statewide programming needs. In summary, Alternative 2 would offer the most reductions in environmental impacts among the alternatives considered.

The No Project Alternative is not considered environmentally superior because it would not meet any of the objectives and would result in significant impacts related to public safety as a result of continued use of the existing CHP Area Office.

Alternative 1: Telegraph Avenue Site is not considered environmentally superior because the site is smaller than the optimal size and, therefore, would not fully meet the objectives or accommodate all of CHP's statewide programming needs. While ground-disturbing impacts would be reduced with Alternative 1 compared to the Proposed Project, these impacts would not be eliminated.

Alternative 3: Reduced Hospital Site is not considered environmentally superior because the site is smaller than the optimal size and, therefore, would not fully meet the objectives or accommodate all of CHP's statewide programming needs. Significant and unavoidable impacts identified for the Proposed Project would be reduced but not fully avoided.

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CHAPTER 13. ALTERNATIVES

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