

November 2019 | Initial Study

# GREENLEAF BUSINESS CENTER

City of Santa Fe Springs

*Prepared for:*

**City of Santa Fe Springs**

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# MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code (PRC) Sections 2100 et seq.) and the State CEQA Guidelines (California Code of Regulations (CCR) Sections 15000 et seq.), the City of Santa Fe Springs has completed this Mitigated Negative Declaration (MND) for the project described below based on the assessment presented in the attached Initial Study.

**LEAD AGENCY:** City of Santa Fe Springs

**PROJECT TITLE:** Greenleaf Business Center

**PROJECT LOCATION:** The approximately 25-acre project site (25.33 acres) is in the northeastern portion of Santa Fe Springs in Los Angeles County. The City is approximately 13 miles southeast of downtown Los Angeles with neighboring cities of Whittier, La Mirada, Cerritos, Norwalk, Downey, and Pico Rivera. The project site is generally at the northwestern corner of the Los Nietos Road/Greenleaf Avenue intersection — it is bound by Los Nietos Road to the south; Greenleaf Avenue to the east; and Santa Fe Springs Road to the west. The project site is comprised of seven parcels — Assessor Parcel Numbers 8167-002-025, 026, 030, 050, 051, 052 and 8163-002-053.

**EXISTING CONDITIONS:** The majority of the project site is vacant — the site consists mostly of bare or exposed soil, with overgrown non-native grass and weeds occupying most of the site during the rainy season. A dense row of mature trees and shrubs line the northern and northeastern site boundary. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. The building sits on one of the seven parcels that makes up the project site. Improvements associated with this building include a bungalow; a covered shed; two driveways; a large open-air asphalt-paved storage/parking area; and various hardscape and landscape improvements.

Additionally, a concrete lined circular reservoir exists onsite and sits approximately three feet (minimum) below grade. The reservoir is capped by an engineered capping system that is periodically monitored under the oversight of the US Environmental Protection Agency.

Furthermore, from approximately 1949 to 1964, the project site operated as a Los Angeles County-permitted disposal site for hazardous waste. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the majority of the central and western portions of the site, as well as a portion of the eastern side.

**PROJECT DESCRIPTION:** The proposed project involves the construction and operation of a new warehouse and distribution facility on a mostly vacant site generally situated at the northwest corner of the Los Nietos Road/Greenleaf Avenue intersection. The warehouse and distribution business (tenant unknown at this time) would operate out of a proposed building that would encompass a total of 216,500 square feet, comprising 200,500 square feet of light industrial and warehouse space and 16,000 square feet of ancillary office space to support the industrial tenant(s). The project would also feature a large interior truck trailer parking and storage area (open yard) and a loading dock for up to 46 loading dock positions. Other project components include vehicular and pedestrian access and circulation improvements; asphalt parking areas; utility and infrastructure improvements; and various hardscape and landscape improvements. Project development would require City approval of a specific plan amendment, tentative parcel map, and development plan.

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**DOCUMENT AVAILABILITY:** The MND and supporting Initial Study for the proposed project are available for public review at the following locations:

- Santa Fe Springs City Hall, Planning and Development Department, 11710 E. Telegraph Road, Santa Fe Springs, CA 90670
- Santa Fe Springs City Library, 11700 Telegraph Road, Santa Fe Springs, CA 90670

**SUMMARY OF IMPACTS:** The attached Initial Study was prepared to identify the potential effects on the environment from development and operation of the proposed project and to evaluate the significance of those effects. Based on the environmental analysis, the proposed project would have no impacts or less-than-significant impacts related to the following environmental issues:

- |                                 |                                    |                               |
|---------------------------------|------------------------------------|-------------------------------|
| • Aesthetics                    | • Agriculture / Forestry Resources | • Cultural Resources          |
| • Energy                        | • Geology and Soils                | • Greenhouse Gas Emissions    |
| • Hazards / Hazardous Materials | • Hydrology / Water Quality        | • Land Use / Planning         |
| • Mineral Resources             | • Population / Housing             | • Public Services             |
| • Recreation                    | • Tribal Cultural Resources        | • Utilities / Service Systems |
| • Wildfire                      |                                    |                               |

The environmental assessment presented in the Initial Study identifies potentially significant environmental impacts related to the following environmental issues:

- |                  |                        |         |
|------------------|------------------------|---------|
| • Air Quality    | • Biological Resources | • Noise |
| • Transportation |                        |         |

However, compliance with the mitigation measures identified in the Initial Study would reduce potentially significant impacts related to these environmental issues to less than significant levels.

**FINDINGS:** It is hereby determined that, based on the information contained in the attached Initial Study, the proposed project would not have a significant adverse effect on the environment. Mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this MND. The City of Santa Fe Springs has hereby agreed to implement each of the identified mitigation measures, which will be adopted as part of the Mitigation Monitoring and Reporting Program (provided in Section 4 of the Initial Study).

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## Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

## Abbreviations and Acronyms

CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dba	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L <sub>dn</sub>	day-night noise level
L <sub>eq</sub>	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M <sub>w</sub>	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons

## Abbreviations and Acronyms

MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O <sub>3</sub>	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO <sub>x</sub>	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TNM	transportation noise model

## Abbreviations and Acronyms

tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment



# 1. Introduction

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## 1.1 PROJECT OVERVIEW

The City of Santa Fe Springs (City or Santa Fe Springs) is considering an application to permit construction of the Greenleaf Business Center project, which involves the construction and operation of a new warehouse and distribution facility on a mostly vacant site generally situated at the northwest corner of the Los Nietos Road/Greenleaf Avenue intersection. The warehouse and distribution business (prospective tenant is unknown at this time) would operate out of a proposed building that would encompass a total of 216,500 square feet, comprising 200,500 square feet of light industrial and warehouse space and 16,000 square feet of ancillary office space to support the industrial tenant(s). The project would also feature a large truck court and open yard truck trailer parking and storage area and a loading dock for up to 46 loading dock positions. Other project components include vehicular and pedestrian access and circulation improvements; asphalt parking areas; utility and infrastructure improvements; and various hardscape and landscape improvements. Project development would require City approval of a specific plan amendment, tentative parcel map, and development plan.

## 1.2 PURPOSE OF CEQA AND THE INITIAL STUDY

CEQA (California Environmental Quality Act; Public Resources Code Section 21000 et seq.) requires that before a lead agency<sup>1</sup> makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about and consider the project's potential environmental impacts, inform the public about the project's potential environmental impacts and provide them an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

The City of Santa Fe Springs—in its capacity as lead agency pursuant to CEQA Guidelines Section 15050—is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions and subsequent development associated with the proposed project would have a significant impact on the environment. As part of the project's environmental review and in its capacity as lead agency, the City authorized preparation of this Initial Study in accordance with the provisions of CEQA Guidelines Section 15063. Pursuant to Section 15063, purposes of an Initial Study are to:

- Provide the lead agency information to use as the basis for deciding whether to prepare an environmental impact report (EIR) or negative declaration.
- Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration.

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<sup>1</sup> Pursuant to Public Resources Code Section 21067, lead agency refers to the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.

## 1. Introduction

- Assist in the preparation of an EIR, if one is required.
- Facilitate environmental assessment early in the design of a project.
- Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine whether a previously prepared EIR could be used with the project.

As further defined by Section 15063, an Initial Study is prepared to provide the City with information to use as the basis for determining whether an environmental impact report (EIR), Negative Declaration, or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

In its preparation of this Initial Study, the City determined that an MND is the most appropriated CEQA document for the proposed project. This Initial Study has been prepared to support the adoption of an MND, which is a written statement by the lead agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an EIR (CEQA Guidelines Section 15371). The CEQA Guidelines require preparation of an MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. (CEQA Guidelines Section 15070[b]).

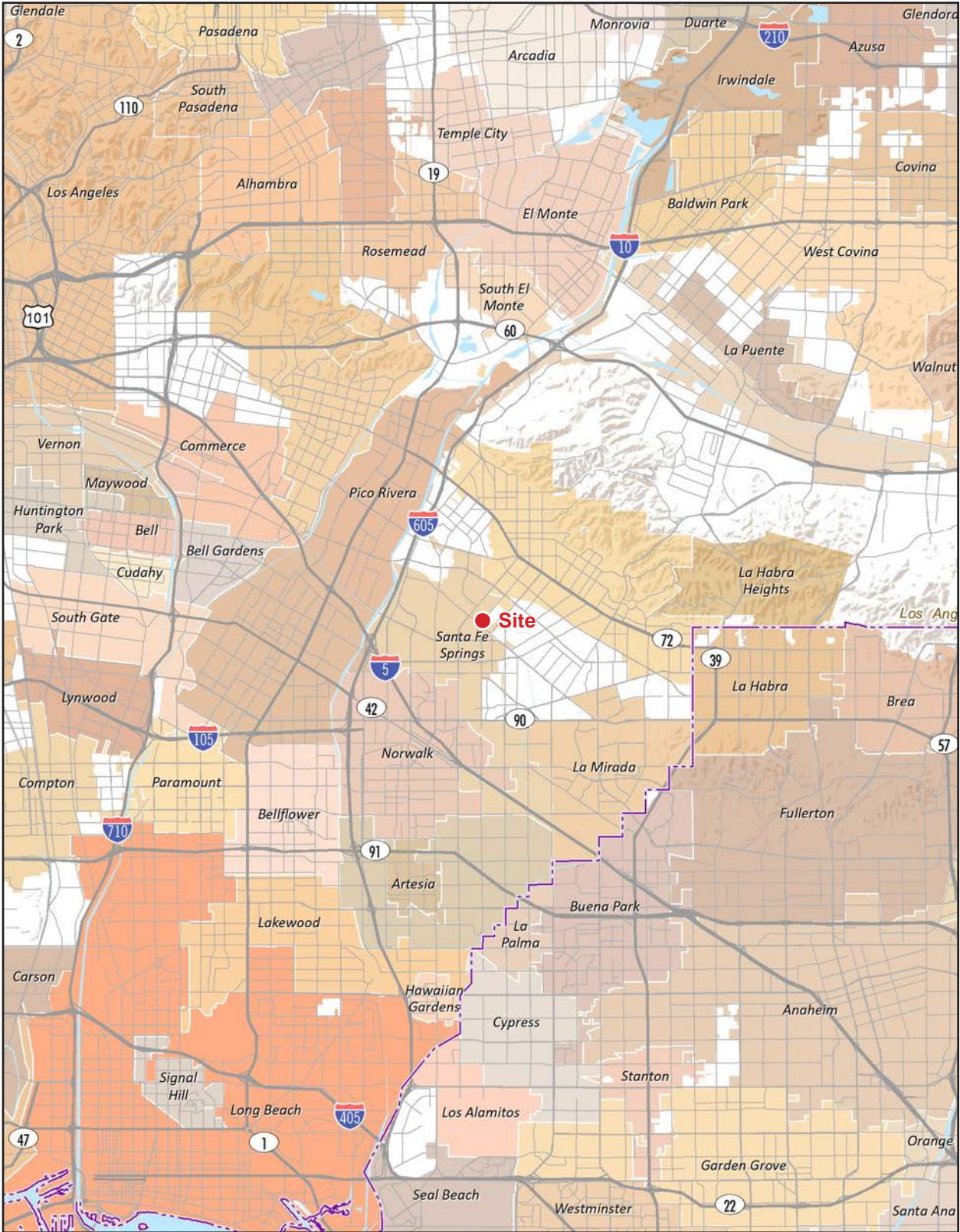
The City has considered the information contained in this Initial Study in its decision-making processes. Although the Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and analysis of the City.

## 1.3 PROJECT LOCATION

The approximately 25-acre project site (25.33 acres) is in the northeastern portion of Santa Fe Springs in Los Angeles County. The City is approximately 13 miles southeast of downtown Los Angeles with neighboring cities of Whittier, La Mirada, Cerritos, Norwalk, Downey, and Pico Rivera (see Figure 1, *Regional Location*). As shown in Figures 2, *Local Vicinity*, and 3, *Aerial Photograph*, the project site is generally at the northwestern corner of the Los Nietos Road/Greenleaf Avenue intersection—it is bound by Los Nietos Road to the south; Greenleaf Avenue to the east; and Santa Fe Springs Road to the west. The project site is comprised of seven parcels—Assessor Parcel Numbers 8167-002-025, 026, 030, 050, 051, 052 and 8163-002-053.

Regional access to the project site is from Interstate 5 (I-5), approximately 3.2 miles to the south via Santa Fe Springs Road and Bloomfield Avenue, and from I-605 approximately 2.4 miles to the west via Santa Fe Springs Road and Telegraph Road. State Route 72 (SR-72 or Whittier Boulevard) also provides regional access to the project site—the highway is approximately 1.5 miles northeast of the site. Local access to the project site is via Los Nietos Road, Santa Fe Springs Road, and Greenleaf Avenue.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.  
Source: ESRI, 2019

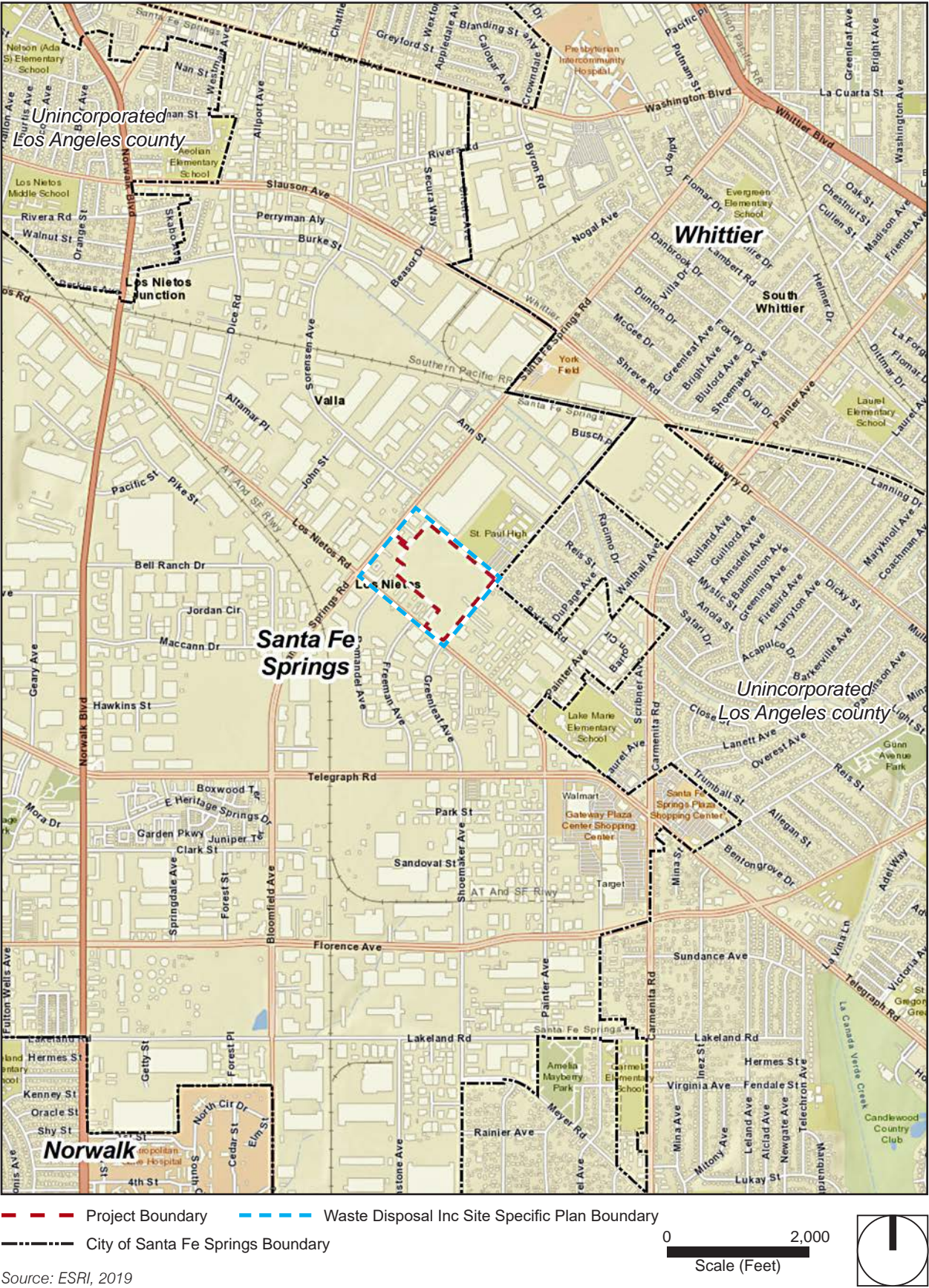


## 1. Introduction

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Figure 2 - Local Vicinity



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Figure 3 - Aerial Photograph



## 1. Introduction

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## 1. Introduction

### 1.4 ENVIRONMENTAL SETTING

#### 1.4.1 Existing Land Use

As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. A row of mature trees (type and common name of trees is unknown at this time) and dense shrubs line the northern and northeastern site boundary. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. The building sits on one of the seven parcels that makes up the project site. Improvements associated with this building include a bungalow; a covered shed; two driveways; a large open-air asphalt-paved storage/parking area; and various hardscape and landscape improvements.

Other site improvements include a few concrete pads that abut the southern end of the existing building; chain-link fencing along the southern and eastern site boundaries; rope-meshed fence along the northern site boundary; and overhead power lines on wooden poles along the eastern and southern site boundaries, and also traversing a small portion of the southeastern portion of the project site in a southwest-northeast direction. A public sidewalk runs along the entire stretch of the eastern site boundary. An elongated, rectangular-shaped concrete slab sits in the northwestern site boundary. Current vehicular access to the project site is via driveways off Los Nietos Boulevard and Greenleaf Avenue.

Additionally, as discussed in more detail in Section 1.4.2.1, below, a concrete-lined circular reservoir exists onsite and sits approximately three feet (minimum) below grade. The reservoir is capped by an engineered capping system that is periodically monitored under the oversight of the US Environmental Protection Agency.

Furthermore, as discussed in more detail in Section 1.4.2.2, below, from approximately 1949 to 1964, the project site operated as a Los Angeles County-permitted disposal site for hazardous waste. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the majority of the central and western portions of the site, as well as a portion of the eastern side. Also, a subsurface engineered capping system (the EPA-approved remedy for protecting human and environmental health at the project site) is situated over the majority of the existing limits of the buried solid waste. Subsurface waste types and characterization are discussed in more detail in Section 14.2.2.

#### 1.4.2 Prior Land Use

##### 1.4.2.1 FORMER CRUDE OIL STORAGE RESERVOIR

The project site was previously used for crude oil storage (pre-1924 to 1930s) generated at nearby production operations. The crude oil storage operation included a 42 million-gallon (1,000,000-barrel) concrete-lined circular reservoir. The reservoir still exists and sits approximately three feet (minimum) below grade—it is capped by an engineered capping system that is periodically monitored under the oversight of USEPA.

## 1. Introduction

### 1.4.2.2 FORMER HAZARDOUS WASTE DISPOSAL FACILITY

From the early 1940s the former 42 million-gallon oil reservoir described above was used for the disposal of liquid and solid wastes. From approximately 1949 to 1964, the project site operated as a Los Angeles County-permitted disposal site for hazardous waste. Specifically, Waste Disposal, Inc. operated the site under Industrial Waste Permit #57, allowing acceptance of rotary drilling mud, clean earth, paving fragments, concrete, brick, plaster, steel mill slag, and dry mud cake from oil field sumps. The solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the majority of the central and western portions of the site, as well as a portion of the eastern side.

Investigation of the site history has demonstrated that types of solid waste outlined above, liquid and solid hazardous and non-hazardous wastes were likely accepted, including but not limited to: organic wastes, oil refinery waste, petroleum refinery tank bottoms, brewery wastes, cesspool sludge, acetylene sludge, liquid residue from railroad car washing racks, machine shop odor control spray, solvents, and other waste chemicals. The waste was typically deposited within the reservoir footprint (also known as “the dial”) although contemporary accounts and subsequent investigations have identified waste disposal also occurred in the areas surrounding the dial.

Operation of the disposal facility ended in 1964, with undocumented fill placement recorded in waste areas between 1953 and 1966.

### 1.4.3 Surrounding Land Use

As shown in Figure 3, *Aerial Photograph*, the project site is bound by commercial and industrial uses to the north, south, and west; St. Paul High School to the north; and residential uses to the northeast across Greenleaf Avenue in Santa Fe Springs and South Whittier, an unincorporated community in Los Angeles County.

## 1.5 GENERAL PLAN AND ZONING DESIGNATIONS

The prevailing planning and regulatory plans that govern development and use of the project site are the Santa Fe Springs General Plan, Santa Fe Springs Zoning Ordinance (Chapter 155 [Zoning], Title XV [Land Usage] of the Santa Fe Springs Code of Ordinances), and Waste Disposal Inc. Site Specific Plan.

The general plan land use designation of the project site is Industrial. According to the City’s zoning map, the project site is zoned Heavy Manufacturing (M-2). Pursuant to the Santa Fe Springs General Plan Land Use Element and Zoning Ordinance, the purpose of the Industrial land use and M-2 zoning designations is to preserve lands in the City appropriate for heavy industrial uses; protect these lands from intrusion by dwellings and inharmonious commercial uses; promote uniform and orderly industrial development; create and protect property values; foster an efficient, wholesome and aesthetically-pleasant industrial district; attract and encourage the location of desirable industrial plants; provide an industrial environment that is conducive to good employee relations and pride on the part of all citizens of the community; and provide proper safeguards and appropriate transition for surrounding land uses.

## 1. Introduction

The project site also lies in the development area that is covered and governed by the Waste Disposal Inc. Site Specific Plan (Specific Plan), which was adopted by the Santa Fe Springs City Council in May 2004. As shown in Figure 3, *Aerial Photograph*, the square-shaped area covered by the Specific Plan is bound by commercial and industrial uses and St. Paul High School to the north; Los Nietos Road to the south; Greenleaf Avenue to the east; and Santa Fe Springs Road to the west. The Specific Plan was prepared and adopted to guide redevelopment of the federally-designated Superfund site generally known as the Waste Disposal, Inc. site, or the area covered by the Specific Plan. With adoption of the Specific Plan, the Industrial land use and M-2 zoning designations remain in effect for the project site and overall area covered under the Specific Plan. The development and design standards and regulations contained in the Specific Plan and Santa Fe Springs Zoning Ordinance constitute the zoning regulations that govern development of the project site.

### 1.6 ENVIRONMENTAL RESOURCES

The project site and its immediate surroundings are highly disturbed and/or developed, and there are no biological resources onsite or within the surrounding area. The project site contains no historic buildings, housing, scenic resources, mineral resources, notable trees, or water bodies. Additional information regarding environmental resources on the project site and its surroundings—or the lack of such resources—can be found in Section 3, *Environmental Analysis*, of this Initial Study under each respective environmental topic.

### 1.7 PROJECT DESCRIPTION

Following is a detailed description of the proposed project's overall site plan and character and the various development features/elements and improvements that would be implemented as a part of the project.

#### 1.7.1 Site Plan and Character

The project applicant (CenterPoint Properties) proposes to develop the largely-vacant project site, which comprises 25.33 acres. The site's development would involve demolition of the vacant single-story building in the eastern end of the project site, as well as other structures (e.g., bungalow, covered shed) and hardscape improvements (e.g., large open-air asphalt-paved storage/parking area) associated with this building. Project development also requires demolition and removal of other site features and improvements (e.g., concrete pads/slabs, chain-link fencing, overhead power lines on wooden poles), as well as landscape improvements found along the northern and eastern site boundaries. The existing site features and improvements to be demolished and removed are shown in Figure 3, *Aerial Photograph*.

After clearing, the project site would be developed with the Greenleaf Business Center project (Project), which involves the construction and operation of a new warehouse and distribution facility. The warehouse and distribution business (prospective tenant is unknown at this time) would operate out of a proposed building that would encompass a total of 216,500 square feet, comprising 200,500 square feet of light industrial and warehouse space and 16,000 square feet of ancillary office space to support the industrial tenant(s). Project development would require City approval of a specific plan amendment, tentative parcel map and development plan, which are described in detail in Section 1.8.1, *Discretionary Actions and Approvals*, below.

## 1. Introduction

Figure 4, *Conceptual Site and Landscape Plan*, illustrates the Project's overall site and landscape design. The elongated, rectangular-shaped building would be placed along the eastern site boundary; it would occupy the majority of the eastern portion and would have frontage onto Greenleaf Avenue. Architecturally and functionally, the building would be designed and constructed as a single-story, painted concrete tilt-up industrial building (up to 42 feet in height) with ample interior open-storage space and high ceilings, which is typical for warehouse and distribution facilities. Once completed, the building would be leased to an industrial business that could operate a warehouse and distribution business onsite. Primary entrance to the building would be from the northern and southern ends of the building.

As shown in Figure 4, the west side of the building, which would face the site's truck court and open yard truck trailer parking and storage area, would feature a loading dock with dock-high doors for up to 46 loading dock positions (inclusive of 45 dock-high doors and one drive-through dock door<sup>2</sup>). Designated employee and visitor parking areas would be placed on the north and south sides of the building. Refer to Section 1.7.4, *Access, Circulation, and Parking*, below, for further details regarding the proposed parking areas.

Other site structures and improvements include enclosures for solid waste and recycling bins along the northern and southern site boundaries, a small guard shack in the western end of the project site, and outdoor employee patios with tables and semi-enclosed with cobble stone low walls along the eastern building frontage (see Figure 4). The small guard shack on the western portion of the site would be fully enclosed and staffed during the established business hours. The solid waste enclosures would be enclosed by six-foot high, painted concrete tilt-up walls, an overhead corrugated steel canopy, and swinging metal doors, as well as an overhead wood trellis.

Other Project features and improvements—such as architectural and landscape design and improvements; parking, vehicular access and circulation improvements; infrastructure improvements; and business operations—are discussed in detail below.

### 1.7.2 Architectural Design and Character

As noted above, architecturally and functionally, the building would be designed as a single-story, tilt-up industrial building (up to 42 feet in height) with ample interior open-storage space and high ceilings. Figures 5, *Conceptual Building Elevations*, and 6, *Conceptual Building Renderings*, illustrate the conceptual elevations and architectural design and features of the proposed building. As shown in these figures, the proposed building would incorporate a modern architectural style and aesthetic design. The building has been designed to have multiple-feature elements on all façades. Building elements and materials include concrete tilt-up panels with accent reveals and four-tone paint scheme; glazing (blue glass windows and doors); unique corner treatments; clearstory windows; aluminum window trellises at first-floor windows; wood-look porcelain tiles; form liner concrete wall painted to match wood-look tile; loading doors painted to match concrete panel; and green screens (decorative landscape screen walls) attached to the building walls, with the portion of the wall featuring the green screen painted in a dark accent color to further highlight the green screen. Building pop-outs, offsets, overhangs, recesses, and variations in building materials and colors would be added to offset the building's massing, provide human scale, and provide relief to and variation in the building form and style. The final architectural design of the building is subject to review and approval by the City.

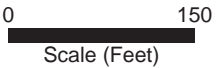
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<sup>2</sup> Dock-high doors are equipped with an exterior ramp extending down to the grade level. Drive-through dock doors allow trucks/vehicles to drive into the warehouse building and load/unload goods within the warehouse building.

Figure 4 - Conceptual Site and Landscape Plan  
1. Introduction



Source: Environs, Inc., 2019



## 1. Introduction

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Figure 5 - Conceptual Building Elevations  
1. Introduction



Source: RGA, 2019

## 1. Introduction

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Figure 6 - Conceptual Building Renderings  
1. Introduction



## 1. Introduction

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## 1. Introduction

### 1.7.3 Landscaping, Walls, and Lighting

As shown in Figure 4, *Conceptual Site and Landscape Plan*, the Project's landscape plan would feature new landscaping along the entire site perimeter. Approximately eight percent of the project site would be landscaped. The perimeter landscaping would include a variety of ornamental trees, shrubs, and groundcover. No landscaping would be provided within the truck court and open yard truck trailer parking and storage area; however, landscaping would be provided in the employee/visitor parking areas. Project development would include the removal of approximately 6 existing trees onsite—type and common name of trees is unknown at this time. However, the Project would provide a greater number of trees (approximately 109) than currently exist.

As also shown in Figures 4 through 6, a landscaped parkway featuring trees and groundcover would be provided along the Greenleaf Avenue project frontage, within the City's right-of-way. The landscaped parkway would provide a buffer between the proposed public sidewalk and the roadway. A dense planting of shrubs would be provided along the northern site boundary, which abuts the high school property. As further illustrated in Figures 5 and 6, green screens (decorative landscape screen walls) would be attached to the building walls, with the portion of the wall featuring the green screen painted in a dark accent color to further highlight the green screen.

Various fences, walls and gates would be provided along the site perimeter and internal to the site—these would include tubular steel picket fences (approximately eight feet in height) along the northern, southern and western site boundaries; a painted concrete screen wall (approximately 13.5 feet in height) with accent reveals in the northeastern portion of the project site; automated rolling security gates to restrict access into the truck court and open yard truck trailer parking and storage area; and retaining walls at key locations along the northern and eastern site boundaries. As also shown in Figure 6, partially-walled walkways and low cobble-stone walls (also known as Gabion walls) would be provided along portions of the Greenleaf Avenue building frontage.

Site lighting would consist of exterior building-mounted light fixtures; interior lighting for the new building; lighting for pedestrian walkways and common gathering areas; ground-mounted decorative lighting for landscape and architectural features; lighting for the new parking and loading dock areas; and security lighting.

### 1.7.4 Access, Circulation, and Parking

As shown in Figure 4, vehicular access for the project site would be provided via three driveways: one each off Greenleaf Avenue, Los Nietos Road, and Santa Fe Springs Road. The Greenleaf Avenue and Los Nietos Road driveways would provide access for employee/visitor vehicles and lead directly into the onsite parking areas for these users. Both of these driveways would connect to an internal drive aisle, which would lead to automated rolling security gates—the gates would restrict access into the truck court and open yard truck trailer parking and storage area to employees only. Trailer trucks would be prohibited from using the Greenleaf Avenue driveway to access the open yard; however, trailer trucks would be allowed to use the Los Nietos Road driveway and the Santa Fe Springs Road driveway to access the project site.

The Santa Fe Springs Road driveway would lead directly into the open yard. The driveway would connect to a drive aisle that leads to an automated rolling security gate and guard shack. This driveway would be restricted

## 1. Introduction

for trailer truck use only and access to this driveway and drive aisle would be provided via an existing easement with the adjacent landowners. The internal drive aisles would also function as fire access lanes.

As shown in Figure 4, pedestrian access to the project site would be provided via a new meandering, parkway-separated public sidewalk along Greenleaf Avenue. The existing public sidewalk abutting the project site along this road would be demolished and replaced with a new sidewalk. Internal walkways leading to the main building entrances would be provided onsite and would connect to the new public sidewalk. Project development would also introduce a new public sidewalk along the portion of the project site that abuts Los Nietos Road. Currently, there is no public sidewalk along this portion of Los Nietos Road.

As shown in Figure 4, designated employee/visitor parking areas would be placed on the north and south sides of the building. The northern parking area would provide parking spaces for approximately 43 cars and the southern parking area would be designed to accommodate approximately 97 parking spaces. These parking areas would include standard and handicap parking spaces. Preferred parking for carpool, electric, and alternative fuel vehicles would also be provided. The large interior parking area (in the open yard) west of the proposed building would provide parking spaces intended for truck trailer parking (single-stack only) and automobile parking. This parking area would include approximately 431 parking spaces for trailers and 122 spaces for cars. It should be noted that the large interior parking area would not function or operate as a separate use from the warehouse—it is an ancillary use that resulted from the fact that the no buildings or structures are allowed to be built over the “dial” portion (the subsurface reservoir footprint where solid waste is buried) of the project site. In the same manner that parking lots are ancillary to other principal uses, the large interior parking area would be ancillary to the future warehouse use. Overall, the Project would have an adequate supply of parking to accommodate demand from new employees and truck parking. The number of parking spaces required for the Project would conform to the City’s off-street parking requirements.

Truck queuing, maintenance/repair, washing, and loading/unloading activities would be prohibited in the large interior parking area. Also, truck trailers/vehicles making use of the large parking area would be required to be associated with the business(es) leasing the building. This prohibition and requirement would be imposed by the City as a condition of Project approval, and compliance would be ensured through the City’s building plan check and development review process.

### 1.7.5 Operational Characteristics

Based on the proposed construction timeline (see Section 1.7.8, *Project Phasing and Construction*), it is anticipated that the Project would be operational in late 2020. The specific business(es) and/or tenant(s) that would ultimately occupy the proposed building are unknown at this time. However, any prospective user must be either permitted by right or conditionally permitted under the Santa Fe Springs Zoning Ordinance. For warehousing purposes, only dry-storage uses would operate out of the building—no cold-storage uses would operate onsite. Also, no manufacturing or food processing business would operate onsite. Additionally, the building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the movement of truck trailers in the open yard. Also, loading and unloading of truck trailers would occur in and be restricted to the exterior loading dock area. No loading or unloading activities would occur in the open yard area. This prohibition would be imposed by the City as a

## 1. Introduction

condition of Project approval, and compliance would be ensured through the City's building plan check and development review process.

The operating hours of the potential business(es) that may ultimately occupy the building is also unknown at this time. However, a tenant with a business that operates 24 hours per day/7 days per week would be permitted and could occupy the building. The proposed guard shack in the western end of the project site would be staffed during established business hours; and the loading docks would be used during established business hours.

Under a conservative scenario and based on employee figures from an NAIOP Research Foundation-commissioned report (RPA 2010), the Project is anticipated to add approximately 120 jobs to the City's workforce, which is based on a ratio of one employee per 1,800 square feet of floor area. However, the number of employees will ultimately depend on the business(es) and/or tenant(s) that operate out of the building.

Furthermore, as noted above, one of the Specific Plan amendments involves the addition of a new operational provision that would require that tenants of the open yard lease part or all of the proposed building; separate leases for the open yard and building would be prohibited. As also noted above, truck queuing, maintenance/repair, washing, and loading/unloading activities would be prohibited in the open yard.

### 1.7.6 Infrastructure Improvements and Utility and Service Systems

Following is a discussion of the infrastructure improvements and utility and service systems needed to accommodate the Project. All proposed infrastructure and improvements would require City approval and where necessary, the utility/service provider also.

#### 1.7.6.1 WATER SYSTEM

The Santa Fe Springs Water Utility Authority would provide water delivery service to the project site. Under existing conditions, water service is provided to the Project site via an existing water main beneath Greenleaf Avenue. As a part of the Project, new onsite water lines would connect to the existing water main in Greenleaf Avenue. Separate water lines would be provided onsite for potable water and fire water purposes. No offsite water line construction or upsizing would be required to accommodate the Project. However, some construction would occur within the public right-of-way of Greenleaf Avenue in order to make the necessary infrastructure connections to the existing water main. The proposed water system improvements would be designed and constructed in accordance with City requirements and would require City approval.

Additionally, fire hydrants would be installed at key locations onsite, as required by the Santa Fe Springs Department of Fire-Rescue to meet hose-pull requirements and provide adequate fire water access. The fire hydrants would connect to the new onsite water lines.

#### 1.7.6.2 WASTEWATER SYSTEM

The Sanitation Districts of Los Angeles County (LACSD) would provide wastewater collection and conveyance service to the project site. Under existing conditions, wastewater service is provided to the Project site via an existing sewer main beneath Greenleaf Avenue. As a part of the Project, new onsite sewer lines would connect

## 1. Introduction

to the existing sewer main in Greenleaf Avenue. No offsite sewer line construction or upsizing would be required to accommodate the Project. However, some construction would occur within the public right-of-way of Greenleaf Avenue in order to make the necessary infrastructure connections to the existing sewer main. The proposed wastewater system improvements would be designed and constructed in accordance with City and LACSD requirements and would require City and LACSD approval.

### 1.7.6.3 DRAINAGE SYSTEM

As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare and exposed soil. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site. Currently, approximately 93 percent of the project site consists of pervious areas and the remainder is impervious. The current drainage condition displays a mild slope across the project site that ranges from 0.5-2.0 percent; overall, the site is relatively flat. Under existing conditions there are no storm drains onsite; there are also no water quality devices/features onsite to provide any treatment for the “first flush” generated onsite. Site runoff sheet flows towards Greenleaf Avenue where it is directed into catch basins along the street. The public storm drain in Greenleaf Avenue is maintained by the City and conveys runoff to a public storm drain maintained by Los Angeles County Flood Control District.

Under proposed conditions, stormwater runoff from the project site would be conveyed similar to existing conditions, continuing to flow easterly toward Greenleaf Avenue via new onsite drainage collection, conveyance, and treatment systems. Upon project completion, approximately 92 percent of the project site would consist of impervious areas (e.g., buildings, paving) and the remainder would be pervious (e.g., landscaping). Runoff in the proposed condition would be collected and treated before being discharged offsite. Onsite runoff from the parking area west of the proposed building would be diverted to flow-through planters (bioswales) placed along the perimeter of the parking lot along the northern, western, and southern site boundaries. Collected runoff would be conveyed to subsurface basins that discharge into private onsite stormwater drains. The private storm drains would connect to the public drainage system in Greenleaf Avenue at two points, north and south of the proposed building. Runoff from the proposed building and the parking areas north and south of the proposed building would be diverted into the bioretention system prior to being discharged into the public drainage system in Greenleaf Avenue. The proposed drainage system improvements would be designed and constructed in accordance with City requirements and would require City approval.

### 1.7.6.4 SOLID WASTE SYSTEM

Solid waste generated by the Project would be collected and hauled away by Consolidated Disposal Service, CR&R Waste and Recycling, or Serv-Wel Disposal Company and transported to/disposed of at one of the three landfills serving the City, which include Olinda Alpha, Frank R. Bowerman, and Sunshine Canyon Landfills. Enclosures with solid roof tops and swinging gates that would accommodate trash bins for solid waste and recyclable materials would be provided in the along the northern and southern site boundaries.

### 1.7.6.5 UTILITIES AND SERVICE SYSTEMS

Plans for utilities that would serve the Project would include provision of electricity (Southern California Edison), natural gas (Southern California Gas Company), and telecommunications (various, including Frontier

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Communications and Charter Spectrum). All new utility infrastructure would be installed underground or placed in enclosed spaces (e.g., utility closets).

### 1.7.7 Green Building Standards

Green building is the practice of designing, constructing and operating buildings to maximize occupant health and productivity, use fewer resources, reduce waste and negative environmental impacts, and decrease life cycle costs (USGBC 2019a). The Project would be designed using green building practices, including those of the most current Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11). The Building Energy Efficiency Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. CALGreen is California's statewide "green" building code. Its purpose to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.

As proposed, the Project would be designed and constructed to achieve LEED (Leadership in Energy and Environmental Design) Certified Status from the U.S. Green Building Council. LEED is a national certification system developed to encourage the construction of energy and resource-efficient buildings that are healthy to live in – it provides a framework to create healthy, highly efficient and cost-saving green buildings. LEED certification is a globally recognized symbol of sustainability achievement. To achieve LEED Certified Status, some of the green building standards that would be incorporated into the Project include:

- Provision of four pounds per square foot of additional load at the roof to allow for solar installation.
- Provision of above-market queuing and trailer storage to minimize idling.
- Redevelopment of a federally-designated superfund brownfield site.
- Stubbing 10 to 12 conduits to allow for future installation of auto vehicle charging stations.
- Upsizing the size of the electrical room/exterior transformer area to allow for power expansion at a later date to accommodate potential future electric truck fleets and yard equipment.
- Significantly reducing construction traffic by re-using the onsite concrete and asphalt in lieu of off-haul.
- Enhancing indoor air quality for employees through the use of low emitting materials (adhesive, paints, coating, floor systems and wood)
- Reducing traffic congestion during construction by staging concrete pours during non-peak hours.

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- Inclusion of above-market glazing, clerestory<sup>3</sup>, and skylights to increase the use of natural light and minimize the use of artificial light.
- Preferred parking for carpool, electric, and alternative fuel vehicles.
- Mass transit (bus) in the vicinity of the project site, with bus stops within walking distance.
- Provision of 14 bicycle parking stalls onsite.

### 1.7.8 Project Phasing and Construction

Upon City approval, Project development is anticipated to be completed in three development phases: demolition and clearing, grading, and construction. Overall construction is estimated to take approximately 12 months, extending from December 2019 to December 2020. It is anticipated that approximately 100,000 cubic yards of soil would be imported during the grading phase to balance the site. The types and numbers of construction equipment expected to be used during construction activities are summarized in Section 3.3, *Air Quality*. All construction staging activities would occur within the confines of the project site. Based on the proposed construction timeline, it is anticipated that the Project would be operational in late 2020.

## 1.8 REQUIRED ACTIONS AND APPROVALS

This Initial Study is intended to serve as the primary environmental document for all future actions and approval associated with the Project, including all discretionary and non-discretionary/ministerial actions and approvals requested or required to implement the Project.

### 1.8.1 Discretionary Actions and Approvals

A discretionary action is an action taken by a government agency that calls for an exercise of judgment in deciding whether to approve a project. Following is a discussion of the actions and approvals required by government agencies with oversight of the Project.

#### 1.8.1.1 LEAD AGENCY ACTIONS AND APPROVALS

Santa Fe Springs is the lead agency under CEQA and has the principal approval authority over the Project. Following is a list and discussion of the various discretionary actions and approvals required for Project implementation.

- Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Approval of a Specific Plan Amendment (GPA No. 28)
- Approval of Tentative Parcel Map (TPM No. 82709)
- Development Plan Approval (DPA No. 964)

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<sup>3</sup> In architecture, a clerestory is a high section of wall that contains windows above eye level. The purpose is to admit light, fresh air, or both.



## 1. Introduction

Further, City review of the Project will result in the production of a comprehensive set of draft Conditions of Approval that will be available for public review prior to consideration of the Project for approval by the City. If approved, the Project would be required to comply with all imposed Conditions of Approval.

### Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

As stated in Section 1.2, *Purpose of CEQA and the Initial Study*, the City determined that this Initial Study has been prepared to support the adoption of an MND. The MND and accompanying Initial Study would be appropriate for providing the necessary environmental documentation and clearance for the Project and all related subsequent activities.

Section 4 comprises the Mitigation Monitoring and Reporting Program (MMRP), which includes all mitigation measures imposed on the Project to ensure that effects to the environment are reduced to less-than-significant levels. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.

### Specific Plan Amendment

As shown in Figure 3, *Aerial Photograph*, the project site lies in the development area that is covered and governed by the Waste Disposal Inc. Site Specific Plan (Specific Plan), which was adopted by the Santa Fe Springs City Council in May 2004. The Specific Plan was prepared and adopted to guide redevelopment of the federally-designated Superfund site generally known as the Waste Disposal, Inc. site, or the area covered by the Specific Plan, which includes the project site. The development and design standards and regulations contained in the Specific Plan and City's Zoning Ordinance constitute the zoning regulations that govern development of the project site.

Project implementation requires an amendment to the Specific Plan, which involves three minor text amendments. No amendments to land use/zoning designations or exhibits are required. Due to the City's lack of project case assignment and numbering for specific plan amendments (currently non-existent), the City instead issued a general plan amendment case number (GPA No. 28) for internal City staff processing and review purposes. Therefore, it should be noted that although a general plan amendment case number was assigned to the Project and referenced as such herein, no formal amendment to the Santa Fe Springs General Plan is being requested or required for Project implementation. The general plan amendment case number assigned is solely in reference to the proposed Specific Plan amendment.

The first Specific Plan text amendment would include removal of the current large truck access prohibition for any future driveways along Los Nietos Road. As outlined in Section 3.3.7 (Site Access and Circulation) of the Specific Plan (page 15), the Specific Plan currently prohibits large truck access to the project site from future driveways along Los Nietos Road and Greenleaf Avenue. The Project as designed does not provide for large truck access from Greenleaf Avenue. However, the Project does include driveways along Los Nietos Road and Santa Fe Springs, both of which are designed for and would be used by large trucks.

The second text amendment would include removal of the line of sight requirement from the Specific Plan. As outlined in Section 3.3.6 (Line of Sight) of the Specific Plan (page 15), no building on the project site is

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permitted to provide a direct line of sight from any windows or the rooftop to any portion of the adjacent school property. As shown in Figure 5, *Conceptual Building Elevations*, the buildings east elevation, which directly faces the adjacent campus of St. Paul High School, would include ground-level and clearstory windows. As currently stipulated in Section 3.3.6, windows are prohibited along the eastern building elevation. Therefore, the inclusion of windows for this building elevation would require that the direct line of sight provision be removed.

The third text amendment involves the addition of a new operational provision that would require that tenants of the truck court and open yard truck trailer parking and storage area lease part or all of the proposed building; separate leases for the open yard and building would be prohibited.

Accordingly, in order to ensure consistency between the intended Project operation and Specific Plan, the applicant is requesting the aforementioned text amendments to the Specific Plan.

### **Tentative Parcel Map**

A parcel map is required for the division of land into four or fewer parcels for the purpose of sale, lease, or financing, whether immediate or future, with certain exceptions. The tentative map facilitates the division of land and provides clear transfer of ownership of any lots that are created; it is the parcel configuration proposed prior to a final or parcel map, the official recorded document. However, the tentative parcel map process is also used as a legal means for consolidating parcels. Project development requires City approval of a tentative parcel map (TPM No. 82709) to consolidate the seven parcels that make up the project site (Assessor Parcel Numbers 8167-002-025, 026, 030, 050, 051, 052 and 8163-002-053) into one parcel to ensure common ownership and maintenance of all proposed Project components.

### **Development Plan Approval**

Project development is subject to City review and approval of a development plan approval (DPA No. 964). As noted in Section 155.736 (Purpose) of the Santa Fe Springs Zoning Ordinance (Chapter 155 [Zoning], Title XV [Land Usage], Santa Fe Springs Code of Ordinances), the purpose of the development plan approval is to assure compliance with the provisions of the zoning ordinance and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community.

## **1.8.2 Non-Discretionary/Ministerial Actions and Approvals**

### **1.8.2.1 LEAD AGENCY ACTIONS AND APPROVALS**

Following are the Santa Fe Springs non-discretionary/ministerial actions and approvals required for Project implementation.

- Approval and issuance of demolition, grading, and building permits.
- Approvals for water, sewer, and storm drain infrastructure improvements in the public right-of-way.

## 1. Introduction

- Approval of any roadway improvements and closures needed to implement the infrastructure improvements.
- Approval and issuance of certificates of occupancy.

### 1.8.2.2 RESPONSIBLE AGENCY ACTIONS AND APPROVALS

The United States Environmental Protection Agency (USEPA) Region 9 (Pacific Southwest) is a responsible agency under CEQA. A responsible agency is a public agency that proposes to carry out or approve a project for which a lead agency is preparing or has prepared an environmental document. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency that have discretionary approval power over the project. Project development will require the following non-discretionary/ministerial actions and approvals from USEPA – all demolition, surcharge, grading, utility, and building plans.

## 1.9 INCORPORATION BY REFERENCE

The information in this Initial Study is based, in part, on the following documents that include the project site or provide information addressing the general project area or use:

- **City of Santa Fe Springs General Plan.** The Santa Fe Springs General Plan is a policy document designed to give long-range guidance and direction for decisions affecting the future character of Santa Fe Springs. It represents the blueprint and official statement of the community's physical development as well as its economic, social, and environmental goals. The Santa Fe Springs General Plan was used throughout this Initial Study as the fundamental planning document governing development on the project site.
- **City of Santa Fe Springs Zoning Ordinance.** The Santa Fe Springs Zoning Ordinance (Chapter 155 [Zoning], Title XV [Land Usage] of the Santa Fe Springs Code of Ordinances), which is the regulating tool that the City uses to implement the Santa Fe Springs General Plan, establishes the basic regulations under which land in the City is developed and utilized. This includes but is not limited to regulations and controls for the design and improvement of development sites, allowable uses, building setback and height requirements, and other development standards. The basic intent of the ordinance is to promote and protect the public health, safety, convenience, and welfare of present and future citizens of Santa Fe Springs. The Santa Fe Springs Zoning Ordinance was used throughout this Initial Study as the fundamental regulatory document governing development on the project site.
- **Waste Disposal Inc. Site Specific Plan (Specific Plan).** The Waste Disposal Inc. Site Specific Plan (Specific Plan) was adopted by the Santa Fe Springs City Council in May 2004. The development and design standards and regulations contained in the Specific Plan and Santa Fe Springs Zoning Ordinance and constitute the zoning regulations that govern development of the are covered by the Specific Plan.

## 1. Introduction

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## 2. Environmental Checklist

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### 2.1 PROJECT INFORMATION

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1. **Project Title:** Greenleaf Business Center

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2. **Lead Agency Name and Address:**

City of Santa Fe Springs  
Planning and Development Department  
11710 E. Telegraph Road  
Santa Fe Springs, California 90670

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3. **Contact Person and Phone Number:**

Jimmy Wong, Contract Planner  
562.868.0511

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4. **Project Location:** The project site is generally at the northwestern corner of the Los Nietos Road/Greenleaf Avenue intersection—it is bound by Los Nietos Road to the south; Greenleaf Avenue to the east; and Santa Fe Springs Road to the west.

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5. **Project Sponsor's Name and Address:**

CenterPoint Properties  
725 South Figueroa Street, Suite 3005  
Los Angeles, California 90017

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6. **General Plan Designation:** Industrial

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7. **Zoning:** Heavy Manufacturing (M-2)

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8. **Description of Project:**

The project involves the construction and operation of a new warehouse and distribution facility on the mostly vacant site. The warehouse and distribution business (tenant unknown at this time) would operate out of a proposed building that would encompass a total of 216,500 square feet, comprising 200,500 square feet of light industrial and warehouse space and 16,000 square feet of ancillary office space to support the industrial tenant(s). The Project would also feature a large truck court and open yard truck trailer parking and storage area and a loading dock for up to 46 loading dock positions. Other project components include vehicular and pedestrian access and circulation improvements; asphalt parking areas; utility and infrastructure improvements; and various hardscape and landscape improvements. Project development would require City approval of a specific plan amendment, tentative parcel map, and development plan.

## 2. Environmental Checklist

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### 9. Surrounding Land Uses and Setting:

The project site is bound by commercial and industrial uses to the north, south, and west; St. Paul High School to the north; and residential uses to the northeast across Greenleaf Avenue in Santa Fe Springs and South Whittier, an unincorporated community in Los Angeles County.

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### 10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement:

United States Environmental Protection Agency Region 9

## 2. Environmental Checklist

### 2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### 2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

11/14/2019  
Date

## 2. Environmental Checklist

### 2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) **Earlier Analyses Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.



## 2. Environmental Checklist

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
- the significance criteria or threshold, if any, used to evaluate each question; and
  - the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				<b>X</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			<b>X</b>	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			<b>X</b>	
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<b>X</b>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				<b>X</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				<b>X</b>
<b>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		<b>X</b>		
c) Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			<b>X</b>	
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		<b>X</b>		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<b>X</b>
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			<b>X</b>	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			<b>X</b>	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			<b>X</b>	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. ENERGY. Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
<b>VII. GEOLOGY AND SOILS. Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
<b>VIII. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
<b>IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
<b>X. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
<b>XI. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				<b>X</b>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<b>X</b>
<b>XIII. NOISE. Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<b>X</b>	
b) Generation of excessive groundborne vibration or groundborne noise levels?		<b>X</b>		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>XIV. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				<b>X</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>XV. PUBLIC SERVICES. Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			<b>X</b>	
Police protection?			<b>X</b>	
Schools?				<b>X</b>
Parks?				<b>X</b>
Other public facilities?				<b>X</b>
<b>XVI. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				<b>X</b>

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				<b>X</b>
<b>XVII. TRANSPORTATION. Would the project:</b>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		<b>X</b>		
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				<b>X</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				<b>X</b>
d) Result in inadequate emergency access?				<b>X</b>
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				<b>X</b>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				<b>X</b>
<b>XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			<b>X</b>	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			<b>X</b>	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			<b>X</b>	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X
<b>XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

## 2. Environmental Checklist

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## 3. Environmental Analysis

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Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable. Except as provided in Public Resources Code Section 21099, would the project:

### 3.1 AESTHETICS

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

**No Impact.** For purposes of determining significance under CEQA, a scenic vista is generally considered a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. Vistas provide visual access or panoramic views to a large geographic area and are generally located at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, a large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

The City's physical setting in the Los Angeles River Basin region and relatively flat topography afford distant scenic views of the San Gabriel Mountains and Puente Hills from certain vantage points throughout the City. However, project development would not result in a substantial adverse effect on a scenic vista of these scenic resources, as there are no such vistas offered from the project site or its surroundings.

Additionally, as shown in Figure 3, *Aerial Photograph*, the project site and surrounding area are in highly urbanized area of the City. The project area is primarily dominated by commercial and industrial uses with some residential uses and a high school to the northeast and north, respectively, of the project site. The urban landscape character and features of the project site and surrounding area are consistent with and typical of urbanized areas of the City. The project site and surrounding area do not exhibit any significant visual resources or scenic vistas.

Overall site topography can be characterized as relatively flat, with no notable change in elevation. There are no visible landforms (e.g., mountains, hills, creeks) from the project site or surrounding area; and no landforms are on or within proximity of the project site. Also, there are no designated open space resources onsite or in the vicinity of the project site, a designation typically used to determine the value of certain public vistas in order to gauge adverse effects.

Based on the preceding, no impact to scenic vistas would occur and no mitigation measures are necessary.

### 3. Environmental Analysis

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** A scenic highway is generally considered a stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality.

The project site is in a highly urbanized area of the City and is not on or near a state-designated scenic highway, as designated on the California Scenic Highway Mapping System of the California Department of Transportation. Additionally, the project site is not visible from the nearest state-designated scenic highway (Angeles Crest Highway), which is approximately 23 miles to the east (Caltrans 2019).

Furthermore, the project site does not contain unique or locally important scenic resources. There are no rock outcroppings, significant vegetation or historic buildings onsite. As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. A row of mature trees and dense shrubs line the northern and northeastern site boundary. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. However, the building is not of historic significance, as substantiated in Section 3.5.a, below.

Therefore, no impact to scenic resources would occur due to project development and no mitigation measures are necessary.

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

**Less Than Significant Impact.** The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refers to the identification of visual resources and their quality, as well as an overall visual perception of the environment. A project is generally considered to have a significant aesthetic impact if it substantially changes the character or quality of the project site such that the site becomes visually incompatible with or visually unexpected in its surroundings.

As shown in Figure 3, the project site is in a highly urbanized area of the City. The majority of the project site is vacant—the site consists mostly of bare or exposed soil. A row of mature trees and dense shrubs line the northern and northeastern site boundary. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. The project site is underutilized and in a dilapidated state. It is mainly surrounded by a mix of commercial and industrial—St. Paul High School abuts the northern site boundary and there are residential uses to the northeast across Greenleaf Avenue. The urban landscape character and features of the project site and surrounding area are consistent with and typical of urbanized areas of the City.

Following is a discussion of the potential impact to the visual character or quality of the project site and its surroundings resulting from the construction and operational phases of the Project.

### 3. Environmental Analysis

#### Project Construction Phase

Project implementation would result in construction activities that would temporarily change the visual character of the project site and its surroundings. Construction activities would involve site clearing, grading, building, and site improvements. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a generally “disturbed site,” which may be perceived by some as a visual impact.

However, these effects would be typical of any site in the City that undergoes development or redevelopment. Project development is anticipated to be completed in three phases—clearing and demolition, grading, and construction. Overall construction is estimated to take approximately 12 months, extending from December 2019 to December 2020. Construction activities may be unsightly during the site preparation and construction phases, but they are not considered significant because they are temporary. Also, construction fencing would be erected to help shield the construction areas and would also be temporary.

Therefore, Project-related construction activities would not have a significant effect on the existing visual character or quality of the site and its surroundings. Impacts would be less than significant and no mitigation measures are necessary.

#### Project Operation Phase

The project applicant is proposing to develop the mostly vacant project site. Site development would involve demolition of the vacant single-story building in the eastern end of the project site, as well as other structures (e.g., bungalow, covered shed) and hardscape improvements (e.g., large open-air asphalt-paved storage/parking area) associated with this building. Project development also requires demolition and removal of other site features and improvements (e.g., concrete pads/slabs, chain-link fencing, overhead power lines on wooden poles), as well as landscape improvements found along the northern and eastern site boundaries. Site features and improvements to be demolished and removed are shown in Figure 3, *Aerial Photograph*.

Upon clearing, the project site would be developed with the Greenleaf Business Center, which involves the construction and operation of a new warehouse and distribution facility on the site. The warehouse and distribution business (prospective tenant is unknown at this time) would operate out of a proposed building that would encompass a total of 216,500 square feet. The Project would also feature a large truck court and open yard truck trailer parking and storage area and a loading dock. Other project components include vehicular and pedestrian access and circulation improvements; asphalt parking areas; utility and infrastructure improvements; and various hardscape and landscape improvements.

Figure 4, *Conceptual Site and Landscape Plan*, illustrates the Project’s overall site and landscape design. The elongated, rectangular-shaped building would be placed along the eastern site boundary; it would occupy the majority of the eastern portion and would have frontage onto Greenleaf Avenue. Architecturally and functionally, the building would be designed and constructed as a single-story, painted concrete tilt-up industrial building (up to 42 feet in height) with ample interior open-storage space and high ceilings, which is typical for warehouse and distribution facilities. The west side of the building, which would face the sites truck court and open yard truck trailer parking and storage area, would feature a loading dock with 45 dock-high doors and one

### 3. Environmental Analysis

drive-through dock door located along the western façade of the building. Designated employee and visitor parking areas would be placed on the north and south sides of the building.

Figures 5, *Conceptual Building Elevations*, and 6, *Conceptual Building Renderings*, illustrate the conceptual elevations and architectural design and features of the proposed building. The building has been designed to have multiple-feature elements on all façades. As shown in these figures, the proposed building would incorporate a modern architectural style and be designed to include a variation of building elements and materials, including painted concrete tilt-up panels; glazing (blue glass windows and doors); unique corner treatments; clearstory windows; aluminum window trellises at first-floor windows; wood-look porcelain tiles; and green screens (decorative landscape screen walls) attached to the building walls, with the portion of the wall featuring the green screen painted in a dark accent color to further highlight the green screen. Building pop-outs, offsets, overhangs, recesses, and variations in building materials and colors would be added to offset the building's massing, provide human scale, and provide relief to and variation in the building form and style. The mixture of colors, textures, and materials of the building would also help balance the intended permanence of the building with the scale of the surround buildings and uses. The proposed architectural style and building design elements, features and materials would be complementary to and not detract from the visual character or quality of the surrounding area or uses.

Additionally, the provisions of the Santa Fe Springs Code of Ordinances and Specific Plan, as well as the City's development review process (i.e., development projects are subject to review and approval by the Santa Fe Springs Planning Commission), would help ensure that the Project is designed and implemented in a manner that would provide visual cohesiveness and compatibility not only within the project site, but along the project site frontages and with its surroundings. The Project would be designed and constructed in accordance with the applicable provisions of these regulatory documents, including those related to landscaping, screening and building height, massing, and setbacks.

For example, the overall project design and site layout promotes a visually strong and active street frontage along Greenleaf Avenue, which forms the Project's eastern site boundary. This is accomplished through the incorporation of various project features, including multiple-feature elements on all façades; a new meandering, parkway-separated public sidewalk; and a landscaped parkway featuring trees and groundcover.

Additionally, although the proposed building would be taller and larger in massing than the buildings of the adjacent high school to the north, the height and massing of the proposed building would not detract from the visual character of the school campus. To ensure this, the Project has been designed pursuant to the provisions of the Specific Plan, including those outlined in Section 3.3.4 (Building Height). As stated in this section, any building proposed closest to the high school property is required to provide design and landscape features that would remove a direct line of sight to the high school. As proposed, the project site would sit at approximately 16 feet higher than the existing ground level of the school. Additionally, a tubular steel picket fence (approximately eight feet in height) with a dense planting of shrubs would be provided along the northern site boundary. The proposed design and landscape features would not only remove a direct line of sight to the high school, but also provide a visual buffer. The buffer would help ensure that the height and massing of the proposed building do not take away from the smaller, single-story nature of the school campus. The large interior parking area would also be fully screened from any off-site public views in accordance with the City's

### 3. Environmental Analysis

landscaping and screening requirements, including those of Section 3.3.10 (Landscaping) of the Specific Plan. Screening of the large interior parking area would be accomplished through the raising of the site grade, placement of the building along the entire stretch of the Greenleaf Avenue street frontage, and the various landscape and wall and fence improvements proposed along the site perimeter.

Project development would also provide similar and compatible uses to the existing commercial and industrial uses surrounding the project site. For example, the proposed building (including building massing and height, up to 42-feet) would be compatible with the surrounding commercial and industrial uses, which include buildings that are similar to the height and massing of the Project's building.

Overall, Project development would enhance and strengthen the visual character of the project site and its surroundings through new architecture, landscaping, hardscape, and other improvements onsite and along the project site's street frontages. The proposed architectural and landscape elements and design would ensure that the Project is not detrimental to the visual character or quality of the surrounding area or uses. The building masses, landscaping, and various hardscape and landscape improvements proposed throughout the project site would be designed to create a sense of cohesiveness on- and offsite and along the project site boundaries. Although newer than that of the surrounding area and uses, the proposed building, landscaping and other site improvements would complement and not detract from the visual character of the site or surrounding area. Once complete, the Project would represent a substantial visual improvement over the existing conditions.

Based on the preceding, Project development would not substantially degrade the visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant and no mitigation measures are necessary. In fact, Project development would provide a beneficial aesthetic impact to the project site and surrounding area.

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

**Less Than Significant Impact.** Lighting effects are associated with the use of artificial light during the evening hours. There are two primary sources of light: light emanating from building interiors passing through windows and openings, and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, landscape lighting, and signage). Excessive light and/or glare can impair vision, cause a nuisance, affect sleep patterns, and generate safety hazards when experienced by drivers. Uses such as residences, elderly care facilities, schools, and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill or trespass are considered a nuisance and area typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on surfaces of buildings or objects, including highly polished surfaces such as glass windows or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation experienced by a person as they look directly into the light source of a luminaire.

### 3. Environmental Analysis

Daytime glare generation is common in urban areas and is typically associated with buildings with exterior façades largely or entirely composed of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Daytime glare can also be generated by light reflecting off passing or parked cars. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the day and year. Excessive glare not only impedes visibility, but also increases the ambient heat reflectivity in a given area. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

As shown in Figure 3, *Aerial Photograph*, the mostly vacant project site is in a highly urbanized area of the City and is mainly surrounded by a mix of commercial and industrial, which are not considered light-sensitive receptors (land uses that are sensitive to lighting). Light-sensitive receptors to the project site include St. Paul High School, which abuts the northern site boundary, and residential uses to the northeast across Greenleaf Avenue. With the exception of some minimal nighttime lighting that emanates from the vacant single-story metal warehouse/manufacturing building in the eastern end of the project site, there are no other sources of light or glare onsite.

Following is a discussion of the potential day- and nighttime light and glare impacts in the project area as a result of development of the Project.

#### Nighttime Lighting and Glare

Project development would introduce new sources of artificial light to the project site and surrounding area. Nighttime site lighting would include exterior building-mounted light fixtures; interior lighting for the new building; lighting for pedestrian walkways and common gathering areas; ground-mounted decorative lighting for landscape and architectural features; lighting for the new parking and loading dock areas; and security lighting. These new sources of artificial lighting have the potential to increase nighttime light and glare in the project area, as well as create offsite light spill or trespass that could result in a nuisance. Nighttime lighting and glare from the project site would be visible from the surrounding land uses (some of which are considered light-sensitive receptors) and roadways.

Although project development would introduce new artificial light sources to the project site and surrounding area, the proposed light sources would be similar to the light sources of the surrounding industrial and commercial uses and roadways. Considering the existing sources of lighting in the surrounding vicinity, the amount and intensity of nighttime lighting proposed onsite would not be substantially greater or different than existing lighting. It is unlikely that conventional lighting and illuminated operations realized under the Project would discernibly, much less adversely, affect ambient light conditions.

Additionally, as shown in Figure 4, *Conceptual Site and Landscape Plan*, the proposed landscape plan calls for the planting of trees along the eastern site boundary, which abuts Greenleaf Avenue, as well as along a portion of the northeastern and southeastern site boundaries. Also, a painted concrete screen wall (approximately 13.5 feet in height) with accent reveals in the northeastern portion of the project site. The proposed trees and wall would help shield lighting that would emanate from the project site onto Greenleaf Avenue and the land uses beyond, which include the light-sensitive residential uses to the northeast. Additionally, nighttime lighting that would be

### 3. Environmental Analysis

visible to motorist traveling on Greenleaf Avenue and residents to the northeast would be further minimized as the project site would sit at approximately 16 feet higher than the existing ground level of the roadway and residential uses. The proposed location and length of the proposed building (see Figure 5), would also shield motorists and residents from any lighting emanating from the interior open yard. Regarding the adjacent high school, any nighttime lighting that would be visible from the school would be minimal as the project site would sit at approximately 16 feet higher than the existing ground level of the school. Also, the school does not operate at night, which is when the greatest amount of lighting would occur onsite.

Additionally, the project applicant would be required to demonstrate that appropriate shielding is provided for all exterior lighting as a means to limit glare and light trespass onto adjacent properties and roadways. To ensure that site lighting is designed, arranged, installed, directed, shielded, and maintained in such a manner as to contain direct illumination onsite and prevent light and glare impacts offsite, a photometric/lighting plan indicating the location, size, and type of proposed lighting throughout the project site would be required to be prepared by the project applicant. The plan would be required to be submitted to the Santa Fe Springs Planning and Development Department for review and approval prior to the issuance of any building permits. Preparation of the plan would be imposed by the City as a condition of Project approval, and compliance would be ensured through the City's building plan check and development review process.

Furthermore, project development would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires. For example, the Project's exterior lighting sources would be required to be installed in accordance with the provisions of Section 110.9 (Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires).

Compliance with the lighting provisions of the Santa Fe Springs Code of Ordinances, Specific Plan and Building Energy Efficiency Standards, and adherence to the conditions of approval would ensure that the Project does not result in significant light impacts. Compliance with these provisions is ensured through the City's development review and building plan check process. Therefore, nighttime light and glare impacts related to the Project would be less than significant and no mitigation measures are necessary.

#### Daytime Glare

The Project includes building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. For example, the architectural treatments of the proposed building would include building materials such as painted concrete walls, glazing (glass windows and doors), wood and metal elements, and other decorative elements (see building elevations and renderings in Figures 5, *Conceptual Building Elevations*, and 6, *Conceptual Building Renderings*). With the exception of the glass windows and doors, the building materials and architectural treatments are not reflective in nature and would therefore not create substantial day or nighttime glare. As illustrated in Figures 5 and 6, compared to the amount of nonreflective building materials, the use of glazing is limited (would make up less than five percent of the building façades). The proposed building materials are also similar to building materials used on other similar industrial buildings in the surrounding vicinity.

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Additionally, the proposed glazing could increase sources of glare, because it would reflect some level of sunlight during certain times of the day. In addition, vehicles parked onsite would increase the potential for reflected sunlight during certain times of the day. However, glare from these sources is typical of the site and surrounding area and would not increase beyond what is expected for an urban area. Further, glare generated by new glazing would not be significant as it would be created through indirect sunlight due to the building's orientation.

Therefore, daytime glare impacts from project-related architectural treatments and building materials would be less than significant and no mitigation measures are necessary.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

**No Impact.** The project site is mapped as Urban and Built-Up Land, and not as farmland on the California Important Farmland Finder maintained by the Division of Land Resource Protection (DLRP 2016). As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is surrounded by industrial, commercial, institutional, and residential uses. The site does not contain farmland or other agricultural uses and is not adjacent to or in proximity of such uses. Also, the project site is not and has never been in agricultural use. Therefore, project development would not convert mapped farmland to nonagricultural use. No impact would occur and no mitigation measures are necessary.

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

**No Impact.** The project site is not zoned for agricultural use. According to the City's zoning map, the project site is zoned Heavy Manufacturing (M-2), which permits any principal permitted use in the M-1, M-2, and M-L zone. According to the Santa Fe Springs Zoning Ordinance, agricultural uses (excluding dairies, stockyards, slaughter of animals and manufacturers of fertilizer) are listed as a permitted use. Project implementation does not require a zone change and no loss in land zoned for/or permitting agricultural uses would occur. Furthermore, according to the California Department of Conservation Division of Land Resource Protection,



### 3. Environmental Analysis

the project site is not subject to a Williamson Act contract<sup>4</sup>. See also response to Section 3.2.a, above. Therefore, project development would not conflict with zoning for agricultural uses or a Williamson Act contract. Accordingly, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** Forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits” (California Public Resources Code § 12220[g]). Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees” (California Public Resources Code § 4526).

As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is surrounded by industrial, commercial, institutional, and residential uses. The project site is not designated or zoned for forest or timber land or used for forestry. As stated above, the project site is zoned Heavy Manufacturing (M-2). The Santa Fe Springs General Plan and Zoning Ordinance also do not provide for any forest land preservation. Additionally, the project site consists mostly of bare or exposed soil. Furthermore, all trees onsite are ornamental trees and are not cultivated for forest resources. Therefore, project development would have no impact on forest land or resources and no mitigation measures are necessary.

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

**No Impact.** See response to Section 3.2.c, above. As substantiated in this section, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** See responses to Section’s 3.2.a, b, and c, above. As substantiated in these sections, no impact would occur and no mitigation measures are necessary.

### 3.3 AIR QUALITY

The analysis in this section is based partly on the following technical studies, which are included as Appendices A and B to this Initial Study:

<sup>4</sup> Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value.

### 3. Environmental Analysis

- Air Quality and Greenhouse Gas Emissions Technical Report, PlaceWorks, September 2019. (Appendix A)
- Health Risk Assessment, PlaceWorks, September 2019. (Appendix B)

This section addresses the impacts of the Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O<sub>3</sub>), carbon monoxide (CO), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O<sub>3</sub>, and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

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

**Less Than Significant Impact.** A consistency determination with SCAQMD's air quality management plan (AQMP) for the SoCAB plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The regional emissions inventory for the SoCAB is compiled by SCAQMD and the Southern California Association of Governments (SCAG). Regional population, housing, and employment projections developed by SCAG are based, in part, on city and county general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to determine priority transportation projects and vehicle miles traveled in the SCAG region. The AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in the AQMP. The land uses proposed under the Project would be consistent with the land use designation of the project site. Additionally, only large, regionally significant projects have the potential to affect the regional growth projections. The Project is not considered

### 3. Environmental Analysis

a regionally significant project that would warrant Intergovernmental Review by SCAG under CEQA Guidelines sections 15206(b)(2)(C) and 15206(b)(2)(E) because it would develop less than 250,000 and 650,000 square feet of commercial office and warehouse space, respectively. Therefore, it would not have the potential to substantially affect the regional growth projections.

Furthermore, the regional emissions generated by operation of the Project would be less than the SCAQMD emissions thresholds (see Table 2, *Maximum Daily Regional Operational Emissions*), and SCAQMD would not consider the project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the Project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact With Mitigation Incorporated.** Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Due to the extent of the SoCAB area and the large number of cumulative project emissions, a project would be cumulatively significant if project-related emissions exceed the SCAQMD regional significance emissions thresholds.

SCAQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes changes in regional emissions from short-term construction activities and long-term operation of the Project.

#### Regional Construction Emissions

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities occurring on the project site would vary daily as construction activity levels change.

The Project is anticipated to be constructed over an approximately 12-month period from December 2019 to December 2020. Construction air pollutant emissions are based on the preliminary information provided by the project applicant and are subject to changes during final design and as dictated by field conditions. Project related construction activities would entail demolition of existing asphalt and buildings, on-site reprocessing of demolition debris, site preparation, grading, utility trenching, import of soil, construction of the proposed building, architectural coating, and asphalt paving. An estimate of maximum daily construction emissions for the Project is provided in Table 1.

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**Table 1 Maximum Daily Regional Construction Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2019</b>						
Demolition	4	42	15	<1	3	2
Demolition & Asphalt Demolition Debris Reprocessing Overlap	4	46	19	<1	3	2
<b>Year 2020</b>						
Site Preparation & Drilling Overlap	6	61	37	<1	9	6
Drilling & Rough Grading/Trenching/Fine Grading Overlap	12	<b>182</b>	85	<1	14	7
Rough Grading/Trenching/Fine Grading	9	<b>159</b>	62	<1	13	6
Building Construction	5	46	37	<1	6	3
Asphalt Paving	2	10	10	<1	1	<1
Architectural Coating	69	3	6	<1	1	<1
Finishing/Landscaping	1	11	15	<1	1	1
Maximum Daily Emissions	69	<b>182</b>	85	<1	14	7
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
<b>Significant?</b>	No	<b>Yes</b>	No	No	No	No

Source: Appendix A

Notes: Emissions totals may not equal 100 percent due to rounding. **Bold** = Exceedance

<sup>1</sup> Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

As shown in Table 1, rough grading/trenching/fine grading activities in addition to the overlap of drilling and rough grading/trenching/fine grading activities would generate NO<sub>x</sub> emissions that would exceed the regional significance threshold. The primary source of NO<sub>x</sub> emissions would be exhaust associated with the soil haul trucks and off-road construction equipment. NO<sub>x</sub> is a precursor to the formation of both O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). It is anticipated that Project-related activities would require 100,000 cubic yards of fill (soil import), which would result in up to a total 20,000 one-way truck haul trips, or about 304 one-way haul trips per day based on a 20-ton truck haul capacity and 66-day haul duration. Project-related emission of NO<sub>x</sub> would contribute to the O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> nonattainment designations of the SoCAB.

Therefore, Project-related construction activities would result in potential significant regional air quality impacts. However, with implementation Mitigation Measures AQ-1, impacts would be reduced to a level of less than significant, as demonstrated in Table 2. As shown in the table, implementation of Mitigation Measure AQ-1, which would require use of equipment fitted with engines that meet the Tier 4 Final emissions standards, would reduce project-related construction emissions of NO<sub>x</sub> to below its regional significance threshold.

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**Table 2 Maximum Daily Regional Construction Emissions: Mitigated**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2019</b>						
Demolition	4	42	15	<1	3	2
Demolition & Asphalt Demolition Debris Reprocessing Overlap	4	46	19	<1	3	2
<b>Year 2020</b>						
Site Preparation & Drilling Overlap	4	41	43	<1	8	5
Drilling & Rough Grading/Trenching/Fine Grading Overlap	5	96	94	<1	10	4
Rough Grading/Trenching/Fine Grading	4	93	65	<1	10	3
Building Construction	5	46	37	<1	6	3
Asphalt Paving	2	10	10	<1	1	<1
Architectural Coating	69	3	6	<1	1	<1
Finishing/Landscaping	1	11	15	<1	1	1
Maximum Daily Emissions	69	96	94	<1	10	5
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
<b>Significant?</b>	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2

Notes: Emissions totals may not equal 100 percent due to rounding. **Bold** = Exceedance

<sup>1</sup> Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Also incorporates Mitigation Measure AQ-1, which requires that equipment of 50 horsepower or more used in drilling, rough grading, fine grading, and trenching activities be fitted with engines that meet the Tier 4 Final emissions standards.

#### Regional Operational Emissions

Long-term air pollutant emissions generated by a warehouse and distribution development are typically associated with the burning of fossil fuels in cars and trucks (mobile sources); energy use for cooling, and heating (energy); and area sources such as architectural coatings and landscape equipment. The primary source of long-term criteria air pollutant emissions would be Project-generated vehicle trips. The Project would generate a total of 697 average daily weekday one-way trips (see Table 23, *Project Trip Generation*), which would include 582 passenger vehicle trips, 64 medium-heavy duty truck trips, and 51 heavy-heavy duty truck trips. Table 3, identifies the maximum daily criteria air pollutant emissions that would result from implementation of the Project. As shown in the table, project-related air pollutant emissions would not exceed the SCAQMD's regional emissions thresholds for operational activities. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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**Table 3 Maximum Daily Regional Operational Emissions**

Sources	Criteria Air Pollutants (lbs/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	5	<1	<1	0	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile – Passenger Vehicles <sup>1</sup>	2	2	23	<1	5	1
Mobile – Medium-Heavy Duty Trucks <sup>1</sup>	<1	4	2	<1	1	<1
Mobile – Heavy-Heavy Duty Trucks <sup>1</sup>	1	16	3	<1	2	1
Maximum Daily Emissions	8	23	28	<1	8	2
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: Appendix A. Also based on trip generation and average trip length information provided by Kittelson & Associates (Appendix H).

Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on calendar year 2020 emission rates derived from EMFAC2017 Version 1.0.2 and CalEEMod methodology.

### Mitigation Measures

AQ-1

The project construction contractor shall, at a minimum, use equipment that meets the United States Environmental Protection Agency's (USEPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower for all drilling, rough grading, fine grading, and trenching activities, unless it can be demonstrated to the City of Santa Fe Springs Planning and Development Department that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Final emissions standards for a similarly-sized engine, as defined by the California Air Resources Board's regulations.

Prior to the commencement of construction, the project engineer shall ensure that all construction plans (e.g., demolition, grading) clearly indicate the requirement for USEPA Tier 4 Final emissions standards for construction equipment over 50 horsepower for the specific activities stated above. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Santa Fe Springs Planning and Development Department. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. The construction contractor shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

#### c) Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** The following describes changes in localized impacts from short-term construction activities and long-term operation of the Project.

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#### Localized Construction Impacts

The Project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of construction and operations emissions shown in the regional emissions analysis in Tables 1 and 3, which are described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) and can be correlated to potential health effects.

#### Construction-Phase LSTs

Screening-level localized significance thresholds (LST) are the amount of project-related emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. They are based on the project size and distance to the nearest sensitive receptor.

Table 4 shows the maximum daily Project-related construction emissions (pounds per day) that would be generated during onsite construction activities compared with SCAQMD's screening-level construction LSTs. It should be noted that although the project site encompasses approximately 25 acres, the screening-level LSTs are based on the anticipated daily acreage to be disturbed during construction activities. Per SCAQMD methodology, the daily acreage disturbed is calculated based on the type and amount of equipment used and the number of hours each piece of equipment would operate in a given day (SCAQMD 2011).

**Table 4 Maximum Daily Onsite Construction Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Building Construction	28	15	1.26	1.18
Asphalt Paving	10	9	0.47	0.43
Architectural Coating	2	2	0.15	0.15
1.00-Acre or Less LST	80	571	4.00	3.00
<b>Exceeds LST?</b>	No	No	No	No
Demolition	40	14	2.45	1.74
Demolition & Demolition Debris On-Site Reprocessing	44	18	2.73	2.02
Finishing/Landscaping	11	14	0.59	0.54
2.00-Acre or Less LST	114	861	7.00	4.00
<b>Exceeds LST?</b>	No	No	No	No
Site Preparation & Drilling Overlap	61	36	8.51	<b>5.61</b>
3.00-Acre or Less LST	133	1,067	9.33	5.00
<b>Exceeds LST?</b>	No	No	No	<b>Yes</b>
Rough Grading/Utility Trenching/Fine Grading	71	40	7.41	4.51
4.50-Acre LST	162	1,377	12.83	6.50
<b>Exceeds LST?</b>	No	No	No	No
Drilling & Rough Grading/Utility Trenching/Fine Grading Overlap	94	62	8.65	5.70
5.00-Acre LST	172	1,480	13.99	7.00
<b>Exceeds LST?</b>	No	No	No	No

### 3. Environmental Analysis

**Table 4 Maximum Daily Onsite Construction Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Source: Appendix A Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included. Screening-level LSTs are based on receptors within 82 feet (25 meters) of the project site. Emissions totals may not equal 100 percent due to rounding. <b>Bold</b> = Exceedance <sup>1</sup> Based on the information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment. <sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.				

As shown in Table 4, maximum daily onsite construction emissions generated during the overlap of the site preparation and drilling activities would exceed the SCAQMD screening-level LST for PM<sub>2.5</sub>. Therefore, project-related construction emissions could exceed the California AAQS, and project construction could expose sensitive receptors to substantial pollutant concentrations.

However, as shown in Table 5, implementation of Mitigation Measure AQ-1, which would require use of equipment fitted with engines that meet the Tier 4 Final emissions standards, would reduce onsite project-related construction emissions of PM<sub>2.5</sub> to below its screening-level LST. Therefore, with incorporation of Mitigation Measure AQ-1, project-related localized construction impacts would be reduced to less than significant.

**Table 5 Maximum Daily Onsite Construction Emissions: Mitigated**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Building Construction	28	15	1.26	1.18
Asphalt Paving	10	9	0.47	0.43
Architectural Coating	2	2	0.15	0.15
1.00-Acre or Less LST	80	571	4.00	3.00
<b>Exceeds LST?</b>	No	No	No	No
Demolition	40	14	2.45	1.74
Demolition & Demolition Debris On-Site Reprocessing	44	18	2.73	2.02
Finishing/Landscaping	11	14	0.59	0.54
2.00-Acre or Less LST	114	861	7.00	4.00
<b>Exceeds LST?</b>	No	No	No	No
Site Preparation & Drilling Overlap	40	41	7.35	4.49
3.00-Acre or Less LST	133	1,067	9.33	5.00
<b>Exceeds LST?</b>	No	No	No	No
Rough Grading/Utility Trenching/Fine Grading	71	40	7.41	4.51
4.50-Acre LST	162	1,377	12.83	6.50
<b>Exceeds LST?</b>	No	No	No	No
Drilling & Rough Grading/Utility Trenching/Fine Grading Overlap	94	62	8.65	5.70
5.00-Acre LST	172	1,480	13.99	7.00



### 3. Environmental Analysis

**Table 5 Maximum Daily Onsite Construction Emissions: Mitigated**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2; SCAQMD 2008b, 2011. In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included. Screening-level LSTs are based on receptors within 82 feet (25 meters) of the project site.

Notes: Emissions totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on the information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Also incorporates Mitigation Measure AQ-1, which requires that equipment of 50 horsepower or more used in drilling, rough grading, fine grading, and trenching activities be fitted with engines that meet the Tier 4 Final emissions standards.

#### Construction Health Risk

SCAQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of DPM. A cancer risk factor and noncancer chronic reference exposure level for DPM were developed by the California Office of Environmental Health Hazard Assessment (OEHHA), but these factors are based on continuous exposure for over a 30-year time frame. No short-term acute exposure levels have been developed for DPM.

The Project is anticipated to be developed in approximately one year, which would limit the exposure to on- and offsite receptors. SCAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. In addition, as demonstrated in Table 6, construction activities would not generate PM<sub>10</sub> and PM<sub>2.5</sub> exhaust emissions, which are used as a proxy for DPM, that would exceed the screening-level construction LSTs. For these reasons, it is anticipated that construction emissions would not pose a threat to offsite receptors near the project site. Therefore, impacts would be less than significant and no mitigation measures are necessary.

**Table 6 Maximum Daily Onsite Construction Particulate Matter Exhaust Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1</sup>	
	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>
Building Construction	1.26	1.18
Asphalt Paving	0.47	0.43
Architectural Coating	0.15	0.15
1.00-Acre or Less LST	4.00	3.00
Exceeds LST?	No	No
Demolition	1.78	1.64
Demolition & Demolition Debris On-Site Reprocessing	2.06	1.92
Finishing/Landscaping	0.59	0.54
2.00-Acre or Less LST	7.00	4.00
Exceeds LST?	No	No

### 3. Environmental Analysis

**Table 6 Maximum Daily Onsite Construction Particulate Matter Exhaust Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1</sup>	
	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>
Site Preparation & Drilling Overlap	2.91	2.73
3.00-Acre or Less LST	9.33	5.00
<b>Exceeds LST?</b>	No	No
Rough Grading/Utility Trenching/Fine Grading	3.17	2.92
4.50-Acre LST	12.83	6.50
<b>Exceeds LST?</b>	No	No
Drilling & Rough Grading/Utility Trenching/Fine Grading Overlap	4.41	4.11
5.00-Acre LST	13.99	7.00
<b>Exceeds LST?</b>	No	No

Source: Appendix A

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included. Screening-level LSTs are based on receptors within 82 feet (25 meters) of the project site. Emissions totals may not equal 100 percent due to rounding. **Bold** = Exceedance

<sup>1</sup> Based on the information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

### Localized Operational Impacts

#### Operation-Phase LSTs

Land uses that have the potential to generate substantial stationary sources of emissions or would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. Primary project-related onsite emissions would be from truck maneuvering and idling. Table 7 shows localized maximum daily operational emissions of the Project. As shown in the table, onsite operational emissions would not exceed the screening-level LSTs. Therefore, Project operation would not expose sensitive receptors to substantial criteria air pollutant concentrations. Impacts would be less than significant and no mitigation measures are necessary.

**Table 7 Maximum Daily Onsite Operational Emissions**

Source	Pollutants (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	<1	<1	<1	<1
Onsite Truck Travel <sup>1,2</sup>	1	<1	<1	<1
Truck Idling <sup>1</sup>	2	1	<1	<1
Maximum Daily Onsite Operation Emissions	2	1	<1	<1
SCAQMD Screening-Level LST	172	1,480	4	2
<b>Exceeds Screening-Level LST?</b>	No	No	No	No

Source: Appendix A

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. Operational LSTs are based on sensitive receptors within 82 feet (25 meters) of a 5.0-acre site in SRA 5.

<sup>1</sup> Based on calendar year 2020 emission rates derived EMFAC2017 Version 1.0.2 and CalEEMod methodology. Idling emissions assumes 15 minutes of idling per truck per day.

<sup>2</sup> Based on the proportion of distance traveled onsite compared to the overall distance traveled. It is anticipated that each truck would travel approximately 0.61 mile onsite on average.

### 3. Environmental Analysis

#### Operation-Phase Health Risk

A Health Risk Assessment (HRA) was prepared to address the long-term toxic air contaminants (TAC) impacts on sensitive receptors as a result of Project development (Appendix B). As shown in Figure 3, *Aerial Photograph*, the nearest sensitive receptors to the project site include students and staff at the adjacent St. Paul High School to the north and residential uses to the northeast across Greenleaf Avenue in Santa Fe Springs and South Whittier. The summary results of the HRA are provided in Table 8.

**Table 8 HRA Results**

	Cancer Risk (per million)			Chronic Hazard Index	
	Staff	Student	Resident <sup>1</sup>	School	Resident
All Sources	0.06	0.04	2.5	<0.001	0.001
SCAQMD Threshold	10	10	10	1.0	1.0
Exceeds Threshold?	No	No	No	No	No

Source: Appendix B

<sup>1</sup> OEHHA recommends that a 30-year (high end residency time) exposure duration be used to estimate individual cancer risk for the maximum exposed receptor. Provided for informational purposes, the 70-year (maximum lifetime exposure) and 9-year (central tendency exposure) cancer risks are 3.0 in a million and 1.7 in a million, respectively.

As shown in Table 8, the excess cancer risk was calculated to be 2.5 per million for the maximum exposed residential receptor, 0.06 per million for high school staff and 0.04 per million for high school students. In comparison to the threshold level of 10 in a million, carcinogenic risks would be below the significance threshold value for both residential and school-based receptors. For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for residents and school staff and students. Therefore, non-carcinogenic hazards are also below the significance threshold.

Based on a comparison to the carcinogenic and non-carcinogenic thresholds established by OEHHA and SCAQMD, hazardous air emissions generated from Project operation are not anticipated to pose an actual or potential endangerment to the surrounding sensitive receptors. Therefore, impacts would be less than significant and no mitigation measures are necessary.

#### CO Hotspots

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact. The Project would result in a high of approximately 85 peak hour trips (morning) and would be below the CO hotspots screening criteria. Thus, implementation of the Project would not produce the volume of traffic required to generate a CO hotspot. Therefore, implementation of the Project would not have the potential to substantially increase CO hotspots at intersections near the project site. Impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Nuisance odors from land uses in the SoCAB are regulated under SCAQMD Rule 402 (Nuisance), which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. While tenants are currently unknown, the Project would not include manufacturing and/or food processing operations or any of the other aforementioned types of operations that could generate objectionable odors. The proposed building is slated for use by a warehousing and/or distribution business.

In addition, the Project would be subject to SCAQMD Rule 402, which would minimize and control any odors generated at the project site. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may also generate odors. However, these odors would be low in concentration and temporary.

Furthermore, because the project site operated as a Los Angeles County-permitted disposal site for hazardous waste from approximately 1949 to 1964—which makes up most of the central and western portions of the site (the area referred to as “the dial”), as well as a portion of the eastern side—more intense ground-disturbing activities are prohibited in these areas. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the aforementioned areas of the site. The buried solid waste is covered by an engineered cap (the protective remedy approved by USEPA), which will remain in place following redevelopment of the site. Existing soil onsite would not be excavated or transferred from one part of the site to another because intense ground-disturbing activities are prohibited onsite due to the solid waste and protective cap that underlie the site. The solid waste and cap are required to remain intact (with the exception of the Project’s replacement of the existing cap located within the proposed warehouse building footprint, described below) and not disturbed in order to prevent potential subsurface hazardous contaminants and waste from being disturbed or released into the environment. With implementation of the Project, the areas underlain by solid waste in the central and western portions of the site would be improved with hardscape associated with the truck court and open yard truck trailer parking and storage area and would therefore not experience any intense ground-disturbing activities.

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However, Project construction would involve removal of the existing RCRA Subtitle-D cap located in the area of the proposed building footprint (the existing cap only partially underlies the proposed building footprint) to allow for geotechnical remediation (via surcharge and installation of rigid inclusion types) and a sub slab building protection system. During the construction phase, any buried waste that is encountered in this area during excavation and grading activities would be reconsolidated and protected in-place for perpetuity in a designated onsite area to be approved by the United States Environmental Protection Agency (USEPA). Subsequently, the Project would install a new RCRA Subtitle-D cover beneath the entirety of the proposed building footprint. In order to prevent potential subsurface hazardous contaminants and waste (including odors) from being disturbed or released into the environment, removal and replacement of the RCRA Subtitle-D cover and reconsolidation of any buried waste encountered would be handled in accordance with the procedures established in the Project's demolition, grading, and building plans that are required to be reviewed and approved by USEPA. This would ensure that any odors resulting from encountering buried solid waste would be adequately handled through implementation of applicable provisions of the demolition and surcharge plans, which are required to be approved by USEPA. . Additionally, disturbance of this portion of the site would be temporary prior to the replacement of the engineered cap. Once the replacement engineered cap is installed, this portion of the project site would be improved with building and hardscape improvements.

Overall, any odors generated from construction and operation of the Project are not expected to affect a substantial number of people. Impacts would be less than significant and no mitigation measures are necessary.

#### 3.4 BIOLOGICAL RESOURCES

Would the project:

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

**No Impact.** Sensitive biological resources are habitats<sup>5</sup> or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant and void of vegetation with the exception of a row of mature trees and dense shrubs on the northern and northeastern site boundary—the site consists mostly of bare or exposed soil. The site is in a highly urbanized area of the City and is surrounded by industrial, commercial, institutional, and residential uses.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the Whittier Quadrangle indicated that there are six threatened or endangered species located within the Whittier Quadrangle—the City of Santa Fe Springs is listed under the Whittier Quadrangle (CDFW 2019a). These species include the coastal California Gnatcatcher, the Least Bell's Vireo, the Bank Swallow, the Santa Ana Sucker, the Western Yellow-Billed Cuckoo, and California Orcutt Grass.

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<sup>5</sup> Per the California Department of Fish and Wildlife, habitat is where a given plant or animal species meets its requirements for food, cover, and water in both space and time.

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Based on the existing conditions of the project site and its surroundings and views of the project site and surrounding area from Google Earth maps, project development would not have an impact on the aforementioned species since there is no suitable riparian or native habitat located within or in the vicinity of the project site and no natural biological resources or communities exist on, adjacent to, or near the project site. The aforementioned species typically require wetland or riparian habitat with native vegetation and access to bodies of water. The nearest water body to the project site is the San Gabriel River, which passes approximately two miles west of the project site. The river consists of concrete bed and banks and does not support wildlife habitat.

Based on the preceding, the Project would not result in 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. No impact would occur and no mitigation measures are necessary.

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

**No Impact.** Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies; that are known to provide habitat for sensitive animal or plant species; or are known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams. As demonstrated in Sections 3.4.a (above) and 3.4.c (below), Project development would not result in an impact on any riparian habitat or other sensitive natural community. No impact would occur and no mitigation measures are necessary.

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

**No Impact.** Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs. No wetlands regulated by the US Army Corps of Engineers, US Fish and Wildlife Services (USFWS), California Department of Fish and Wildlife, or Los Angeles Regional Water Quality Control Board exist on the project site. San Gabriel River, which passes approximately two miles west of the project site, is mapped on the USFWS National Wetlands Mapper as Riverine<sup>6</sup> habitat (USFWS 2019). However, the channel consists of concrete bed and banks and therefore, does not support wetland resources such as saturated soil or wetland vegetation. Project development would not impact wetlands directly or indirectly. Therefore, no impact would occur and no mitigation measures are necessary.

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<sup>6</sup> Riverine's include all wetlands and deepwater habitats contained within a channel (USFWS 2019).

### 3. Environmental Analysis

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

**Less Than Significant Impact With Mitigation Incorporated.** As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized of the City and is surrounded by industrial, commercial, institutional, and residential uses. The project site and its surroundings are built out and do not provide habitat for the movement of any native resident or migratory fish or wildlife species. Although the project site may provide some habitat for limited wildlife movement and live-in habitat—particularly for avian species and small to medium mammals that are adapted to urban settings—the project site does not function as a wildlife corridor or nursery site. Additionally, the site and environs are not identified or designated as a wildlife corridor or nursery site.

However, mature vegetation onsite, which consists of row of mature trees and dense shrubs on the northern and northeastern site boundary, would be removed as a result of Project development. Project development would include the removal of approximately 6 existing trees onsite—type and common name of trees is unknown at this time. The trees and shrubs may provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and Section 3513 et seq, of the California Fish and Game Code. Section 3513 provides protection to the birds listed under the MBTA, essentially all native birds. Additionally, Section 3503 of the code makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird.

Project construction could result in direct and indirect impacts to nesting birds, including the loss of nests, eggs, and fledglings if ground-disturbing activities occur during the nesting season (generally February 15 through August 31). Construction activities during this time may result in reduced reproductive success and may violate the MBTA and California Fish and Game Code. If construction (including any ground-disturbing activities) occurs during the nesting season, a nesting bird survey would be required to be conducted by a qualified biologist prior to the commencement of grading activities, as outlined in Mitigation Measure BIO-1. If nesting birds are observed within or adjacent to the construction activities, avoidance of active bird nests should occur as determined by the qualified biologist to ensure compliance with these regulations.

Compliance with the MBTA requirements and Mitigation Measure BIO-1 would be ensured through the City's development review process. With adherence to the MBTA requirements and implementation of Mitigation Measure BIO-1, impacts would be reduced to a level of less than significant.

#### Mitigation Measure

- BIO-1 To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code, if ground-disturbing and/or vegetation-clearing activities are scheduled to occur during the avian nesting season (typically February 15 through August 31), a pre-construction nesting bird survey shall be conducted in and adjacent to the project site by a qualified biologist. Surveys shall be conducted within three days prior to initiation of any ground-disturbing and/or vegetation-clearing activities and shall be conducted between dawn and noon.

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If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist, in consultation with the construction contractor. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned.

The monitoring biologist shall prepare a survey report/memorandum summarizing his/her findings and recommendations of the preconstruction survey. Any active nests observed during the survey shall be mapped on a current aerial photograph, including documentation of GPS coordinates, and included in the survey report/memorandum. The completed survey report/memorandum shall be submitted to the City of Santa Fe Springs Planning and Development Department.

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

**No Impact.** As shown in Figure 3, the project site is mostly vacant and void of vegetation with the exception of a row of mature trees and dense shrubs on the northern and northeastern site boundary—the site consists mostly of bare or exposed soil. Project development would include the removal of approximately 6 existing trees onsite—type and common name of trees is unknown at this time. Although Project development would involve removal of existing trees, there are no trees or other biological resources onsite that could be subject to any City policies or ordinances protecting such resources, including those of the City’s tree ordinance, which is codified in Sections 96.130 through 96.140 of the Santa Fe Springs Code of Ordinances. The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any City public right-of-way (such as streets and alleys). All trees onsite are on private property and not within City’s public right-of-way—there are no trees along the Los Nietos Road or Greenleaf Avenue right-of-way fronting the project site. Furthermore, the Project would provide a greater number of trees (approximately 109) than currently exist. Therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** The project site is in a highly urbanized area of the City and surrounded by industrial, commercial, institutional, and residential uses (see Figure 3). The site is not in a habitat conservation plan or natural community conservation plan (USFWS 2016; CDFW 2019b). The Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA to the project site (DRP 2019). However, the SEA is approximately four miles northeast of the site. Project development would occur within the confines of the project site would not impact the SEA in any way. Therefore, no impact would occur and no mitigation measures are necessary.



## 3. Environmental Analysis

### 3.5 CULTURAL RESOURCES

The analysis in this section is based partly on the following technical study, which is included as Appendix C to this Initial Study:

- California Historic Resources Inventory System, Brian F. Smith and Associates, May 1, 2019.

Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**

**Less Than Significant Impact.** Historic structures and sites are defined by local, state, and federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to state or federal criteria even if the locality does not recognize such significance. Santa Fe Springs does not have a historic preservation ordinance, nor does it maintain a list of historic structures or sites.

California, through the State Historic Preservation Office, maintains an inventory of those sites and structures that are considered to be historically significant. State historic preservation regulations include the statutes and guidelines contained in CEQA and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, that is historically or archaeologically significant. The state regulations that govern historic resources and structures include PRC Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). According to PRC Section 5024.1(c):

- (c) A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:
  - (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
  - (2) Is associated with the lives of persons important in our past.
  - (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
  - (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, the U.S. Department of Interior has established specific federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements.

### 3. Environmental Analysis

As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. The project site was previously used for crude oil storage (pre-1924 to 1930s) generated at nearby production operations. Additionally, from approximately 1949 to 1964, the project site operated as a Los Angeles County-permitted disposal site for hazardous waste.

Project development would involve demolition of the vacant building and other site improvements. The building was constructed around 1959. The state-recommended threshold under which buildings may be considered historic resources is a construction age of 50 years (California Code of Regulations, §4852.d.2). Although the building has been standing for approximately 60 years, it is not considered historic. Neither the building or project site meet any of the state or federal criteria of a historic resource identified above. No historical events have occurred onsite or in the building, and no persons of significance have resided or currently reside onsite. Additionally, the building is of modern construction and does not exhibit any unique architectural style or features; it is a common industrial-style building design found throughout the City and greater Los Angeles County. The building does not include architectural elements or features to suggest unique design or construction. Also, the building is not in its existing condition as it has undergone various modernizations and improvements over the years.

Additionally, as a part of the cultural resources assessment conducted for the project site, Brian F. Smith and Associates conducted an archaeological and historic records search of the California Historic Resources Inventory System (CHRIS) from the South Central Coastal Information Center (SCCIC) on May 1, 2019 (Appendix C). The records search was conducted for the project site and a one-half mile radius from the site. The search indicated that no prior studies have been completed for the project site—three have been completed outside the project site within the one-half mile radius. Also, no previously recorded cultural resources have been recorded for the project site, and only one historic site (a railroad-related site associated with the Burlington Northern Santa Fe Railway) is within one-quarter mile of the site.

Furthermore, the project site is not identified on any federal or state historic registers or sources, including the National Register of Historic Places and California State Historical Landmarks and Points of Historical Interest. Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: the Clarke Estate at 10211 Pioneer Boulevard, approximately 1.6 miles southwest of the project site; and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe) at 12100 Telegraph Road, approximately 1.2 miles southwest of the project site (NPS 2019; OHP 2019). Other structures and sites of historic significance in the City are outlined in Table 9. However, none of these historic resources are adjacent to or near the project site. Project development would occur within the confines of the project site would not impact these historical resources in any way.

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**Table 9 Historic Resources in Santa Fe Springs**

Resource Name	Location	Description
Clarke Estate	10211 Pioneer Boulevard	Site is on the National Register of Historic Places and the list of California Historical Resources.
Hawkins-Nimocks Estate (Ontiveros Adobe)	12100 Telegraph Road	Site is on the National Register of Historic Places and the list of California Historical Resources.
Hathaway Home	11901 E. Florence Avenue	The Hathaway Ranch Museum is a registered 501(c)(3) non-profit corporation dedicated to preserving and presenting the eras of farming, ranching, and oil development in early Fulton Wells/Santa Fe Springs. The centerpiece of the museum is the ranch house that was constructed in 1933.
German Baptist Church Cemetery	Near the corner of Los Nietos Road and Painter Avenue	Just before the turn of the century, a colony of German Baptists known as Dunkers settled in the area to farm. In 1972, the Dunkers moved to Modesto, leaving behind their church and the neighboring graveyard.
Santa Fe Springs Hotel	Two blocks north of Telegraph Road and 2 blocks east Norwalk Boulevard	Site of 1880's hotel.
Four Corners (Fulton Wells)	Norwalk Blvd. and Telegraph Road	A Banning Stage Coach stop was located here.
Dunker Cemetery (Olive Grove)	Painter Avenue	Cemetery dedicated to the German Dunkers who inhabited the City at the turn of the 20th century.

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

Based on the preceding, impacts to historical resources would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City; most of the site has already been disturbed due to grading and construction activities associated with current and past uses of the site. Given the highly-disturbed condition of the project site and its surroundings, the potential for development of the Project to impact an unidentified archeological resource is considered extremely low. The site's use as a former landfill has also further limited the likelihood of encountering archeological resources.

Additionally, the project site is largely flat, and the proposed building would be constructed above ground level on the eastern end of the project site, with no subterranean floors or basements proposed. Accordingly, deep ground excavations or disturbances would not be required to implement the Project. Also, only vegetation-clearing and minimal ground-disturbing activities would occur in the central and western portions of the project site. Because the project site operated as a Los Angeles County-permitted disposal site for hazardous waste from approximately 1949 to 1964—which makes up most of the central and western portions of the site, as well as a portion of the eastern side—more intense ground-disturbing activities are prohibited in these areas. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that

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contains solid waste (limits of waste) covers the aforementioned areas of the site. The buried solid waste is covered by an engineered cap (the protective remedy approved by USEPA), which will remain in place following redevelopment of the site. With implementation of the Project, the areas underlain by solid waste would be improved with hardscape associated with the truck court and open yard truck trailer parking and storage area and would therefore not experience any intense ground-disturbing activities.

Furthermore, to implement the Project, it is anticipated that approximately 100,000 cubic yards of soil would be imported during the grading phase to balance and raise the grade of the site. Therefore, no soil export would occur. Also, existing soil onsite would not be excavated or transferred from one part of the site to another because intense ground-disturbing activities are prohibited onsite due to the solid waste and protective cap that underlie the site. The solid waste and cap are required to remain intact and not disturbed in order to prevent potential subsurface hazardous contaminants and waste from being disturbed or released into the environment.

The project site is also heavily disturbed from its historical industrial and landfill use and therefore has already been subject to similar construction and ground-disturbing activities that would occur under the Project. No evidence or readily available records exist to indicate that archaeological resources were identified during prior disturbance and development of the project site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities.

Finally, as noted above, as a part of the cultural resources assessment conducted for the project site, Brian F. Smith and Associates conducted an archaeological and historic records search of the SCCIC's CHRIS on May 1, 2019. The records search was conducted for the project site and a one-half mile radius from the site. The search indicated that no prior studies have been completed for the project site—three have been completed outside the project site within the one-half mile radius. Also, no previously recorded cultural resources have been recorded for the project site.

Based on the preceding, impacts to archeological resources would be less than significant and no mitigation measures are necessary.

#### **c) Disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less than Significant Impact.** There are no known human remains or cemeteries on or near the project site. The nearest cemetery to the site is Olive Grove Cemetery (German Baptist Church Cemetery), which is a fairly small cemetery on the west side of Painter Avenue just north of Los Nietos Road. This cemetery is approximately 0.25 mile southeast of the project site.

As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City; although mostly vacant, most of the site has already been disturbed due to grading and construction activities associated with the prior industrial uses that occupied the site. A majority of the surrounding vicinity has also experienced substantial ground disturbance associated with the development of existing buildings, roadways, and other urbanized land uses. The project site is largely flat, and the proposed warehouse building would be above ground level, with no subterranean floors or basements. Accordingly, little ground disturbance would be required to implement the Project. Therefore, the likelihood that human remains may be discovered during site clearing

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and grading activities is considered extremely low. Additionally, due to the distance to the Olive Grove Cemetery, Project development would have no direct or indirect impacts on this cemetery.

However, development of the Project could have the potential to disturb previously undiscovered subsurface human remains, if any exist. For example, the Project would involve grading and some excavation activities over the entire project site. In the unlikely event that human remains are uncovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall remain halted until the Los Angeles County Coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) so that NAHC can contact the Most Likely Descendant (MLD). The MLD shall be provided access to the discovery and will provide recommendations or preferences for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements set forth in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code; and CEQA Guidelines Section 15064.5.

Compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less than significant levels. No mitigation measures are necessary.

## 3.6 ENERGY

Would the project:

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

**Less Than Significant Impact.** Following is a discussion of the potential impacts related to the consumption of energy sources resulting from the construction and operational phases of the Project.

### Construction

Construction of the Project would consume energy, in the short-term, through electricity use, construction vehicles and equipment fuel consumption, and bound energy in construction materials (e.g., such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass).

### *Electricity*

Project development would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction—most of the construction equipment during grading would be gas or diesel powered, and the later construction phases would

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require electricity-powered equipment, such as interior construction and architectural coatings. The use of electricity would be temporary and would fluctuate according to the phase of construction. The Project would not result in wasteful or unnecessary electricity demands. Therefore, the Project would not result in a significant impact related to electricity use during the construction phase.

#### *Transportation*

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment (off-road), delivery and haul trucks (on-road), and construction employee passenger vehicles (on-road). The majority of construction equipment during grading would be diesel-powered.

The project construction contractors would be required to minimize idling of construction equipment during construction pursuant to California Code of Regulations (CCR) Section 2485. This section requires that non-essential idling for all diesel-fueled commercial motor vehicles must not exceed five consecutive minutes at any location. Such required practices would limit wasteful and unnecessary energy consumption. Furthermore, the use of fuel by on- and off-road vehicles would be temporary and would fluctuate according to the phase of construction. Construction fuel use would cease upon completion of Project construction. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or state. Therefore, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than similar development projects.

#### *Construction Materials*

Construction building materials may include recycled materials and products originating from nearby sources in order to reduce the costs of transportation. With increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. The type of construction associated with the Project is conventional and would be similar to other similar developments in the City.

Additionally, substantial reductions in energy inputs for construction materials can be achieved by building with recycled materials, which require substantially less energy to produce than nonrecycled materials. Chapter 50 (Garbage and Refuse) of the Santa Fe Springs Code of Ordinances and Section 3.7 (Recycling) of the Specific Plan outline the requirements for diverting construction waste from landfills. As currently codified, the regulations require diversion of 75 percent of nonhazardous construction and demolition waste through recycling, reuse, and diversion programs. As a result, the City requires submittal of a construction and demolition waste management plan and payment of applicable fees and deposits to ensure proper documentation of construction material that will be reused, recycled, or landfilled. The purpose of the plan is to ensure that development projects are meeting the 75 percent requirement. Pursuant to the provisions of Section 3.7 of the Specific Plan, the project applicant would be required to submit the plan to the City and approval must be obtained prior to initiation of construction. Upon completion of the construction phase and prior to obtaining occupancy permits, the project applicant or his/her construction contractor is required to submit a report to the Santa Fe Springs Planning and Development Department identifying the actual recycling

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levels that were obtained. Preparation of the plan and subsequent report would be imposed by the City as a condition of Project approval, and compliance would be ensured through the City's building plan check and development review process.

Furthermore, the incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ reasonable energy conservation practices in the interest of minimizing the cost of doing business.

#### Operation

Operation of the Project would create additional demands for building electricity compared to existing conditions and would result in increased transportation energy use.

#### Transportation

During the operational phase, it is anticipated that the Project would result in an annual increase in project related Vehicle Miles Traveled (VMT) of 651,701 miles (Appendix A, Transportation Energy Use Calculations). Project-related VMT would come from employee and visitor vehicle trips; delivery and supply trucks; and trips by maintenance and repair crews. Table 10 shows the Project's use of energy based on VMT. As shown in the table, the project's transportation sector would consume 30,016 gallons of fuel (gasoline, diesel, and compressed natural gas) and 2,045 kWh of electricity.

**Table 10 Project Operation-Related Vehicle Fuel/Energy Usage**

Gas		Diesel		CNG		Energy <sup>1</sup>	
VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
601,566	24,875	42,362	4,665	1,667	476	6,105	2,045

Source: CAPCOA's CalEEMod 2016.3.2; CARB's EMFAC2017

Notes: CNG = compressed natural gas; VMT = vehicle miles traveled; kWh = kilowatt-hour

1. Electricity use from electric vehicles is based on the average electricity consumption available from the U.S. Department of Transportation (USDOT 2017).

Fuel consumption in passenger vehicles and trucks is regulated by federal and state laws regarding average corporate fuel economy of vehicles. As vehicles turn over, the overall fuel economy of California's vehicle fleets is improved. Additionally, one of the primary goals of CARB's 2017 Scoping Plan is to provide clean transportation options for California residents. California is home to nearly half of the country's zero-emission vehicles. Alternative fuel producers and oil companies are bringing more low carbon fuels to market than required by the Low Carbon Fuel Standard. Also, the state has invested in zero-emission vehicles and infrastructure, land use planning, and active transportation options such as walking and biking (CARB 2017). In January 2012, CARB approved the Advanced Clean Cars program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero electric vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions (CARB 2011).

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The Project would be consistent with the requirements of these energy-related regulations and would not result in wasteful or unnecessary fuel demands. Therefore, the Project would not result in a significant impact related to transportation energy during the operational phase.

#### *Building Energy Use*

The proposed building would result in an increase in electricity and natural gas consumption during the operational phase. Energy is used for heating, cooling, and ventilation of the building; water heating; equipment; appliances; indoor, outdoor, perimeter, and parking lot lighting; and security systems. Table 11 shows the annual energy usage for the Project. As shown in the table, the Project would use a total of 918,150 kilowatt-hours (kWh) of electricity and 3,506,198 Kilo British Thermal Units per year (kBTU/yr).

**Table 11 Project Operation-Related Energy Generation**

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
General Light Industrial	475,570	3,356,670
General Office	200,480	150,528
<b>Total</b>	<b>918,150</b>	<b>3,507,198</b>

Source: CAPCOA's CalEEMod 2016.3.2  
Notes: kWh = kilowatt-hour

Green building is the practice of designing, constructing and operating buildings to maximize occupant health and productivity, use fewer resources, reduce waste and negative environmental impacts, and decrease life cycle costs (USGBC 2019a). The Project would be designed using green building practices, including those of the most current California Building Energy Efficiency Standards and CALGreen. The Building Energy Efficiency Standards contain energy efficiency requirements for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. CALGreen is California's statewide "green" building code. As proposed, Project development would include mandatory standards from Divisions 5.1 (Planning and Design), 5.2 (Energy Efficiency), 5.3 (Water Efficiency and Conservation), 5.4 (Material Conservation and Resource Efficiency), and 5.5 (Environmental Quality) of CALGreen. A description of some of the Project's green building standards is provided in Section 1.5.6, above.

Additionally, the building design and construction would be in compliance with the most current CALGreen standards and all appliances would comply with the 2012 Appliance Efficiency Regulations. Solid waste from the operational phase would be managed in accordance with the County of Los Angeles' Integrated Waste Management Plan (IWMP), which helps the City reach the diversion and other goals mandated by the California Integrated Waste Management Act of 1989. The county adopted the IWMP in response to Assembly Bill (AB) 939. AB 939 requires all California cities to divert 50 percent of their waste stream from landfills by the year 2000.

Finally, the Project would be designed and constructed to achieve LEED (Leadership in Energy and Environmental Design) Certified Status from the U.S. Green Building Council. LEED is a national certification system developed to encourage the construction of energy and resource-efficient buildings that are healthy to live in – it provides a framework to create healthy, highly efficient and cost-saving green buildings. For example,



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LEED projects are responsible for diverting over 80 million tons of waste from landfills (USGBC 2019b). LEED certification is a globally recognized symbol of sustainability achievement. To achieve LEED Certified Status, some of the green building standards that would be incorporated into the Project include:

- Significantly reducing construction traffic by re-using the onsite concrete and asphalt in lieu of off-haul.
- The provision of solid waste and recycling bins.

The Project would be consistent with the requirements of these energy-related regulations and would not result in wasteful or unnecessary electricity demands. Therefore, the Project would not result in a significant impact related to electricity during the operational phase.

#### Conclusion

As substantiated above, the Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006 and 2011. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Renewable energy sources include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS. SB 350 requires renewable energy resources of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed Senate Bill 100 (SB 100), which raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The project site is currently being serviced by Southern California Edison (SCE). SCE obtains electricity from conventional and renewable sources. In 2017, 34 percent of SCE's electricity was generated from natural gas; 4 percent from coal; 9 percent from nuclear power; 29 percent from renewable energy sources; 15 percent from large hydroelectric generators; and 9 percent from unspecified sources (SCE 2018). The net increase in power demand associated with the Project is anticipated to be within the service capabilities of SCE and would not impede SCE's ability to implement California's renewable energy goals. Therefore, the Project would not obstruct a state or local plan for renewable energy. Additionally, as demonstrated in Section 3.6.a above, the

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Project would not obstruct a state or local plan for energy efficiency. Therefore, impacts would be less than significant.

#### 3.7 GEOLOGY AND SOILS

The analysis in this section is based partly on the following technical study, which is included as Appendix D to this Initial Study:

- CEQA Support for Section VII, Geology and Soils, Tetra Tech, July 30, 2019.

Would the project:

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
  - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. Surface rupture is the most easily avoided seismic hazard. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault zone where the fault breaks along the surface. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and habitable buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the proposed development site is not threatened by surface rupture from future earthquakes.

The project site is not within or near an established Alquist-Priolo Earthquake Fault Zone and is not in a “Zone of Required Investigation” (CGS 2010, 2015). The nearest mapped active faults—that is, a fault that has ruptured during Holocene time (the last 11,700 years)—is the Whittier Fault approximately three miles to the northeast (CGS 2015). Due to the distance to the active fault, the potential for surface rupture of a fault onsite is considered very low. Therefore, project development would not subject people or structures to hazards arising from surface rupture of a known active fault. Impacts would be less than significant and no mitigation measures are necessary.

- ii) **Strong seismic ground shaking?**

**Less Than Significant Impact.** The most significant geologic hazard to the design life of the Project is the potential for moderate to strong ground shaking resulting from earthquakes generated on the faults in seismically active southern California. As with other areas in southern California, it is anticipated that the project site will likely be subject to strong ground shaking due to earthquakes on nearby faults.

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As noted above, the Whittier Fault is approximately three miles to the northeast of the site. This fault, as well as others in the region—Newport-Inglewood-Rose Canyon fault zone (north Los Angeles basin section) approximately 12 miles southwest of the project site and San Andreas Fault approximately 35 miles northeast of the site (CGS 2015)—are considered capable of producing strong shaking at the project site, thereby exposing people or structures on the site to potential substantial adverse effects, including the risk of loss, injury, or death. Earthquakes along these faults are generally capable of generating ground shaking of engineering significance to the project site. The intensity of ground shaking on the project site would depend on the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project site.

However, the project site is not at a greater risk of seismic activity or impacts than other sites in southern California. Seismic shaking is a risk throughout southern California. Additionally, California regulates development in the state through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The buildings and structures that would be built and occupied would be designed and constructed in accordance with California regulations. For example, structures for human occupancy would be required to be designed to meet or exceed the most current California Building Code (CBC; California Code of Regulations, Title 24, Part 2) standards for earthquake resistance. The CBC is adopted by reference in Title 26 (Building Code) of Chapter 1 (Administration) of the Los Angeles County Code of Ordinances. The Los Angeles County Building Code is adopted by reference in Chapter 150 (Building Regulations) of the Santa Fe Spring Code Ordinance. The CBC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards; it contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability of occurring in the project site. The proposed development would be required to adhere to the provisions of the CBC, which are enforced by the City during the development review and building plan check process. Compliance with the requirements of the CBC for structural safety during a seismic event would reduce hazards from strong seismic ground shaking.

Furthermore, requirements for geotechnical investigations are included in CBC Appendix J (Grading), Section J104.3 (Geotechnical Reports). The project applicant would be required to prepare a geotechnical report pursuant to the CBC—its preparation would be imposed by the City as a condition of Project approval and would be required to be submitted to the City prior to the issuance of grading permits. The geotechnical report would include calculations of seismic design parameters, pursuant to CBC requirements, that must be used in the design of proposed buildings and structures. For example, testing of samples from subsurface investigations (such as from borings or test pits) would be undertaken as a part of the geotechnical report. The soil samples would be analyzed to among other factors evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. Also, CBC Section 1705.6 sets forth requirements for inspection and observation during and after grading. Compliance with the provisions of the CBC and design recommendations outlined in the geotechnical report would be ensured through the City's development review and building plan check process.

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In summary, compliance with the provisions of the CBC and required implementation of the recommended design recommendations outlined in the geotechnical report—which as noted above, is required to be prepared pursuant to the CBC—would reduce hazards arising from strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures are necessary.

#### iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer.

Maps of seismic hazard zones are issued by the California Geological Survey (CGS) in accordance with the Seismic Hazards Mapping Act enacted in April 1997. The intent of the Seismic Hazards Mapping Act is to provide for a statewide seismic hazard mapping and technical advisory program to assist cities and counties in developing compliance requirements to protect the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.

Based on a review of the Whittier Quadrangle Official Map of Seismic Hazard Zones, the project site is not in an area subject to liquefaction hazard (CGS 1999). Additionally, the soil materials onsite generally consist of dense to very dense coarse-grained alluvial deposits made up of poorly-graded sands and silty sands interspersed with layers of very stiff and hard lean clays and silts that are not susceptible to liquefaction (Tetra Tech 2019).

However, for completeness, a rigorous liquefaction analysis was performed by Tetra Tech to evaluate the potential for liquefaction triggering and possible induced seismically induced ground deformations. The estimated total settlements due to seismic shaking were estimated to be less than 0.7 inches and the corresponding differential settlements due to seismic shaking were estimated to be less than 0.4 inches, which can be accommodated by structural design meeting the most current CBC standards.

Additionally, project site grading, design, and construction would conform with the recommended design parameters of the required geotechnical report. For example, one of the preliminary design parameters of the report is a requirement for the building foundation to be supported on rigid foundation elements extending to a depth where dense and very dense non-liquefiable native soils are encountered (Tetra Tech 2019). Preparation of the geotechnical report would be imposed by the City as a condition of Project approval and would be required to be submitted to the City prior to the issuance of grading permits. Compliance with the design parameter of the geotechnical report would be ensured through the City's building plan check and development review process.

Therefore, impacts associated with liquefaction would be less than significant and no mitigation measures are necessary.

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#### iv) Landslides?

**No Impact.** Landslides are the downslope movement of geologic materials. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. Landslides are not expected to occur at the project site since the site and its surroundings are relatively flat. The project site has a mild slope across the site that ranges from 0.5-2.0 percent. There are no steep hills or bluffs on, adjacent to or in the vicinity of the project site. Additionally, based on a review of the Whittier Quadrangle Official Map of Seismic Hazard Zones, the project site is not in an area subject to landslide hazards (CGS 1999). Therefore, no impact would occur and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earth-moving activities if erosion control measures are not used.

Following is a discussion of the potential erosion impacts resulting from the Project's construction and operational phases.

#### Construction Phase

Project development would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. These activities could result in soil erosion. However, development on the project site is subject to local and state codes and requirements for erosion control and grading during construction. For example, project development is required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 (Nuisance) and 403 (Fugitive Dust), which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite. For example, as outlined in Table 1 of Rule 403 (Best Available Control Measures), control measures to reduce erosion during grading and construction activities include stabilizing backfilling materials when not actively handling, stabilizing soils during clearing and grubbing activities, and stabilizing soils during and after cut-and-fill activities.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board, effective July 17, 2012, regulates construction activities to minimize water pollution, including sediment risk from construction activities to receiving waters. Project development would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is further discussed in Section 3.10, *Hydrology and Water Quality*. The Project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during

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grading and construction. For example, types of BMPs that are incorporated in SWPPPs and would help minimize impacts from soil erosion include:

- **Erosion controls:** cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- **Sediment controls:** Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- **Tracking controls:** Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

Adherence to the BMPs in the SWPPP and adherence with local and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, soil erosion impacts from project-related grading and construction activities would be less than significant and no mitigation measures are necessary.

#### Operation Phase

As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. The project site is relatively flat, with a mild slope across the site that ranges from 0.5-2.0 percent. There are no steep hills or bluffs on, adjacent to or in the vicinity of the project site.

After project completion, the project site would be developed with a new warehouse and distribution facility and associated hardscape and landscape improvements. All landscaped areas would be required to comply with the provisions of the Model Water Efficient Landscape Ordinance and Chapter 54 (Water Conservation) of the Santa Fe Springs Code of Ordinances. For example, the proposed landscaping would be water conserving and enable soil stabilization and minimize erosion. Upon project completion, the potential for soil erosion or the loss of topsoil would be expected to be extremely low.

Furthermore, in accordance with the City's initial requirements for development projects, the project applicant prepared a preliminary Low Impact Development (LID) report for City review (Appendix F). BMPs specified for the Project in the LID, which would minimize sediment pollution of stormwater, include bioretention facilities; common area landscape management; sweeping of streets; and use of efficient irrigation systems and landscape design, water conservation, and smart controllers. BMPs are discussed further in Section 3.10, *Hydrology and Water Quality*. Implementation of the BMPs would help ensure that soil erosion would not occur under the Project's operation phase. BMP implementation would be ensured through the City's building plan check and development review process.

Therefore, soil erosion impacts from the Project's operation phase would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Hazards from liquefaction are addressed above in Section 3.7.a.iii, and landslide hazards are addressed above in Section 3.6.a.iv. As concluded in these sections, there would be no impacts.

Following is a discussion of the potential erosion impacts resulting from other site geologic and soil conditions.

#### Lateral Spreading

Lateral spreading is a phenomenon that occurs in association with liquefaction and includes the movement of non-liquefied soil materials. Due to the low risk of liquefaction on the project site, lateral spreading is not considered to be a hazard to the site and no impacts would occur. Therefore, impacts associated with lateral spreading would be less than significant and no mitigation measures are necessary.

#### Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is not mapped in an area of subsidence by the US Geological Survey (USGS 2019) and the Project does not propose any groundwater withdrawal that would create or worsen ground subsidence. Therefore, impacts associated with subsidence would be less than significant and no mitigation measures are necessary.

#### Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. Collapsible soils could be present on the project site. Wastes disposed of at the site include petroleum-related chemicals, solvents, sludges, construction debris, drilling muds, and other waste materials.

From approximately 1949 to 1964, the project site operated as a Los Angeles County-permitted disposal site for hazardous waste. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the majority of the central and western portions of the site, as well as a portion of the eastern side. The potential of collapse of the soil materials within the upper 20 to 25 feet is high under the proposed building surcharges. In order to minimize impacts on the stability of the proposed building, the following recommended remedial measures would be included in the site-specific geotechnical report (discussed below) and implemented:

- A surcharge program would be implemented that would entail placing soil fill loads in excess of the design loads over the building footprint in order to compress the subgrade materials before construction takes place.
- Deep rigid foundation elements (e.g., rigid inclusions or similar) would be built along the perimeter footings and the interior column footings to transmit the vertical loads from the superstructure to the dense coarse-

### 3. Environmental Analysis

grained materials below the waste materials. Rigid inclusions in general transfer loads through weak strata to a firm underlying stratum using controlled stiffness columns, thereby, increasing bearing capacity and minimizing settlement.

Additionally, the project applicant would be required to prepare a site-specific geotechnical report pursuant to the CBC—its preparation would be imposed by the City as a condition of Project approval and would be required to be submitted to the City prior to the issuance of grading permits. The geotechnical report would include a detailed assessment of the suitability of site soils for supporting the proposed structures and other site improvements, and it would provide needed design recommendations (including the remedial measures listed above) for remedial grading and for foundation design to minimize hazards from unsuitable soils. Site grading, design, and construction of the Project would conform with the design recommendations of the geotechnical report.

Further, CBC Section 1705.6 sets forth requirements for inspection and observation during and after grading. Compliance with the provisions of the CBC and design recommendations outlined in the geotechnical report would be ensured through the City's development review and building plan check process.

Therefore, Project development would not cause substantial hazards arising from collapsible soils. Impacts would be less than significant and no mitigation measures are necessary.

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

**No Impact.** Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. As a part of the geotechnical work being conducted onsite by Tetra Tech, a total of 6 expansion tests were performed on representative soil samples. The Expansion Index ranged between 9 and 15, indicating very low expansion potential. Additionally, project site grading, design, and construction would conform with the recommended design parameters of the geotechnical report to be prepared for the Project. Therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** The Project would include construction of sewer laterals to existing sewers in surrounding roadways. The Project would not involve the use of septic tanks or other alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Paleontological resources are fossils, that is, the recognizable remains or evidence of past life on earth; including bones, shells, leaves, tracks, burrows, and impressions.

As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City; most of the site has already been disturbed due to grading and construction activities associated with current and past uses



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of the site. Given the highly-disturbed condition of the project site and its surroundings, the potential for development of the Project to impact an unidentified paleontological resource is considered extremely low. The site's use as a former landfill has also further limited the likelihood of encountering paleontological resources.

Additionally, the project site is largely flat, and the proposed building would be constructed above ground level on the eastern end of the project site, with no subterranean floors or basements proposed. Accordingly, deep ground excavations or disturbances would not be required to implement the Project. Also, only vegetation-clearing and minimal ground-disturbing activities would occur in the central and western portions of the project site. Because the project site operated as a Los Angeles County-permitted disposal site for hazardous waste from approximately 1949 to 1964—which makes up most of the central and western portions of the site, as well as a portion of the eastern side—more intense ground-disturbing activities are prohibited in these areas. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the aforementioned areas of the site. The areas underlain by solid waste would be improved with hardscape associated with the truck court and open yard truck trailer parking and storage area; and would therefore not experience any intense ground-disturbing activities.

Furthermore, to implement the Project, it is anticipated that approximately 100,000 cubic yards of soil would be imported during the grading phase to balance the site and complete the ground improvement surcharge program. Therefore, no soil export would occur. Also, existing soil onsite would not be excavated or transferred from one part of the site to another because intense ground-disturbing activities are prohibited onsite due to the solid waste that underlies the site. The solid waste and cap are required to remain intact and not disturbed in order to prevent potential subsurface hazardous contaminants and waste from being disturbed or released into the environment.

The project site has also already been subject to similar construction and ground-disturbing activities that would occur under the Project. No paleontological resources were identified during prior development of the project site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities.

Based on the preceding, impacts to paleontological resources would be less than significant and no mitigation measures are necessary.

## 3.8 GREENHOUSE GAS EMISSIONS

Would the project:

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

**Less Than Significant Impact.** Implementation of a development project could contribute to global climate change through direct emissions of GHGs from onsite area sources and vehicle trips generated by the project, and indirectly through offsite energy production required for onsite activities, water use, and waste disposal.

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Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis.

Annual GHG emissions were calculated for Project's construction and operation phase are shown in Table 12. The Project's operational phase emissions would be from operation of the proposed land use and project-related vehicle trips. Construction emissions were amortized into the operational phase in accordance with SCAQMD's proposed methodology. As shown in the table, Project development would generate annual GHG emissions of 2,800 MTCO<sub>2</sub>e per year, which would not exceed the SCAQMD bright-line screening threshold of 3,000 MTCO<sub>2</sub>e per year. The primary sources of emissions from the Project would be mobile-source emissions generated from the passenger vehicles and trucks. The next largest sources of emissions would be from energy usage followed by water demand.

**Table 12 Operational Phase GHG Emissions**

Source	GHG Emissions	
	MTCO <sub>2</sub> e Per Year <sup>1</sup>	Percent Change
Area	<1	<1%
Energy <sup>1</sup>	400	14%
Mobile – Passenger Vehicles <sup>2</sup>	864	31%
Mobile – Medium-Heavy Duty Trucks <sup>2</sup>	293	10%
Mobile – Heavy-Heavy Duty Trucks <sup>2</sup>	908	32%
Solid Waste	270	10%
Water	13	<1%
Construction-Amortized <sup>3</sup>	53	2%
<b>Total All Sectors</b>	<b>2,800</b>	<b>100%</b>
Proposed SCAQMD Bright-Line Threshold	3,000 MTCO <sub>2</sub> e	NA
<b>Exceeds Threshold?</b>	<b>No</b>	<b>NA</b>

Source: Appendix A

Notes: Totals may not equal 100 percent due to rounding.

<sup>1</sup>Buildings constructed after January 1, 2017 are required to meet the 2016 Building Energy Efficiency Standards. Modeling also includes applicable water efficiency improvements required under CALGreen. Additionally, the proposed building would be designed and built to LEED standards, which would provide 10 percent more energy efficiency over the 2016 Building Energy Efficiency Standards.

<sup>2</sup>Based on calendar year 2020 emission rates derived EMFAC2017 Version 1.0.2 and CalEEMod methodology.

<sup>3</sup>Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

Based on the preceding, GHG emissions generated by the Project are not considered to cumulatively contribute to statewide GHG emissions. Impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's RTP/SCS. An analysis of the Project's consistency with these plans is presented below.

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#### CARB Scoping Plan

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program). Although measures in the Scoping Plan apply to state agencies and not the Project, the Project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the Project would not be inconsistent with or impact the CARB Scoping Plan. Impacts would be less than significant and no mitigation measures are necessary.

#### SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG's RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy of the RTP/SCS is to plan for the southern California region to grow in more compact communities in existing urban areas; provide neighborhoods with efficient and plentiful public transit and abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands (SCAG 2016). The RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as a forecast development that is generally consistent with regional-level general plan data. The projected regional development pattern, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; however, it provides incentives for consistency for governments and developers.

The Project is an infill development that could provide up to 120 jobs for the local community. In addition, the proposed land use is a permitted use under the Santa Fe Springs General Plan and Specific Plan land use designations of the site and would be consistent with land use development and growth assumptions of the RTPS/SCS. Furthermore, VMT associated with heavy duty trucks involved in goods movement is outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. The following is the list of RTP/SCS goods-movement strategies that would further potentially address the Project's truck-related GHG emissions impacts:

- **Regional Clean Freight Corridor System.** Establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment and finally reaching Interstate 15 in San Bernardino County

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- **Truck Bottleneck Relief Strategy.** Working to relieve the top 50 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements and auxiliary lane additions
- **Goods Movement Environmental Strategy and Action Plan.** Reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives. Advancing technologies to implement a zero- and near zero-emission freight system.

Therefore, Project development would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. Impacts would be less than significant and no mitigation measures are necessary.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

The analysis in this section is based partly on the following technical study, which is included as Appendix E to this Initial Study.

- *Phase I Environmental Assessment, Roux Associates Inc.*, December 21, 2018.

Would the project:

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

**Less Than Significant Impact.** The term "hazardous material" can be defined in different ways. For purposes of this environmental document, the definition of "hazardous material" is the one outlined in the California Health and Safety Code, Section 25501:

Hazardous materials that, because of their 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 into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

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Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Exposure of the public or the environment to hazardous materials could occur through but not limited to the following means: improper handling or use of hazardous materials or waste, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Following is a discussion of the Project's potential to create a significant hazard to the public or environment through the routine use, storage, transport, or disposal of hazardous materials during the operational and construction phases.

#### **Project Operation**

Project operation would not involve the use of unusually hazardous materials that could impact surrounding land uses. Project operation would involve the use of small amounts of hazardous materials, such as cleansers, paints, degreasers, adhesive, sealers, fertilizers, and pesticides for cleaning and maintenance purposes. Warehouse and distribution facilities are also not associated with activities that use, generate, store, or transport large quantities of hazardous materials; such uses generally include manufacturing, heavy industrial, medical (e.g., hospital), and other similar uses.

Additionally, for warehousing purposes, only dry-storage uses would operate out of the proposed building—no cold-storage uses would operate onsite. Also, no manufacturing or food processing business would operate onsite. The building is also designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the movement of truck trailers in the open yard. Also, loading and unloading of truck trailers would occur in and be restricted to the exterior loading dock area. No loading or unloading activities would occur in the open yard area. This prohibition would be imposed by the City as a condition of Project approval, and compliance would be ensured through the City's building plan check and development review process.

Furthermore, the use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the US Environmental Protection Agency, US Department of Transportation, California Division of Occupational Safety and Health, Los Angeles County Department of Public Health, and Santa Fe Springs Department of Fire-Rescue, which include the departments Environmental Protection Division.<sup>7</sup> For example, the future building tenant would be required to comply with USEPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory) of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials

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<sup>7</sup> The Environmental Protection Division of the Santa Fe Springs Department of Fire - Rescue is the Certified Unified Program Agency (CUPA) for the City; the CUPA administers and makes consistent enforcement of several state and federal regulations governing hazardous materials and hazardous waste.

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would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Therefore, substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during long-term operation of the Project would not occur. Impacts would be less than significant and no mitigation measures are necessary.

#### **Project Construction**

The project site was previously used for crude oil storage (pre-1924 to 1930s) and operated as a Los Angeles County-permitted disposal site (1949 to 1964). As a result of historic operations, in 1987 the United States Environmental Protection Agency added the site to the National Priorities List (commonly referred to as Superfund). The site consists of undeveloped land and contains a subsurface 42 million-gallon concrete-lined circular reservoir. The site has undergone extensive investigation and remediation under the Superfund program. Remedial activities at the site completed under USEPA oversight have included construction of a RCRA (Resource Conservation and Recovery Act) Subtitle-C equivalent cap<sup>8</sup> over the reservoir and a RCRA Subtitle-D<sup>9</sup> equivalent cap over surrounding suspected waste areas, a gas migration (extraction) system, and a liquids (leachate) monitoring and control. The Subtitle C-equivalent cover was designed to contain in-place waste, eliminate infiltration of surface water into subsurface waste and also promote drainage, minimize erosion, accommodate settling and subsidence, function with a minimum amount of maintenance, and allow for future redevelopment of the site. The Subtitle D-equivalent cover was also designed to allow for future redevelopment of the project site. The site's remedial and monitoring systems were approved by USEPA in their 2002 Record of Decision Amendment as protective of human health and the environment (Roux 2018). The aforementioned approved remedy, which was constructed between March 2004 and August 2005, were a result of the findings and recommendations of Remedial Investigation and a Final Design Report. A combined Construction As-Built, Construction Completion and Remedial Action Completion Report was submitted to USEPA in July 2006 and approved in September 2006. Long-term operation and management of the remedy commenced in September 2006 and is on-going (i.e. USEPA's 5 year reviews).

Additionally, the site has been subject to three, five-year reviews since construction of the remedial systems, the outcome of each were USEPA confirming that the systems were functioning as intended (CenterPoint 2019). On this basis, the Phase I Environmental Assessment considers the former waste operation at the site to be a controlled recognized environmental condition per the ASTM definition<sup>10</sup> (Roux 2018).

Project construction would involve removal of the existing RCRA Subtitle-D cap located in the area of the proposed building footprint (the existing cap only partially underlies the proposed building footprint) to allow

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<sup>8</sup> A RCRA Subtitle-C cap is approximately 72-inches thick and includes a vegetative layer, a drainage layer, a synthetic barrier, a compacted clay layer, and a gas vent layer.

<sup>9</sup> A RCRA Subtitle-D cap is 24-inches thick and does not contain a drainage layer, synthetic barriers, or gas vent layer. The cap does include a vegetative layer and a compacted clay layer.

<sup>10</sup> A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls is categorized as a controlled recognized environmental condition.

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for geotechnical remediation (via surcharge and installation of rigid inclusion types) and a sub slab building protection system. During the construction phase, any buried waste that is encountered in this area during excavation and grading activities would be reconsolidated and protected in-place for perpetuity in a designated onsite area to be approved by USEPA. Subsequently, the Project would install a new RCRA Subtitle-D cover beneath the entirety of the proposed building footprint. In order to prevent potential subsurface hazardous contaminants and waste from being disturbed or released into the environment, removal and replacement of the RCRA Subtitle-D cover and reconsolidation of any buried waste encountered would be handled in accordance with the procedures established in the Project's demolition, grading, and building plans that are required to be reviewed and approved by USEPA. This would ensure that any issues resulting from encountering buried solid waste would be adequately handled through implementation of applicable provisions of the demolition and surcharge plans, which are required to be approved by USEPA. Additionally, disturbance of this portion of the site would be temporary prior to the replacement of the engineered cap. Once the replacement engineered cap is installed, this portion of the project site would be improved with building and hardscape improvements.

Also, prior to and as a condition of the City's issuance of any demolition, grading or building permit for the Project, the project applicant is required to provide the City of Santa Fe Springs Planning Department either: (i) a copy of USEPA's written approval of the project applicant's demolition plans for which the permit is sought, or (ii) a copy of a written determination by a person who qualifies as an environmental professional under USEPA's standards in 40 CFR Section 312.10(b) (Qualified Environmental Professional) that such demolition plans comply with the Environmental Remedy Conditions.

Furthermore, any clean site materials demolished (e.g., asphalt, concrete) would either be reused onsite for development of the Project's site improvements (e.g., drive aisles, walkways), or hauled offsite to the appropriate disposal or recycling facility and in accordance with all applicable laws and regulations associated with the transport and disposal of hazardous and nonhazardous materials.

Project-related construction activities would also involve the use of larger amounts of hazardous materials than would project operation. Construction activities would involve use of hazardous materials including cleansers and degreasers; fluids used in routine maintenance and operation of construction equipment, such as oil and lubricants; fertilizers; pesticides; and architectural coatings including paints. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature and would cease upon completion of the Project's construction phase. Project construction workers would also be trained in safe handling and hazardous materials use.

Also, as with Project operation, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately

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licensed disposal or treatment facility. Strict adherence to all emergency response plan requirements set forth by the Santa Fe Springs Department of Fire-Rescue would also be required through the duration of the project construction phase.

Finally, as a condition of Project approval, the City will require USEPA's written approval of the Project's demolition, surcharge, grading, and building plans to ensure it is consistent with the approved remedy for the project site.

Based on the preceding, hazards to the public or the environment arising from the routine use of hazardous materials during project construction would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Following is a discussion of the potential hazards impacts that could arise through the accidental release of hazardous materials from the Project's construction and operational phases.

#### **Hazardous Materials Associated with Project Construction and Operation**

See response to Section 3.9.a., above. As concluded in this section, hazards to the public or the environment arising from the routine use of hazardous materials during project operation and construction phases would be less than significant and no mitigation measures are necessary. Additionally, the Project consists of the development of warehouse facilities, which would not generate air toxics requiring an SCAMQD permit.

#### **Hazardous Materials Associated with Project Site Conditions**

As noted above, the Phase I Environmental Assessment considers the former waste operation at the site to be a controlled recognized environmental condition (Roux 2018). As noted above, during the construction phase, any buried waste that is encountered during excavation and grading activities would be reconsolidated and protected in-place for perpetuity in a designated onsite area. This remedy is permitted under the approved remediation plan for the project site (CenterPoint 2019).

Additionally, it is unlikely that operation of the Project would cause the release of hazardous materials into the environment. However, while highly unlikely, in the event of a hazardous materials spill of greater amount or toxicity than onsite personnel could safely contain and clean up, assistance would be requested from the Hazardous Material (HazMat) Team of the Santa Fe Springs Department of Fire-Rescue.

Furthermore, due to the age of the vacant single-story metal warehouse/manufacturing building in the eastern end of the project site (approximately 60 years old), suspect asbestos-containing materials (ACM)<sup>11</sup> and lead-based paints (LBP)<sup>12</sup> may be present in the construction materials of the building. Demolition of the buildings can cause encapsulated ACMs (if present) to become friable and, once airborne, they are considered a carcinogen. A carcinogen is a cancer-causing substance or helps cancer grow. Demolition of the existing

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<sup>11</sup> According to the U.S. Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) regulations, any material that contains more than one percent of any type of asbestos is considered an asbestos-containing material.

<sup>12</sup> Lead-based paint is defined by OSHA and EPA as paint containing 0.5 percent lead by weight.



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buildings can also cause the release of lead into the air if not properly removed and handled. USEPA has classified lead and inorganic lead compounds as "probable human carcinogens" (USEPA 2019). Such releases could pose significant risks to persons living and working in and around the project site, as well as to project construction workers.

Abatement of all ACM and LBP encountered (if any) during building demolition would be required to be conducted in accordance with all applicable laws and regulations, including those of USEPA, which regulates disposal; US Occupational Safety and Health Administration (OSHA); US Department of Housing and Urban Development; California Occupational Safety and Health Administration (Cal/OSHA, which regulates employee exposure); and SCAQMD.

For example, Cal/OSHA's regulations for exposure of construction employees to ACMs requires demolition materials be handled and transported the same as other, non-friable ACMs. USEPA requires all asbestos work performed within regulated areas be supervised by a competent person who is trained as an asbestos supervisor (USEPA Asbestos Hazard Emergency Response Act, 40 CFR 763). SCAQMD's Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities; the rule requires that buildings undergoing demolition or renovation be surveyed for ACM prior to any demolition or renovation activities. Should ACM be identified, Rule 1403 requires that ACM be safely removed and disposed of at a regulated site, if possible. If it is not possible to safely remove ACM, Rule 1403 requires that safe procedures be used to demolish the building with asbestos in place without resulting in a significant release of asbestos. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1529 (Asbestos), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos.

Further, OSHA Regulation 29 (CFR Standard 1926.62) regulates the demolition, renovation, or construction of buildings involving lead-based materials. It includes requirements for the safe removal and disposal of lead, and the safe demolition of buildings containing LBP or other lead materials. Additionally, during demolition, grading, and excavation, all construction workers would be required to comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1 (Lead), which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Project compliance with all applicable laws and regulations related to ACM's and LBP would be ensured through the City's building plan check and development review process.

Finally, as a condition of Project approval, the City will require USEPA's written approval of the Project's demolition, surcharge, grading, and building plans to ensure it is consistent with the approved remedy (Subtitle C-equivalent and Subtitle D-equivalent covers/caps, a gas migration (extraction) system, and a liquids (leachate) monitoring and control) for the project site. The remedy, which was constructed between March 2004 and August 2005, was a result of the findings and recommendations of Remedial Investigation and a Final Design Report. A combined Construction As-Built, Construction Completion and Remedial Action Completion Report was submitted to USEPA in July 2006 and approved in September 2006. Long-term operation and management of the remedy commenced in September 2006 and is on-going (i.e. USEPA's 5 year reviews). As noted above in Section 3.9.a, the site has been subject to three, five-year reviews since construction of the

### 3. Environmental Analysis

remedial systems, the outcome of each were USEPA confirming that the systems were functioning as intended (CenterPoint 2019). On this basis, the Phase I Environmental Assessment considers the former waste operation at the site to be a controlled recognized environmental condition per the ASTM definition (Roux 2018).

Furthermore, prior to and as a condition of the City's issuance of any demolition, grading or building permit for the Project, the project applicant is required to provide the City of Santa Fe Springs Planning Department either: (i) a copy of USEPA's written approval of the project applicant's demolition plans for which the permit is sought, or (ii) a copy of a written determination by a person who qualifies as an environmental professional under USEPA's standards in 40 CFR Section 312.10(b) (Qualified Environmental Professional) that such demolition plans comply with the Environmental Remedy Conditions.

Based on the preceding, hazards to the public or the environment arising from the disturbance and/or removal of hazardous materials onsite would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Saint Paul High School is adjacent to the project site's northeast boundary (see Figure 3, *Aerial Photograph*). As substantiated in Sections 3.9.a and 3.9.b, above, project operation would not emit hazardous substances or hazardous wastes in quantities posing substantial hazards to the public or the environment. Additionally, the use of hazardous materials during the project's construction phase would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature and would cease upon completion of the Project's construction phase. Further, the use, storage, transport, and disposal of hazardous materials during the Project's construction and operation phases would also be required to conform to existing laws and regulations.

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

**Less Than Significant Impact.** Between the 1940s and 1960s, Waste Disposal, Inc. (WDI) operated a landfill at the subject property that included a 42-million-gallon reservoir where various waste materials were disposed. In 1987 USEPA added the project site to the National Priorities List (commonly referred to as Superfund). USEPA approved a remedy that included an engineered cap (RCRA Subtitle C- and D-Equivalent Cap) over the reservoir and other areas, building foundations, a gas extraction, collection and treatment system, a leachate and liquids collection system, vapor barriers and venting, institutional controls and long-term operation, maintenance and monitoring, among other elements. In 2007, USEPA declared the site ready for redevelopment in accordance with the provisions and standards of the Specific Plan for redevelopment of the site.

Following redevelopment of the project site, WDI will retain responsibility for long-term maintenance of the RCRA cover and the existing buried waste located beneath the site. Subsequently, USEPA has provided three five-year reviews, which conclude the project site's remediation method is working and in compliance with the Amended Record of Decision (ROD) adopted by USEPA, as well as the other applicable remediation requirements set forth in the "Adopted Specific Plan for the Development of the Waste Disposal, Inc. Site"

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(approved by the Santa Fe Springs City Council on May 13, 2004) (CenterPoint 2019). On this basis, the Phase I Environmental Assessment considers the former waste operation at the site to be a controlled recognized environmental condition.

Furthermore, prior to and as a condition of the City's issuance of any demolition, grading or building permit for the Project, the project applicant is required to provide the City of Santa Fe Springs Planning Department either: (i) a copy of USEPA's written approval of the project applicant's demolition plans for which the permit is sought, or (ii) a copy of a written determination by a person who qualifies as an environmental professional under USEPA's standards in 40 CFR Section 312.10(b) (Qualified Environmental Professional) that such demolition plans comply with the Environmental Remedy Conditions.

Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

**No Impact.** The project site is not within an airport land use plan and there are no public airports or private airstrips within two miles of the site. The nearest airport is Fullerton Municipal Airport, approximately 6.75 miles southeast (AirNav 2019). The Airport Land Use Compatibility Plan for Fullerton Municipal Airport, adopted in 2004, sets forth safety zones where land uses are regulated to minimize air crash hazards to people on the ground. The project site is outside of such safety zones (OCALUC 2004). Therefore, no impact would occur and no mitigation measures are necessary.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The Standardized Emergency Management System (SEMS), California Code of Regulations, Title 19, Division 2, Section 2443, requires compliance with the SEMS to... "be documented in the areas of planning, training, exercise, and performance." Santa Fe Springs has prepared a Natural Hazards Mitigation Plan for emergency response within the City. The mitigation plan meets the SEMS requirements of state law.

The Fire Prevention Division (FPD) of the Santa Fe Springs Department of Fire - Rescue, under the direction of the Fire Marshal, is the focal point of the fire department's efforts to minimize fire losses in the community. The purpose of the FPD is to promote fire and life safety through a professional balance of education, engineering and enforcement (Santa Fe 2019a). The HazMat Team of the Santa Fe Springs Department of Fire - Rescue is made up of members from the FPD. The HazMat Team responds to incidents that vary in complexity; from small spills of vehicle fluids, paint products, or other household consumer products, to large releases of industrial chemicals that pose a major hazard to life, environment and property (Santa Fe 2019b). FPD was created to protect the public, workers and the environment from harmful exposures to hazardous substances through education, permitting and enforcement. Since 1997, FPD has been designated by the California Environmental Protection Agency as a CUPA. CUPAs were created to consolidate administrative oversight of six State and Federal hazardous materials and hazardous waste related programs under one agency. These six programs are collectively known as the Unified Programs (Santa Fe 2019c).

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The Project involves development of a warehouse and distribution facility and would have no impact on emergency response or evacuation plans. During the construction and operation phases, the Project would not interfere with any of the daily operations of the Santa Fe Springs Fire or Police Departments, which support emergency planning and response efforts. All construction activities would be required to be performed per the City's standards and regulations. The Project would be required to provide the necessary on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases. For example, the proposed building would include monitored fire sprinkler and alarm systems. Fire hydrants would also be installed at key locations onsite to meet hose-pull requirements and provide adequate fire access. Also, Knox Boxes (or other approved means of emergency access to the site) would be placed where necessary (i.e., automated rolling security gates) to provide access for emergency personnel.

The Project would also be required to go through the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations in the CBC and most current adopted fire code to ensure that project development does not interfere with the provision of local emergency services (provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Furthermore, implementation of the Project would not require major road closures or otherwise impact the functionality of Greenleaf Avenue or Los Nietos Road as public safety access routes. However, some improvements (e.g., new driveways, water and sewer connections) would be required within the right-of-way of these roadways, which may require temporary closure of a small portion of the lanes of these roads that abut the project site. Any unlikely lane closures or traffic diversions along Greenleaf Avenue and/or Los Nietos Road would depend on the final construction plan. Also, any minor road closure would be temporary and would only be necessary during the construction activities associated with these improvements. All proposed road closures would also be subject to review and approval by the City, including issuance of an encroachment permit. Upon completion of the improvements along Greenleaf Avenue and Los Nietos Road, all road conditions would be restored to normal.

Based on the preceding, implementation of the Project (both the construction and operational phases) would not impair implementation of or physically interfere with emergency response or evacuation plans. Therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is surrounded by industrial, institutional, and residential development. The project site has good access and would be served by adequate water infrastructure. There is no combustible wildland vegetation on or near the site. Additionally, the project site is not in or near a Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE 2012). Therefore, Project development would not introduce people or structures to substantial hazards from wildland fires. No impact would occur and no mitigation measures are necessary.

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#### 3.10 HYDROLOGY AND WATER QUALITY

The analysis in this section is based partly on the following technical study, which is included as Appendix F to this Initial Study:

- Preliminary Low Impact Development (LID) Report, WestLAND Group Inc., August 2019.

Would the project:

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

**Less Than Significant Impact.** The City, including the project site, is located in the San Gabriel River Watershed. The San Gabriel River receives drainage from 689 square miles of eastern Los Angeles County; its headwaters originate in the San Gabriel Mountains. The watershed consists of extensive areas of undisturbed riparian and woodland habitats in its upper reaches. Further downstream, towards the middle of the watershed, are large spreading grounds utilized for groundwater recharge. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the county before becoming a soft bottom channel once again near the ocean in the City of Long Beach (CWB 2019).

Water quality in Santa Fe Springs is regulated by the Los Angeles Regional Water Quality Control Board and its Water Quality Control Plan (Basin Plan), which contains water quality standards and identifies beneficial uses (wildlife habitat, agricultural supply, fishing, etc.) for receiving waters along with water quality criteria and standards necessary to support these uses consistent with federal and state water quality laws.

Impacts to water quality of receiving waters generally range over three different phases of a development project:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest.
- Following construction and before the establishment of ground cover, when the erosion potential may remain relatively high.
- Following project completion, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Following is a discussion of the potential water quality impacts resulting from urban runoff that would be generated during the construction and operational phases of the Project.

##### **Project Construction**

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). The Project's construction phase may cause

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deterioration in the quality of downstream receiving waters if construction-related sediments or pollutants wash into the existing storm drain system and facilities in the area.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Non-sediment-related pollutants that are also of concern during construction relate to non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues. Construction-related activities of the Project would generate pollutants that could adversely affect the water quality of downstream receiving waters if appropriate and effective stormwater and non-stormwater management measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Construction projects of one acre or more are regulated under the Statewide Construction General Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. Projects obtain coverage by developing and implementing a SWPPP estimating sediment risk from construction activities to receiving waters and specifying BMPs that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described in Table 13.

**Table 13 Construction Best Management Practices**

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2015

The Project's construction contractor would be required to prepare and implement an SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs, such as those outlined in Table 13, that the construction contractor would implement to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and show

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the placement of those BMPs. Additional construction BMPs that would be incorporated into the Project's SWPPP and implemented during the construction phase include but are not limited to:

- Perimeter control with silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exit with rumble strip(s)/plate(s).
- Installation of storm drain inlet protection on affected onsite drains and within roadways.
- Installation of silt fences around stockpile and covering of stockpiles.
- Use of secondary containment around barrels, containers and storage materials that may impact water quality.
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete, asphalt, bituminous<sup>13</sup> materials, etc.; and nutrients.

Based on the preceding, water quality and waste-discharge impacts from project grading and construction activities would be less than significant and no mitigation measures are necessary.

#### Project Operation

Operational-related activities of the Project (e.g., runoff from parking areas, solid waste storage areas, and landscaped areas) would generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Standards governing discharges to stormwater from project operation are set forth in the Municipal Stormwater (MS4) Permit for the Los Angeles County in the jurisdiction of the Los Angeles Regional Water Quality Control Board, Order No. R4-2012-0175 issued by the board in 2012. The County of Los Angeles issued a LID Standards Manual on developing water quality management plans for projects and selecting BMPs for a project, LID BMPs, alternatives to LID BMPs in case LID BMPs are impractical on a site, and source control BMPs.

LID is a stormwater management and land development strategy that combines a hydrologically functional site design with pollution prevention measures to compensate for land development impacts on hydrology and water quality. LID techniques mimic the site predevelopment hydrology by using site design techniques that

<sup>13</sup> Bituminous = resembling or containing bitumen; bitumen = any of various viscous or solid impure mixtures of hydrocarbons that occur naturally in asphalt, tar, mineral waxes, etc.; used as a road surfacing and roofing material.

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store, infiltrate, evapotranspire, biofilter, or detain runoff close to its source. Source control BMPs reduce the potential for pollutants to enter runoff and are classified in two categories—structural and nonstructural. Structural source control BMPs have a physical or structural component, such as inlet trash racks, trash bin covers, and an efficient irrigation system, to prevent pollutants from contacting stormwater runoff. Nonstructural source control BMPs are procedures or practices used in project operation, such as stormwater training or trash management and litter control practices.

According to the LID Standards Manual, the Project is a designated project defined as a project equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area. The Project would add 53,894 square feet of impervious area. Designated projects are required to retain 100 percent of the stormwater quality design volume<sup>14</sup> onsite through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof.

The Project would comply with requirements set forth in the MS4 Permit and LID Standards Manual. As a part of the Project and per the City's initial requirements for development projects, the project applicant prepared a preliminary LID report for City review (Appendix F). The LID report specifies BMPs that would be implemented to minimize water pollution from the project site during the operation phase. BMPs identified in the LID report include source control measures and stormwater quality control measures. A detailed list of the BMPs and discussion of how they were selected based on their effectiveness to address and mitigate the Project's pollutants of concern are provided in the LID. The final BMPs to be implemented for the Project would be determined through the City's review of the final LID report, which would occur during the City's development review and building plan check process.

Under the Project, 92 percent of the project site would be developed with impervious surfaces. Project development would involve a number of BMPs, as outlined in the LID report. For example, the project site would utilize flow-through planters with subsurface basins to provide bio-filtration treatment and to retain the stormwater quality design volume on site. The flow-through planters and associated subsurface basins would be installed along the perimeter of the parking area. Filtterra units<sup>15</sup> would also be implemented on both the north and south end of the building to treat runoff prior to the release into the public storm drain. This system would also prevent stormwater from percolating into the contamination remaining in the subsurface and therefore circumvent any degradation of water quality that could occur through infiltration of stormwater at the project site in the post-developed condition. The project site would incorporate signage on the proposed planter inlets and trash receptacle areas stating "no dumping of hazardous waste" or similar. The landscaped areas will incorporate drip irrigation or similar to prevent excess runoff.

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<sup>14</sup> The design storm, from which the stormwater quality design volume is calculated, is defined as the greater of:

- The 0.75-inch, 24-hour rain event; or
- The 85th percentile, 24-hour rain event.

<sup>15</sup> Runoff is diverted to the Filtterra system through a curb-inlet opening or pipe and flows through a specially designed filter media mixture contained in a landscaped concrete container. The filter media captures and immobilizes pollutants; those pollutants are then decomposed, volatilized and incorporated into the biomass of the Filtterra system's micro/macro fauna and flora. Stormwater runoff flows through the media and into an underdrain system at the bottom of the container, where the treated water is discharged into the public drainage system.



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The information provided in the preliminary LID report provides sufficient detail to identify the major LID BMPs and other anticipated water quality BMPs and features that would be implemented as a part of the Project and would prevent impacts to the quality of receiving waters. The combination of BMPs identified in the LID report addresses all identified pollutants of the Project. Implementation of the BMPs would be ensured through the City's development review and building plan check process.

Additionally, Project development would be required to comply with the standards of the Chapter 52 (Stormwater Management and Discharge Control) of the Santa Fe Springs Code of Ordinances, which prohibits the discharge of specific pollutants into the storm water; regulates connections to the storm drain system; and requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the stormwater; and requires construction sites to manage runoff through SWPPPs.

Based on the preceding, no significant water quality and waste-discharge impacts from project operation activities would occur and no mitigation measures are necessary.

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

**Less Than Significant Impact.** The project site is over the coastal plain of the Los Angeles Groundwater Basin. The Santa Fe Springs Water Utility Authority would provide potable water to the project site. The City's water supply sources include local groundwater pumped from City wells, treated groundwater through the Water Quality Protection Program (CBWQPP), treated imported water purchased from Metropolitan Water District (MWD) through the Central Basin Municipal Water District (CBMWD) and recycled water supplies provided by CBMWD. Groundwater historically accounted for approximately 43 percent of the City's overall water supplies (Santa Fe 2017).

The City estimates that water demands in its service area for normal years would increase from approximately 6,216 acre-feet per year (afy) in 2020 to approximately 7,351 afy in 2040. The City forecasts that it will have sufficient water supplies to meet water demands in its service area for normal, single-dry, and multiple dry years. Projected populations in the City's service area were based on projections obtained from SCAG. SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance and the US Census Bureau (Santa Fe 2017). Therefore, Project development would have been accounted for in the City's estimates of future water demands. Project water demands would not substantially deplete groundwater supplies.

Furthermore, the project site is not in or near a groundwater recharge area/facility, nor does it represent a source of groundwater recharge.

Therefore, the Project would not substantially interfere with groundwater supplies or recharge. Impacts to groundwater supplies would be less than significant and no mitigation measures are necessary.

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- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
- i) **Result in a substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** Erosion and siltation impacts potentially resulting from alteration of the drainage pattern due to the Project would, for the most part, occur during the project's construction phase, which would include site preparation and grading activities. Environmental factors that affect erosion include topographic, soil, and wind and rainfall characteristics. Siltation is most often caused by soil erosion or sediment spill. Following is a discussion of the potential erosion and siltation impacts that could occur during the construction and operational phases of the Project.

#### **Project Construction**

As discussed above in Section 3.10.a, the project construction contractor would be required to prepare and implement a SWPPP pursuant to the CGP during grading and construction. The SWPPP would specify erosion- and sediment-control BMPs that the project construction contractor would implement prior to and during grading and construction to minimize erosion and siltation impacts on- and offsite. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. BMPs that would be implemented during the Project's construction phase are discussed in detail in Section 3.10.a, above. For example, BMPs would include but are not limited to installation of perimeter silt fences; installation of silt fences around stockpile and covering of stockpiles; and stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. The construction-phase BMPs would also ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, heavy metals, and certain pesticides).

Therefore, project-related construction activities would not result in substantial erosion or siltation on- or offsite. Construction-related impacts would be less than significant and no mitigation measures are necessary.

#### **Project Operation**

As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. Under the Project, there would be no bare or disturbed soil onsite at project completion that would be vulnerable to erosion or siltation. All areas would either be buildings, paved, or landscaped. Under proposed conditions, stormwater runoff would be conveyed to the public storm drain in Greenleaf Avenue.

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Additionally, the Project would not substantially alter the existing drainage pattern of the site area and would not alter the course of a stream or a river. The Project would be implemented in accordance with the LID report and abide by the requirements of the MS4 permit and the LID Standards Manual. For example, project design and operation would include implementation of BMPs specified in the LID report, which would minimize runoff and soil erosion and siltation into stormwater and thus minimize sedimentation downstream.

Additionally, project development would be required to comply with the standards of Chapter 52 (Stormwater Management and Discharge Control), of the Santa Fe Springs Code of Ordinances which prohibits the discharge of specific pollutants into the storm water; regulates connections to the storm drain system; and requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the stormwater; and requires construction sites to manage runoff through SWPPPs.

Therefore, Project development would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or offsite. Operation-related impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** As shown in Figure 3, most of the project site is vacant with a single-story vacant building in the eastern end of the project. Improvements associated with the building include a bungalow; a covered shed; two driveways; a large open-air asphalt-paved storage/parking area; and various hardscape and landscape improvements. The current drainage condition displays a mild slope across the terrain that ranges from 0.5-2.0 percent. There are currently no storm drains located on the site and runoff sheet flows towards Greenleaf Avenue where it is directed into catch basins along the street. The public storm drain in Greenleaf Avenue is maintained by the City and conveys runoff to a public storm drain maintained by Los Angeles County Flood Control District. The current flow rate from the site into the drainage system is approximately 2.18 cubic feet per second per acer (cfs/acre).

Under proposed conditions, onsite runoff from the parking area west of the proposed building would be diverted to flow-through planters along the perimeter of the parking lot. Collected runoff would be conveyed to subsurface basins that discharge into private onsite stormwater drains. The private storm drains connect to the public drainage system in Greenfield Avenue at two points, north and south of the proposed building. Runoff from the proposed building and the parking areas north and south of the proposed building are diverted into the Filterra bioretention system prior to being discharged into the public drainage system in Greenleaf Avenue. It was determined that runoff from the project site into the drainage system would be 59.44 cubic feet per second (cfs). Los Angeles County Department of Public Works has determined an allowable flow rate of 50.63 cfs.

As substantiated in the preliminary LID report (Appendix F), the onsite BMPs would result in the slow and controlled discharge of runoff into the City's storm drains and permit the onsite retention of stormwater below ground. For example, onsite runoff from the parking area west of the proposed building would be diverted to flow-through planters (bioswales) placed along the perimeter of the parking lot along

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the northern, western, and southern site boundaries (see Figure 4, *Conceptual Site and Landscape Plan*). Collected runoff would be conveyed to subsurface basins that discharge into private onsite stormwater drains. The private storm drains would connect to the public drainage system in Greenleaf Avenue at two points, north and south of the proposed building. The provision of flow-through planters along the project site boundary would sufficiently mitigate the excess 8.81 cfs peak flow rate that would occur under the proposed condition.

Additionally, as a condition of Project approval, prior to the issuance of a grading permit the project applicant would be required to submit the final LID report for City approval. The final LID report would be prepared in compliance with the Los Angeles County Department of Public Works (LACDPW) LID Standards Manual and Hydrology Manual. The final LID report would ensure the provision of flow-through planters (and any other BMPs deemed necessary) in order to provide adequate onsite storage to mitigate the excess 8.81 cfs peak flow rate. The Project would also comply with the Santa Fe Springs Municipal Code Chapter 52 (Stormwater Management and Discharge Control). Compliance with LACDPW standards and the City's municipal code and implementation of the final LID report would ensure that the flow rate would not exceed the allowable flow rate to the storm drain system under the 25-year storm event.

Based on the preceding, Project development would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Impacts would be less than significant and no mitigation measures are necessary.

#### **iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** The following describes the Project's potential impacts related to storm drainage systems and runoff.

#### **Capacity of Stormwater Drainage Systems**

Project impacts on the capacity of storm drainage systems would be less than significant, as substantiated in Section 3.10.c.ii, above. No mitigation measures are necessary.

#### **Polluted Runoff**

Project stormwater pollution impacts would be less than significant, as substantiated in Section 3.10.a, above. No mitigation measures are necessary.

#### **iv) Impede or redirect flood flows?**

**No Impact.** The project site is not in a 100-year flood hazard zone (FEMA 2008). Also, as shown in Map 3A (Dam Failure Flood Inundation Map) of the Santa Fe Springs General Plan Safety Element, the project site is outside the flood inundation area of the Whittier Narrows Dam. Therefore, no impact to flood flows would occur and no mitigation measures are necessary.

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

**No Impact.** As noted in Section 3.10.c.iv, above, the project site is not in 100-year flood zone and is outside the flood inundation area of the Whittier Narrows Dam.

A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern for water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no adjacent bodies of water that would pose a flood hazard to the site due to a seiche. The project site is not at risk of inundation by seiche.

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The Project is at an elevation of approximately 170 feet above sea level and is approximately 14 miles inland from the Pacific Ocean. Therefore, the site is outside the tsunami hazard zone and would not be affected by a tsunami.

Based on the preceding, the Project would not risk release pollutants as the result of floods, tsunami, or seiche. Therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** Water quality in Santa Fe Springs is regulated by the Los Angeles Regional Water Quality Control Board and its Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The basin plan contains water quality standards and identifies beneficial uses (wildlife habitat, agricultural supply, fishing, etc.) for receiving waters along with water quality criteria and standards necessary to support these uses consistent with federal and state water quality laws. As substantiated in Section 3.10.a, above, the Project would not violate any water quality standards and will therefore not obstruct the implementation of the Water Quality Control Plan (Basin Plan). Therefore, no impact would occur and no mitigation measures are necessary.

Additionally, the project site is in the coastal plain of the Los Angeles Groundwater Basin. The basin has a Groundwater Quality Management Plan. As substantiated in Sections 3.10.a and b, above, the Project would not violate any water quality standards and will not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, no impact would occur and no mitigation measures are necessary.

## 3.11 LAND USE AND PLANNING

Would the project:

**a) Physically divide an established community?**

**No Impact.** As shown in Figure 3, *Aerial Photograph*, the mostly-vacant project site is surrounded by industrial, commercial, institutional, and residential uses. The Project includes development of a warehouse and distribution facility in a highly urbanized area of the City and would be compatible with the surrounding land

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uses. It would not introduce a new land use that would disrupt existing land use patterns, nor would it introduce a physical barrier that would separate land uses that are not already separated.

Additionally, while there are established residential neighborhoods to the east and northeast, Project development would not physically divide those neighborhoods in any way because the Project would be developed within the confines of the project site and would not introduce roadways or other infrastructure improvements that would bisect or transect the neighborhoods. Access to the existing residential neighborhoods would also not be interrupted as a result of Project development since residents of those communities do not have to cross the project site to access their community. The Project would not physically change the surrounding neighborhood street patterns or otherwise impede movement through the neighborhoods.

Therefore, no impact would occur and no mitigation measure are necessary.

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

**Less Than Significant Impact.** The prevailing adopted planning and regulatory plans that govern development and use of the project site are the Santa Fe Springs General Plan, Santa Fe Springs Zoning Ordinance (Chapter 155 [Zoning], Title XV [Land Usage] of the Santa Fe Springs Code of Ordinances), and Waste Disposal Inc. Site Specific Plan (Specific Plan). The development and design standards contained in the Santa Fe Springs Zoning Ordinance and Specific Plan, which implement the Santa Fe Springs General Plan, constitute the zoning regulations that govern development of the project site. Following is an analysis of the Project's consistency with these land use regulations. Also provided and although not required, is an analysis of the Project's consistency with the Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.

#### **General Plan and Zoning Consistency**

The general plan land use designation of the project site is Industrial. According to the City's zoning map, the project site is zoned Heavy Manufacturing (M-2), which permits any principal permitted use in the M-1, M-2, and M-L zone. Pursuant to the Santa Fe Springs General Plan Land Use Element and Zoning Ordinance, the purpose of the Industrial land use and M-2 zoning designations is to preserve lands in the City appropriate for heavy industrial uses; protect these lands from intrusion by dwellings and inharmonious commercial uses; promote uniform and orderly industrial development; create and protect property values; foster an efficient, wholesome and aesthetically-pleasant industrial district; attract and encourage the location of desirable industrial plants; provide an industrial environment that is conducive to good employee relations and pride on the part of all citizens of the community; and provide proper safeguards and appropriate transition for surrounding land uses.

#### ***General Plan***

Development and operation of the Project would not conflict with the general plan land use designation of the project site, as the proposed warehouse and distribution facility is a permitted use under the Industrial land use designation. The Project would also help implement and further a number of goals and policies of the

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Santa Fe Springs General Plan. For example, among others, the Project would be consistent with and help implement the following goals of the General Plan Land Use Element:

- **Goal 9.** Provide for growth and diversification of industry and industrial-related activities within the Santa Fe Springs industrial area.
- **Goal 11.** Support and encourage the viability of industrial and commercial areas of Santa Fe Springs.

Additionally, as shown in Figure 3, *Aerial Photograph*, the project site is in an urbanizing area of the City and is mainly surrounded by a mix of commercial and industrial—St. Paul High School abuts the northern site boundary and there are residential uses to the northeast across Greenleaf Avenue. Project development would not represent a change in land use patterns or an inconsistency with adopted land use plans. Furthermore, Project development does not include or require any amendments to the Santa Fe Springs General Plan.

Finally, through the City's development review process—which includes Santa Fe Springs Planning Commission review and consideration of the Project—the City would ensure that approval of the Project would not conflict with any of the City's applicable land use plan, policies, or regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Therefore, Project implementation would not conflict with the Santa Fe Springs General Plan. No land use impact related to general plan consistency would occur and no mitigation measures are necessary.

#### *Zoning*

Development and operation of the Project would not conflict with the zoning designation of the project site, as the proposed warehouse and distribution facility is a permitted use under the M-2 zoning designation. As proposed, the specific business(es) and/or tenant(s) that would ultimately occupy the proposed building are unknown at this time. However, any prospective user must be either permitted by right or conditionally permitted under the Santa Fe Springs Zoning Ordinance.

Additionally, Project development would not require the approval of a zoning ordinance or map amendment; nor would it require a variance or any adjustments from the City's zoning standards, which help ensure that development projects in the City are designed and implemented in a manner that is not detrimental to the project site or its surroundings. The Project has been designed and would be developed in accordance with all applicable development and design standards of the Santa Fe Springs Zoning Ordinance, including those related to building height and setbacks, walls and screening, building and site plan design, landscaping, and parking. Compliance with the applicable development and design standards would be ensured through the City's development review process.

Furthermore, and as noted above, through the City's development review process—which includes Santa Fe Springs Planning Commission review and consideration of the Project—the City would ensure that approval of the Project would not conflict with any of the City's applicable land use plan, policies, or regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect.

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Therefore, Project implementation would not conflict with the Santa Fe Springs Zoning Ordinance. No land use impact related to zoning consistency would occur and no mitigation measures are necessary.

#### Specific Plan Consistency

As shown in Figure 3, *Aerial Photograph*, the project site lies in the development area that is covered and governed by the Specific Plan, which was adopted by the Santa Fe Springs City Council in May 2004. The Specific Plan was prepared and adopted to guide redevelopment of the federally-designated Superfund site generally known as the Waste Disposal, Inc. site, or the area covered by the Specific Plan, which includes the project site.

The Project has been designed and would be developed in accordance with all applicable development and design standards of the Specific Plan, including those related to building heights, setbacks, and massing, building and site plan design, landscaping, parking, and site drainage, excavation and grading. Compliance with the applicable development and design standards would be ensured through the City's development review process.

Project implementation does however require an amendment to the Specific Plan, which involves three minor text amendments. No amendments to land use/zoning designations or exhibits are required. Due to the City's lack of project case assignment and numbering for specific plan amendments (currently non-existent), the City instead issued a general plan amendment case number (GPA No. 28) for internal City staff processing and review purposes. Therefore, it should be noted that although a general plan amendment case number was assigned to the Project and referenced as such herein, no formal amendment to the Santa Fe Springs General Plan is being requested or required for Project implementation. The general plan amendment case number assigned is solely in reference to the proposed Specific Plan amendment.

The first Specific Plan text amendment would include removal of the current large truck access prohibition for driveways off Los Nietos Road. As outlined in Section 3.3.7 (Site Access and Circulation) of the Specific Plan (page 15), the Specific Plan currently prohibits large truck access to the site from Los Nietos Road and Greenleaf Avenue. The Project as designed does not provide for large truck access from Greenleaf Avenue. However, the Project does include driveways along Los Nietos Road and Santa Fe Springs, both of which are designed for and would be used by large trucks. In order to optimize internal circulation, trucks accessing the project site would need to utilize both the driveways along Santa Fe Springs Road (primarily for ingress) and Los Nietos (primarily for egress). Additionally, trucks already access Los Nietos Road due to the existing industrial uses along that road. Furthermore, the transportation impact analysis prepared for the Project (Appendix H) shows no major change to traffic with the addition of this secondary access point.

The second text amendment would include removal of the line of sight requirement from the Specific Plan. As outlined in Section 3.3.6 (Line of Sight) of the Specific Plan (page 15), no building on the project site is permitted to provide a direct line of sight from any windows or the rooftop to any portion of the school property. As shown in Figure 5, *Conceptual Building Elevations*, the buildings east elevation, which directly faces the adjacent campus of St. Paul High School, would include ground-level and clearstory windows. As currently stipulated in Section 3.3.6, windows are prohibited along the eastern building elevation. Therefore, the inclusion of windows for this building elevation would require that the direct line of sight provision be removed. However, as demonstrated in Figure 5, the windows proposed for the eastern building elevation would mostly include clearstory windows, which sit higher up in the building façade and do not provide direct views from



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the inside of the building into the adjacent high school due to the height of the windows. These windows are mainly for aesthetic and natural-light purposes. As shown in Figure 5, the provision of ground-level windows would only occur at the northeastern corner of the proposed building, which is the area of the building that would occupy one of the office spaces. The placement of ground-level windows at this building corner would provide a direct line of sight into the high school campus; however, views from these windows would be limited to the school's parking lot only (see Figure 3, *Aerial Photograph*). Additionally, a tubular steel picket fence (approximately eight feet in height) with a dense planting of shrubs would be provided along the northern site boundary. These proposed fence and landscaping would help obscure any direct line of sight into the high school, as well as provide a visual buffer.

The third text amendment involves the addition of a new operational provision that would require that tenants of the truck court and open yard truck trailer parking and storage area lease part or all of the proposed building; separate leases for the open yard and building would be prohibited. This provision would ensure that use of the open yard would be restricted to any future tenant(s) of the proposed building. Thereby, a tenant or business not occupying the building would be prohibited from using the open yard. This prohibition and requirement would also be imposed by the City as a condition of Project approval, and compliance would be ensured through the City's building plan check and development review process.

Accordingly, in order to ensure consistency between the intended Project operation and Specific Plan, the applicant is requesting the aforementioned text amendments to the Specific Plan. With Santa Fe Springs City Council adoption of the Specific Plan amendment, the Project would be consistent with the Specific Plan.

Furthermore, and as noted above, through the City's development review process—which includes Santa Fe Springs Planning Commission review and consideration of the Project—the City would ensure that approval of the Project would not conflict with any of the City's applicable land use plan, policies, or regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the preceding, Project implementation would not conflict with the Specific Plan. No land use impact related to Specific Plan consistency would occur and no mitigation measures are necessary.

#### **SCAG Regional Transportation Plan/Sustainable Communities Strategy Consistency**

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region (SCAG, n.d.).

As an MPO and public agency, SCAG develops transportation and housing plans that transcend jurisdictional boundaries that affect the quality of life for Southern Californians as a whole. SCAG's 2016-2040 Regional

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Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes a chapter titled "Goods Movement" that is applicable to the Project because it proposes an industrial building in the SCAG region that could provide for a variety of light industrial, distribution warehousing, and logistics tenants. The Goods Movement chapter states that the SCAG region hosts one of the largest clusters of logistics activity in North America. Logistics activities, and the jobs that accompany them, depend on a network of warehousing and distribution facilities, highway and rail connections, and intermodal rail yards. To that end, the Goods Movement Appendix of the RTP/SCS sets forth regional strategies to achieve an efficient movement of goods.

According to SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy, the SCAG region has a large demand for warehouse space and the demand will continue into the foreseeable future, resulting in a large unmet demand by the year 2035 (SCAG, 2012, pp. 4-39 and 4-40).

Based on the preceding, Project implementation would not conflict with SCAG's RTP/SCS. No land use impact related to the RTP/SCS consistency would occur and no mitigation measures are necessary.

#### 3.12 MINERAL RESOURCES

Would the project:

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

**No Impact.** The project site is classified by the California Geologic Survey as Mineral Resource Zone 1 (MRZ-1), indicating that significant mineral deposits are absent or unlikely to be present (CGS 1994). No mineral resource areas that would be of value to the region and residents of the state exist on or near the project site. Additionally, no locally important mineral resource recovery sites are on or near the project site. The project site is also not in an area with active mineral extraction operations, nor does it support such operations.

Furthermore, mining would be incompatible with the surrounding uses and is not a permitted use under the Heavy Manufacturing (M-2) zoning district of the project site, which is in a highly urbanized area of the City and surrounded by industrial, commercial, institutional, and residential uses.

Finally, no oil or energy extraction and/or generation activities exist on the project site. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no oil or energy wells located onsite (DOGGR 2019).

Therefore, no impact to mineral resources or mineral resource recovery sites would occur and no mitigation measures are necessary.

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

**No Impact.** See response to Section 3.12.a, above. As substantiated in this section, no impact would occur and no mitigation measures are necessary.

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### 3.13 NOISE

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals and applicable regulations are contained in Appendix G.

#### Existing Noise Environment

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The site is surrounded primarily by industrial uses with residential uses to the northeast across Greenleaf Avenue (approximately 80 feet to the nearest residence). St. Paul High School abuts the northern boundary of the project site (see Figure 3, *Aerial Photograph*). The existing noise environment in the vicinity of the project site is predominantly characterized by traffic from Los Nietos Road and Greenleaf Avenue and localized noises from neighboring businesses, residences, and the school.

#### Ambient Noise Measurements

To determine baseline noise levels at various locations in the vicinity of the project site, ambient noise monitoring was conducted in the project vicinity. Two short-term measurements (15-minute) were conducted Tuesday, April 2, 2019 during the hours of 10:30 AM to 11:30 AM. Two long-term measurements (48-hour) were conducted Tuesday, April 2, 2019 through Thursday, April 4, 2019. One short-term measurement was conducted at the St. Paul High School southern property line, and the second short-term measurement was conducted on Barton Road in the residential area to the east. Long-term measurements were located on Greenleaf Avenue and at the St. Paul High School property line.

Noise sources at measurement locations varied. Measurements within the project site were primarily influenced by birds chirping and aircraft overflights. Whereas, measurements conducted outside the project site were primarily influenced by traffic noise. During short-term measurements, conditions included clear skies, temperatures of 73 to 74 degrees Fahrenheit (°F) and average wind speeds of up to 2.5 miles per hour. All sound level meters were equipped with a windscreen during measurements.

All sound level meters used for noise monitoring (Larson Davis model LxT) satisfy the American National Standards Institute (ANSI) standard for Type 1 instrumentation. The sound level meters were set to “slow” response and “A” weighting (dBA). The meters were calibrated prior to and after the monitoring period. All measurements were at least five feet above the ground and away from reflective surfaces. Noise measurement locations are described below and shown in Figure 7, *Approximate Noise Monitoring Locations*.

- **Long-Term Location 1 (LT-1)** was on the northeast boundary of the project site bordering the St. Paul High School baseball field. A 48-hour noise measurement was conducted, beginning at the 11:00 AM hour

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Tuesday April 2, 2019. The noise environment at this site is characterized primarily by bird calls, aircraft overflights, and distant traffic noise. Occasional distant rail horn noise was also noted.

- **Long-Term Location 2 (LT-2)** was in front of 9740 Greenleaf Avenue, across from St. Paul High School, approximately 15 feet southeast of the northbound centerline. A 48-hour noise measurement was conducted, beginning at the 11:00 AM hour Tuesday April 2, 2019. The noise environment is characterized primarily by roadway traffic from Greenleaf Avenue and nearby school activities. Other neighborhood noise sources such as car doors shutting, dogs barking, and pedestrians also contribute to the ambient noise environment.
- **Short-Term Location 1 (ST-1)** was on the northeast project site property line adjacent to the St. Paul High School baseball field. A 15-minute noise measurement took began at 11:11 AM on Tuesday April 2, 2019. The noise environment is characterized primarily by birds, aircraft overflights, distant train horns, and distant traffic. Aircraft overflights ranged from 51 to 60 dBA and distant train horns from 51 to 56 dBA. The sounding of the school bell was 51 dBA, and bird calls ranged from 47 to 54 dBA. Background noise levels measured as low as 46 dBA. Distant roadway traffic contributed to background noise levels at this site.
- **Short-Term Location 2 (ST-2)** was in front of 12934 Barton Road, approximately 20 feet from the centerline of the roadway. A 15-minute noise measurement began at 10:41 AM on Tuesday April 2, 2019. The noise environment is characterized primarily by local traffic, aircraft overflights, and distant train horns. Local traffic on Barton Road ranged from 67 to 69 dBA during pass-bys, aircraft overflights ranged from 47 to 68 dBA, and distant train horns ranged from 49 to 51 dBA. Background noise levels measured as low as 42 dBA.

#### Ambient Noise Results

During the ambient noise survey, the noise levels at monitoring locations ranged from 58 to 73 dBA CNEL. The long-term noise measurement results are summarized in Table 14. A summary of the daily trend during long-term noise measurements are provided in Appendix G. The short-term noise measurement results are summarized in Table 15.

**Table 14 Long-Term Noise Measurement Levels (dBA)**

Monitoring Location	Description	CNEL	Lowest (Leq, 1-hr)	Highest (Leq, 1-hr)
LT-1	Northeast property line abutting St. Paul High School	58	45.7	65.9
LT-2	9740 Greenleaf Avenue	73	57.5	72.1

**Table 15 Short-Term Noise Measurement Levels (dBA)**

Monitoring Site	Leq	Lmax	Lmin	L2	L8	L25	L50
ST-1 - Northeast property line abutting St. Paul High School	51.5	64.1	45.5	57.1	54.7	52	49.9
ST-2 - 12934 Barton Road	54.9	70.6	42.2	65.8	58.1	51.5	47.8



Figure 7 - Approximate Noise Monitoring Locations



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#### Applicable Standards

##### *Santa Fe Springs Code of Ordinances*

The City has established exterior noise levels standards by time of day and receptor type. The exterior noise limits are summarized in Table 16.

**Table 16 Santa Fe Springs Noise Level Standards**

Receiving Area/Zone	Daytime 7:00 AM to 10:00 PM					Nighttime 10:00 PM to 7:00 AM				
	L <sub>50</sub>	L <sub>25</sub>	L <sub>8</sub>	L <sub>2</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>25</sub>	L <sub>8</sub>	L <sub>2</sub>	L <sub>max</sub>
Schools, churches, hospitals	45	50	55	60	65	45	50	55	60	65
Zones A-1, R-1, R-3	50	55	60	65	70	45	50	55	60	65
Zones C-1 or C-4	60	65	70	75	80	55	60	65	70	75
Zones ML, PF, or BP	60	65	70	75	80	60	65	70	75	80
Zones M-1, M-2	70	75	80	85	90	70	75	80	85	90

Source: Santa Fe Springs Code of Ordinances Section 155.424 (Permitted Noise Levels)

Notes: In the event the ambient noise level exceeds a permitted noise level above, the permissible noise level for the corresponding duration and receiving area shall be the ambient level. At the lot line separating properties with different permitted noise levels, the applicable permitted outdoor noise level shall be the arithmetic mean of the permitted outdoor noise levels set forth above for the receiving areas on opposite sides of said lot line.

Per Section 155.425 (Special Noise Sources) of the Santa Fe Springs Code of Ordinances, construction activity (e.g., pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction device) is prohibited within a residential zone, or within a 500-foot radius of a residential zone, between the hours of 7:00 PM and 7:00 AM if the activity produces noise above the ambient at the residential property line.

The City does not set a quantified vibration limit and, therefore, the recommended criterion from the Federal Transit Administration (FTA) are applied as thresholds of significance for the Project.

Would the project result in:

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

**Less Than Significant Impact.** Following is discussion of the potential impacts related to the temporary (construction) and permanent (operation) increase in ambient noise levels in the project vicinity as a result of Project development.

#### Construction

##### *Construction Vehicles*

The transport of workers and materials to and from the project site—which includes truck haul trips associated with the Project's soil-import phase (anticipated that approximately 100,000 cubic yards of soil would be imported during the grading phase to balance the site)—would incrementally increase noise levels along site



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access roadways, which include Greenleaf Avenue, Los Nietos Road, and Santa Fe Springs Road. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA  $L_{max}$  at 50 feet from the worker and vendor vehicles and haul trucks. Haul trips would occur most during the import of soil and export of demolition debris. However, these occurrences would generally be infrequent and short lived as they would cease upon completion of the Project's construction Phase (estimated to take approximately 12 months).

Under a worst-case scenario, it is anticipated that a maximum of 304 daily haul trips for soil import would occur during the grading phase, which would occur over a period of approximately 66 days. Additionally, worker and vendor trips would total a maximum of 553 daily trips during the building construction phase, which would occur over a period of approximately 42 days. Current site access is off Greenleaf Avenue. Existing average daily traffic (ADT) on Greenleaf Avenue, from Los Nietos Road to Barton Road, is 9,080 (Kittelson 2019). The temporary increase due Project-related construction traffic (under the worst-case scenario of 553 daily trips during the building construction phase) would result in a temporary noise increase of 0.3 dBA CNEL or less along Greenleaf Avenue, which would not be perceptible.

Therefore, noise impacts from construction haul, worker and vendor trips would be less than significant and no mitigation measures are necessary.

#### *Construction Equipment*

Project construction is anticipated to occur for approximately 12 months. Noise generated by onsite construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest several pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction phase is determined by combining the  $L_{eq}$  contributions from each piece of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on what specific activity is being performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different loads and power requirements.

Noise levels from project-related construction activities were calculated from the simultaneous use of all applicable construction equipment at spatially averaged distances (i.e., from the acoustical center of the general construction site) to the property line of the nearest receptors. Although construction may occur across the



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entire phase area, the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors.

Using information provided by the applicant, the expected construction equipment mix of the Project was estimated and categorized by construction activity using the FHWA Roadway Construction Noise Model (RCNM). The associated, aggregate noise levels—grouped by construction activity—are summarized in Table 17. RCNM modeling input and output worksheets are included in Appendix G.

**Table 17 Project-Related Construction Noise, dBA  $L_{eq}$**

Construction Activity Phase	Nearest Residential	St. Paul High School	
	Residential Uses to Northeast 700 feet	Property Line 440 feet	Nearest School Building 1,000 feet
Demolition	591	63	56
Site Preparation	59	63	56
Drilling	59	63	55
Grading/Utility Trenching	63	67	60
Building Construction	60	64	57
Paving	56	60	53
Finish & Landscaping	60	64	57
Architectural Coating	51	55	48

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix G. Distance measurements were taken using Google Earth 2019 from the acoustical center of the project site.

#### ***Residential Receptors***

As discussed above, construction activity is prohibited within a 500-foot radius of a residential zone, between the hours of 7:00 PM and 7:00 AM. Construction of the Project would occur outside of these prohibited hours. In the absence of defined construction noise level standards from the City, the FTA-recommended criterion of 80 dBA  $L_{eq}$  (8hr) was used in this analysis (Appendix G). As shown in Table 17, construction-related noise levels would not exceed the 80 dBA  $L_{eq}$  threshold at the nearest sensitive receptors. Therefore, noise levels due to temporary construction would not be significant. Impacts would be less than significant and no mitigation measures are necessary.

#### ***School Receptors***

Exterior average noise levels at the nearest school building would attenuate to 60 dBA  $L_{eq}$  or less. Typical exterior-to-interior noise attenuation is 25 dBA with windows closed, resulting in interior noise levels of approximately 35 dBA  $L_{eq}$ . The CALGreen requirements for non-residential interior spaces is 50 dBA  $L_{eq}$ . Therefore, because average construction noise levels are not expected to exceed 50 dBA  $L_{eq}$ , impacts to students would not be significant. Impacts would be less than significant and no mitigation measures are necessary.

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#### Operation

##### *Mobile Source Noise*

With respect to projected-related increases, noise impacts can be broken down into three categories. The first is “audible” impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in general community noise levels generally refer to a change of 3 dBA or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, “potentially audible” impacts, refers to a change in noise level between 1 and 3 dBA. The last category includes changes in noise level of less than 1 dBA that are typically “inaudible” to the human ear except under quiet conditions in controlled environments. Only “audible” changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dBA increase in traffic-generated noise levels. An increase of 3 dBA CNEL is used in this analysis as the threshold for a substantial increase.

Traffic noise levels were estimated using the FHWA traffic noise prediction model methodology. Traffic volumes for existing, existing plus project, opening year 2020, and opening year 2020 plus project traffic conditions were obtained from the traffic impact analysis prepared for the project (Kittelson 2019). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic volumes, vehicle speeds, car/truck mix, number of lanes, and road width. The complete distances to the 70, 65, and 60 dBA CNEL noise contours for roadway segments in the Project vicinity are included in Appendix G.

A significant traffic noise impact could occur if the Project or cumulative plus Project conditions would result in an increase of 3 dB CNEL or more, which is considered a barely perceptible change in outdoor environments. As shown in Table 18 a significant traffic noise increases of 3 dBA CNEL or greater would not occur along any study roadway segments in the project vicinity. The greatest increase is estimated to be 1.1 dBA CNEL under cumulative plus project condition on Greenleaf Avenue, Telegraph Road to Los Nietos Road. Therefore, traffic noise increase impacts would be less than significant and no mitigation measures are necessary.

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**Table 18 Project-Related Increase in Traffic Noise**

Roadway Segment	Average Daily Traffic Volumes				dBA CNEL at 50 Feet				Project Noise Increase	Opening Year Increase (Cumulative)
	Existing No Project	Existing Plus Project	Opening Year No Project	Opening Year With Project	Existing No Project	Existing Plus Project	Opening Year No Project	Opening Year With Project		
Norwalk Blvd - North of Los Nietos Rd	16,240	16,240	16,810	16,810	70.8	70.8	71.0	71.0	0.0	0.1
Norwalk Blvd - South of Los Nietos Rd	16,195	16,195	16,765	16,765	71.6	71.6	71.8	71.8	0.0	0.2
Los Nietos Rd - East of Norwalk Blvd	10,190	10,295	10,400	10,505	69.2	69.3	69.3	69.4	0.0	0.1
Los Nietos Rd - West of Norwalk Blvd	8,535	8,640	8,705	8,810	68.9	68.9	68.9	69.0	0.1	0.1
Norwalk Blvd - North of Telegraph Road	16,775	16,775	17,700	17,700	71.8	71.8	72.0	72.0	0.0	0.2
Norwalk Blvd - South of Telegraph Rd	17,450	17,450	17,940	17,940	72.0	72.0	72.1	72.1	0.0	0.1
Telegraph Rd - West of Norwalk Blvd	27,970	28,225	30,465	30,720	73.2	73.7	73.6	74.1	0.5	0.8
Santa Fe Springs Rd - North of Slauson Ave	16,775	16,775	17,595	17,595	69.3	69.3	69.5	69.5	0.0	0.2
Santa Fe Springs Rd - South of Slauson Ave	15,835	15,965	17,090	17,220	69.7	69.7	70.0	70.0	0.0	0.4
Slauson Ave - West of Santa Fe Springs Rd	27,650	27,755	29,065	29,170	73.3	73.3	73.5	73.5	0.0	0.2
Santa Fe Springs Rd - Sorensen Ave to Slauson Ave	15,430	15,560	16,680	16,810	71.1	71.1	71.4	71.5	0.0	0.4
Santa Fe Springs - Sorensen Ave to Los Nietos Rd	21,510	21,665	22,880	23,035	72.5	73.0	72.8	73.3	0.5	0.7
Sorensen Ave - West of Santa Fe Springs Rd	7,115	7,115	7,260	7,260	67.1	67.1	67.2	67.2	0.0	0.1
Santa Fe Springs Rd - South of Los Nietos Rd	20,260	20,360	21,880	21,980	72.3	72.7	72.6	73.1	0.5	0.8
Los Nietos Rd - West of Santa Fe Springs	12,640	12,750	12,890	13,000	70.1	70.1	70.2	70.2	0.0	0.1

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**Table 18 Project-Related Increase in Traffic Noise**

Roadway Segment	Average Daily Traffic Volumes				dBA CNEL at 50 Feet				Project Noise Increase	Opening Year Increase (Cumulative)
	Existing No Project	Existing Plus Project	Opening Year No Project	Opening Year With Project	Existing No Project	Existing Plus Project	Opening Year No Project	Opening Year With Project		
Santa Fe Springs Rd - South of Telegraph Rd	18,100	18,150	19,300	19,350	72.2	72.2	72.5	72.5	0.0	0.3
Telegraph Rd - Bloomfield Ave to Shoemaker Ave	22,085	22,295	23,340	23,550	71.8	72.3	72.1	72.6	0.5	0.8
Telegraph Rd - Bloomfield Ave to Norwalk Blvd	24,885	25,140	26,925	27,180	72.3	72.4	72.7	72.7	0.0	0.4
Greenleaf Ave - North of Mulberry Dr	9,250	9,250	9,435	9,435	67.8	67.8	67.9	67.9	0.0	0.1
Greenleaf Ave - Mulberry Dr to Reis St	9,355	9,435	9,540	9,620	69.3	69.3	69.4	69.4	0.0	0.1
Mulberry Dr - East of Greenleaf Ave	27,295	27,400	28,180	28,285	72.7	72.7	72.9	72.9	0.0	0.2
Mulberry Dr - Greenleaf Ave to Santa Fe Springs Rd	27,280	27,305	28,175	28,200	72.7	72.7	72.9	72.9	0.0	0.1
Reis St - East of Greenleaf Ave	2,210	2,210	2,255	2,255	58.8	58.8	58.9	58.9	0.0	0.1
Greenleaf Ave - Barton Rd to Reis St	9,340	9,420	9,520	9,600	68.8	68.9	68.9	69.0	0.0	0.1
Barton Rd - East of Greenleaf Ave	780	780	790	790	54.9	54.9	55.0	55.0	0.0	0.1
Greenleaf Ave - Los Nietos Rd to Barton Rd	9,080	9,395	9,260	9,575	68.7	69.3	68.8	69.4	0.6	0.7
Los Nietos Rd - East of Greenleaf Ave	10,600	10,655	10,805	10,860	68.9	68.9	69.0	69.0	0.0	0.1
Los Nietos Rd - Greenleaf Ave to Santa Fe Springs	14,520	14,835	15,075	15,390	70.2	70.8	70.4	70.9	0.5	0.7
Shoemaker Ave/Greenleaf - Telegraph Rd to Los Nietos Rd	9,930	10,515	10,390	10,975	70.3	71.2	70.5	71.4	0.9	1.1
Shoemaker Ave - South of Telegraph Rd	11,550	11,765	11,970	12,185	71.7	72.0	71.8	72.2	0.4	0.5

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**Table 18 Project-Related Increase in Traffic Noise**

Roadway Segment	Average Daily Traffic Volumes				dBA CNEL at 50 Feet				Project Noise Increase	Opening Year Increase (Cumulative)
	Existing No Project	Existing Plus Project	Opening Year No Project	Opening Year With Project	Existing No Project	Existing Plus Project	Opening Year No Project	Opening Year With Project		
Telegraph Rd - East of Shoemaker Ave	19,400	19,560	20,745	20,905	70.7	71.3	71.0	71.6	0.6	0.9

Source: Traffic data provided by Kittelson (Appendix H)

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#### Stationary Source Noise

The Project could generate noise related to heating, ventilation, and air conditioning (HVAC) mechanical equipment. HVAC noise would be similar to that of surrounding buildings. Typical HVAC equipment noise is 73 dBA at 3 feet. The nearest sensitive residences to the proposed building are approximately 120 feet across Greenleaf Avenue, to the east. At that distance, noise levels would attenuate to 41 dBA, which would not exceed the Municipal Code standard of 50 dBA  $L_{50}$  for daytime and 45 dBA  $L_{50}$  for nighttime. The St. Paul High School property line is approximately 80 feet from the proposed building. At that distance, noise levels would attenuate to 44 dBA. Since the adjacent school is zoned differently than the project site (M-2), the applicable permitted outdoor noise level is the arithmetic mean of the permitted outdoor noise levels set forth in Section 155.424 of the Santa Fe Springs Code of Ordinances. In this case, the arithmetic mean would be 57 dBA  $L_{50}$ . Since projected HVAC noise levels of 44 dBA would not exceed the City's standard of 57 dBA  $L_{50}$  at the school property line, impacts would be less than significant and no mitigation measures are necessary.

#### Loading Docks

In addition to the stationary mechanical equipment sources, there would be noise sources associated with ongoing operations at the project site; such as truck loading and unloading noise. To ascertain an appropriate reference noise level for warehouse-related truck movements, a survey of truck loading dock operational noise was used. The sampling accounted for the major noise sources associated with one truck, such as airbrake discharge, king-pin coupling, back-up warning 'beep' tone, and drive-off. Reference noise levels for a single truck are shown in Table 19 in several different noise metrics.

**Table 19 Truck Loading Dock Noise (Peak Hour)**

Noise Metric	Reference Level 1 Truck at 50 feet (dBA)	Adjusted Reference Level 14 Trucks at 50 feet (dBA)	Single-Family Home at 350 feet -8 dBA Barrier Attenuation	St. Paul High School at 250 feet -3 dBA Barrier Attenuation
$L_{50}$	40	51.5	26.6	34.5
$L_{25}$	42	53.5	28.6	36.5
$L_8$	53	64.5	39.6	47.5
$L_2$	54	65.5	40.6	48.5
$L_{max}$	75	86.5	61.6	69.5

Source: Detailed calculation results are included in Appendix G. Reference noise levels from PlaceWorks, 2012, *City of Industry- Macy's Trucking Yard Noise Survey (Trailer Hook-up Simulation (typical))*

Notes:  $L_n$  is equal to the noise level that is exceeded for n percent of the measurement;  $L_{50}$  is equal to the noise level exceeded for 30 minutes in any hour;  $L_{25}$  is equal to the noise level exceeded for 15 minutes in any hour;  $L_8$  is equal to the noise level exceeded for 10 minutes in any hour;  $L_2$  is equal to the noise level exceeded for 5 minutes in any hour;  $L_{max}$  is the maximum peak level throughout any noise measurement

The Project proposes one loading dock area consisting of 46 dock doors. To evaluate multiple trucks operating at the loading dock area simultaneously, the single-truck reference levels were adjusted to include the peak number of trucks anticipated during the peak hour. Truck trip generation associated with the Project is anticipated to be 14 peak hour trips (Kittelson 2019) and it was conservatively assumed that all 14 trucks could be loading/unloading at the same time at the dock doors closest to the nearest sensitive receptors. The nearest noise-sensitive receptors are St. Paul High School and the single-family homes across Greenleaf Avenue. Additionally, since the actual warehouse building itself will generally act as noise barriers between the loading

### 3. Environmental Analysis

docks and the residential receptors to the east and a partial barrier and trash enclosure to the north would partially block line-of-sight to the baseball field, barrier attenuation was included where applicable.<sup>16</sup>

Loading dock noise level estimates at the nearest sensitive receptors during a scenario involving all 14 trucks (derived from the peak hour truck traffic) loading/unloading at the same time are shown in Table 19. The single-family homes would be completely shielded from dock activities by the building itself; therefore, an 8 dBA reduction was applied. The loading dock area is located on the opposite side of the building that faces the residences. The Project's conceptual site plan (see Figure 4) includes a proposed six-foot screening barrier that extends northwest past the building and a trash enclosure along the property line beyond the screening barrier, both of which would partially block line-of-sight with the school baseball field. Therefore, a 3 dBA reduction was applied.

As shown in Table 20, noise levels at the nearby sensitive receptors would not exceed the City's stationary source exterior noise standards during a peak period of 14 trucks loading and unloading at the same time. In a scenario involving a truck loading/unloading at the closest dock door to the school at a distance of approximately 100 feet and with full shielding from the screening wall, noise levels are calculated to be 26 dBA L<sub>50</sub>, 28 dBA L<sub>25</sub>, 39 dBA L<sub>8</sub>, 40 dBA L<sub>2</sub>, and 61 dBA L<sub>max</sub>, which also would not exceed the noise level standards. Noise impacts from truck loading dock activities would be less than significant and no mitigation measures are necessary.

**Table 20 Truck Loading Dock Noise (Peak Hour) Comparison with Noise Standards**

Noise Metric	Noise Standard for Residential uses (R-1, R-3) Daytime	Noise Standard for Residential uses (R-1, R-3) Nighttime	Noise Standard for Schools <sup>1</sup>	Noise Level at Property Line	
				Single-Family Homes Barrier Attenuation -8 dBA	St. Paul High School Barrier Attenuation -3 dBA
L <sub>50</sub>	50	45	57.5	26.6	34.5
L <sub>25</sub>	55	50	62.5	28.6	36.5
L <sub>8</sub>	60	55	67.5	39.6	47.5
L <sub>2</sub>	65	60	72.5	40.6	48.5
L <sub>max</sub>	70	65	77.5	61.6	69.5

Source: Santa Fe Springs Code of Ordinances Section 155.424 (Permitted Noise Levels)

Notes: Detailed loading dock calculation results are included in Appendix G.

<sup>1</sup> Per Section 155.424(D) of the Santa Fe Springs Code of Ordinances, the school noise standards are adjusted by the arithmetic mean between the school standards and the project site's zoning (M-2) standards.

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

**Less Than Significant Impact With Mitigation Incorporated.** Following is discussion of the potential construction and operational vibration impacts as a result of the Project.

<sup>16</sup> Additional information about the barrier attenuation used is provided in Appendix G.



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#### Construction Vibration

The term “architectural damage” is defined as minor surface cracks (in plaster, drywall, tile, or stucco) or the sticking of doors and windows. This is below the severity of “structural damage,” which compromises structural soundness or threatens the basic integrity of the building shell. Building damage is typically not a concern for most projects, with the occasional exception of blasting and pile driving during construction (Appendix G). No blasting, pile driving, or rock-crushing activities will be required during project construction. Since vibration-induced architectural damage could result from an instantaneous vibration event, distances are measured from the receptor façade to the nearest location of potential construction activities.

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, the equipment used, and the proximity to vibration-sensitive uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on soil type, ground strata, and receptor building construction. The generation of construction vibration can range from no perceptible effects at the lower vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to architectural damage at the highest levels. Table 21 lists vibration levels for different types of commonly used construction equipment and Table 22 shows FTA’s vibration damage criteria based on types three structural make-up categories.

**Table 21 Vibration Source Levels for Common Construction Equipment**

Equipment	Peak Particle Velocity (in/sec)	
	At 25 feet <sup>1</sup>	At 20 feet
Vibratory Roller	0.210	0.293
Large Bulldozer	0.089	0.124
Caisson drilling (Drill rig)	0.089	0.124
Loaded Trucks	0.076	0.106
Jackhammer	0.035	0.049
Small Bulldozer	0.003	0.008

Source: Appendix G

<sup>1</sup> Reference distance per FTA Transit Noise and Vibration Impact Assessment Manual (Appendix G).

**Table 22 Construction Vibration Damage Criteria**

Building/Structural Category	Peak Particle Velocity (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.50
II. Engineered concrete and masonry (no plaster)	0.30
III. Non-engineered timber and masonry buildings	0.20
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Appendix G

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The project site is near residential and commercial buildings and, therefore, the vibration damage analysis addresses two separate categories. The surrounding residential structures are non-engineered timber and masonry structures (Category III) and nearby commercial buildings are engineered concrete and masonry-no plaster (Category II) or reinforced-concrete, steel or timber-no plaster (Category I). For the adjacent commercial buildings to the project site, Category II is assumed to provide for a conservative analysis.

#### *Residential Structures*

The nearest residential structures to the project site are across Greenleaf Avenue south of Barton Road. As shown in Table 22, Category III building structures have a vibration damage criterion of 0.2 in/sec PPV. Construction-generated vibration levels would be less than 0.2 in/sec PPV beyond 25 feet. Residential structures across Greenleaf Avenue are approximately 90 feet from the edge of the project site and, therefore, impacts would be less than significant. No mitigation measures are necessary.

#### *Commercial Structures*

The nearest commercial structures to the project site are to the southwest, adjacent the proposed open yard. As shown in Table 22, Category II building structures have a vibration damage criterion of 0.3 in/sec PPV and as shown in Table 21, construction-generated vibration levels would be 0.293 in/sec PPV or less beyond 20 feet. Distances from the surrounding structures to the proposed open yard are within 20 feet. Within 20 feet of the adjacent commercial structures, use of a vibratory roller could potentially exceed the 0.3 in/sec PPV architectural damage criterion and would be potentially significant impact. However, implementation of Mitigation Measure NOI-1 would reduce this impact to a level of less than significant.

#### **Operational Vibration**

The Project would include truck movement activity onsite. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)” (Caltrans, 2013).

Since the Project’s truck movements would be at low speeds (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive groundborne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial groundborne vibration associated with the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations. Therefore, operational vibration impacts would be less than significant and no mitigation measures are necessary.

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#### Mitigation Measure

NOI-1            If paving is required within 20 feet of adjacent commercial/industrial structures, the use of a static roller shall be employed in lieu of a vibratory roller.

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

**No Impact.** The project site is not within an airport land use plan and there are no public airports or private airstrips within two miles of the site. The nearest airport is Fullerton Municipal Airport, approximately 6.75 miles southeast (AirNav 2019). Therefore, the Project would not expose people working in the project area to excessive noise levels. No impact would occur and no mitigation measures are necessary.

### 3.14 POPULATION AND HOUSING

Would the project:

**a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**No Impact.** No residential development is proposed under the Project; therefore, the Project would not directly induce population growth in the area. The proposed warehouse and distribution facility would be developed to serve the warehousing and distribution needs of the region.

Additionally, as discussed in Section 3.19, *Utilities and Service Systems*, adequate infrastructure and utilities are available to serve the project site and the Project would not require new infrastructure or extension of existing infrastructure that may indirectly induce population growth nearby. The new utility lines that would be provided onsite would not extend into undeveloped areas nor result in unplanned growth. The project site is also provided with adequate road access and project development would not require extension of roadways.

Regarding employment, under a conservative scenario and based on employee figures from an NAIOP Research Foundation-commissioned report (RPA 2010), the Project is anticipated to add approximately 120 jobs to the City's workforce, which is based on a ratio of one employee per 1,800 square feet of floor area. However, the number of employees will ultimately depend on the business(es) and/or tenant(s) that operate out of the building. Project construction would also generate some temporary employment. According to the Demographic and Growth Forecast Appendix of SCAG's 2016-2040 RTP/SCS, Santa Fe Springs is projected to add approximately 7,400 new jobs through the year 2040 (SCAG 2016). According to the California Employment Development Department, the City's current unemployment rate is three percent, with up to 300 residents actively seeking work (EDD 2019). The number of new jobs that would be created by the Project is within the employment generation estimated by SCAG for the City. Also, the Project's operation- and construction-related employment generation is expected to be absorbed from the local and regional labor force and would not attract new workers into the City or region.

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Therefore, no impact to population and housing would occur and no mitigation measures are necessary.

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

**No Impact.** No housing exists on the project site, which is primarily vacant (see Figure 3, *Aerial Photograph*). Therefore, Project development would not displace housing or people. No impact would occur and no mitigation measures are necessary.

#### 3.15 PUBLIC SERVICES

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

**a) Fire protection?**

**Less Than Significant Impact.** The Santa Fe Springs Department of Fire-Rescue (DFR) provides fire protection and emergency services to the entire City, including the project site. DFR operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The nearest and first response station to the project site is Station No. 2 at approximately one mile to the northwest. DFR also had mutual aid agreements with other fire departments in Los Angeles County, including the Los Angeles County Fire Department.

Project implementation would result in a slight increase in calls for fire protection and emergency medical service. However, considering the existing firefighting resources available in and near the City, project impacts on fire protection and emergency services (including response times) are not expected to occur. Additionally, in the event of an emergency at the project site that required more resources than Station No. 2 could provide, DFR would direct resources to the site from other nearby stations within the City and, if needed, would request assistance from other nearby fire departments.

Implementation of the Project is also not anticipated to increase DFR's response times to either the project site or the surrounding vicinity. Additionally, the project site is an infill site already served by DFR; therefore, the Project would not result in an expansion of their service area.

The City also involves DFR in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. For example, fire hydrants would also be installed at key locations onsite to meet hose-pull requirements and provide adequate fire access. The proposed building would also include a monitored fire sprinkler system. Also, Knox Boxes (or other approved means of emergency access to the site) would be placed where necessary (i.e., automated security rolling gates) to provide access for emergency personnel. The security gates would be installed and operated in accordance with the Underwriters Laboratories (UL 325) and American Society for Testing

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Materials International (ASTM F220) standards.<sup>17</sup> The final method of gate control would be subject to review and approval by DFR during the City's and DFR's development review process.

Additionally, emergency access to the project site would be via three driveways (one each off Greenleaf Avenue, Los Nietos Road, and Santa Fe Springs Road), which connect to internal drive aisles and the open yard. The internal drive aisles would serve as fire access lanes and become part of the onsite fire access path of travel. All site and building improvements proposed as a part of the Project would be subject to review and approval by the City and DFR prior to building permit and certificate of occupancy issuance.

Furthermore, Project development is required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and DFR, which impose design standards and requirements that seek to minimize and mitigate fire and emergency response risk. Compliance with these codes and standards is ensured through the City's and DFR's development review and building permit process.

Based on the preceding, the Project would not adversely affect the DFR's ability to provide adequate service and would not require new or expanded fire facilities that could result in adverse environmental impacts. Therefore, impacts would be less than significant and no mitigation measures are necessary.

#### b) Police protection?

**Less Than Significant Impact.** The Santa Fe Springs Department of Police Services (DPS) provides police protection services to the entire City (including the project site). DPS operates out of its station at 11576 Telegraph Road in Santa Fe Springs, approximately 2.25 miles southwest of the project site. DPS is staffed by both City personnel and officers of the City of Whittier Police Department (WDP), who provide services to Santa Fe Springs under contract. The police services contract between the two cities provides for a specified number of WPD patrolling officers; however, DPS has the ability to request an increased level of service. The City is divided into three law enforcement public service areas with each area having its own dedicated sergeant and a team of public safety officers. The project site is under Public Service Area 1.

Project implementation would result in a slight increase in calls for police protection service. However, considering the existing police resources available in and near the City, project impacts on police services (including response times) are not expected to occur. DPS's staffing and equipment levels could absorb the additional calls and responses that could be generated by the Project. Additionally, in the event of an emergency at the project site that required more resources than the DPS could provide, DPS would request assistance from other nearby police departments. The project site is also an infill site already served by DPS; therefore, the Project would not result in an expansion of their service area.

Furthermore, proposed physical Project features and improvements would help minimize impacts on police services. For example, the project site would be enclosed with a combination of walls, security gates, fences, and buildings. The Project would also include a monitored alarm system. Installation of these features would

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<sup>17</sup> ASTM F2200 provides guidance to ensure that the mechanical components of a gate are designed and installed in such a way to prevent risk to people in what are called entrapment zones. UL 325 (Standard for Safety: Door, Drapery, Gate, Louver and Window Operators and Systems) is the standard to which vehicular gate operators are designed, tested and manufactured.

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enhance the security and safety of the site during and after business hours. These security features would also help prevent loitering or trespassing on the site, and thereby help prevent the need for calls for police services.

Finally, the City involves DPS in the development review process in order to ensure that the necessary police protection features are incorporated into development projects. All site and building improvements proposed under the Project would be subject to review and approval by DPS.

Based on the preceding, the Project would not adversely affect DPS's ability to provide adequate service and would not require new or expanded police facilities that could result in adverse environmental impacts. Impacts would be less than significant and no mitigation measures are necessary.

#### c) Schools?

**No Impact.** The increase in student generation and the need for new or the expansion of existing school facilities is tied to population growth. No residential development is proposed under the Project, and project development is not expected to generate an increase in the student population in the area.

Additionally, the need for additional school services and facilities is addressed by compliance with school impact assessment fees per Senate Bill 50, also known as Proposition 1A. SB 50—codified in California Government Code Section 65995—was enacted in 1988 to address how schools are financed and how development projects may be assessed for associated school impacts. The project applicant would be required to pay school impact fees to reduce any impacts to the school system, in accordance with SB 50. These fees are collected by school districts at the time of issuance of building permits.

Therefore, no impacts to schools would occur and no mitigation measures are necessary.

#### d) Parks?

**No Impact.** See response to Section 3.16.a, below. As substantiated in this section, no impacts would occur and no mitigation measures are necessary.

#### e) Other public facilities?

**No Impact.** The need for new or the expansion of existing library services and facilities is tied to population growth. No residential development is proposed under the Project, and Project development is not expected to generate a need for new or additional library services or facilities. Therefore, no impact to libraries would occur and no mitigation measures are necessary.

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### 3.16 RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The increase in the use of existing parks and recreational facilities and the need for new or the construction or expansion of existing recreational facilities is tied to population growth. No residential development is proposed as a part of the project; therefore, no population growth or increase in the use of existing parks or other recreational facilities would occur. Therefore, no impact on parks and recreational facilities would occur and no mitigation measures are necessary.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**No Impact.** The Project does not involve the development of recreational facilities; and project development would not require construction of new or expanded recreational facilities, as noted in Section 3.16.a, above. Therefore, no impact would occur and no mitigation measures are necessary.

### 3.17 TRANSPORTATION

The analysis in this section is based partly on the following technical study, which is included as Appendix H to this Initial Study:

- *Transportation Impact Analysis*, Kittelson & Associates, September 24, 2019.

Would the project:

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

**Less Than Significant Impact With Mitigation Incorporated.** Following is a discussion of the Project's potential construction- and operational-related impacts on an adopted program, plan, ordinance, or policy addressing the circulation system.

#### **Impact to Roadway Facilities**

Kittelson & Associates (Kittelson) prepared a Transportation Impact Analysis (TIA) for the Project. The purpose of the TIA was to evaluate the potential transportation and circulation impacts associated with the Project and recommend improvements to mitigate impacts (if any) considered significant in comparison to established City of Santa Fe Springs regulatory thresholds.

In coordination with the City's Traffic Engineering, the TIA evaluated the existing operating conditions at 11 study area intersections in the project vicinity, estimated the trip generation potential of the Project, and forecast

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existing and future operating conditions without and with the Project. The TIA also provided an evaluation for site access and circulation. Following is a summary of the findings and conclusions of the TIA.

#### *Construction Phase*

During the Project's construction phase, traffic to-and-from the project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Pursuant to the Project's preliminary construction plan, fewer than 50 construction workers are expected to be at the project site during the more intensive phases of construction. Project-related construction activities would occur between the hours of 7:00 AM and 7:00 PM, pursuant to provisions of the Santa Fe Springs Code of Ordinances. Therefore, a limited amount of construction vehicle trips may occur during the commute peak hours. However, based on the number of anticipated construction workers, the peak number of construction trips expected to occur during the commute peak hours would be much lower than the trips expected to be generated by the Project when open and operational (200 during the AM peak hour and 183 during the PM peak hour). Construction-related traffic impacts were not quantified in the TIA because the operational analysis presents the worst-case condition. Although temporary traffic impacts may occur due to construction activities at the project site, impacts at the study intersections would be much less than those associated with Project operations.

Additionally, vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities, especially because construction activities typically begin/end outside of the peak hour; therefore, a majority of the construction employees would not be driving to/from the project site during hours of peak congestion. Traffic from construction workers is not expected to result in a substantial adverse effect to the local roadway system because most trips would occur during non-peak hours.

Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network because most trips would occur during non-peak hours. Construction materials would be delivered to the project site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the project site during the construction phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis—it would occur periodically throughout the construction phase based on need.

Additionally, implementation of the Project would not require major road closures or otherwise impact the functionality of Greenleaf Avenue or Los Nietos Road. However, some improvements (e.g., new driveways, water and sewer connections) would be required within the right-of-way of these roadways, which may require temporary closure of a small portion of the lanes of these roads that abut the project site. Any unlikely lane closures or traffic diversions along Greenleaf Avenue and/or Los Nietos Road would depend on the final construction plan. Also, any minor road closure would be temporary and would only be necessary during the construction activities associated with these improvements. All proposed road closures would also be subject to review and approval by the City, including issuance of an encroachment permit. Further, a construction traffic control plan would be implemented during all project construction phases. The plan would be required



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as a condition of Project approval and would be ensured through the City's development review process and building plan check process. Upon completion of the improvements along Greenleaf Avenue and Los Nietos Road, all road conditions would be restored to normal.

Additionally, as noted in Section 1.7.7, *Green Building Standards*, the Project would be designed to include a number of green building standards that would help reduce construction-related traffic impacts, including the reduction of traffic congestion during construction by staging concrete pours during non-peak hours. Other sustainability features would be considered by the City as the Project is refined during the design and construction phases.

Finally, traffic to-and-from the project site would also be generated by truck haul trips during the Project's soil-import phase, which would occur over a period of approximately 66 days. These truck haul trips would adhere to designated Santa Fe Springs truck routes and are expected to utilize the I-605 off/on ramps on Telegraph Road via Santa Fe Springs Road to access the project site.

Accordingly, traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant and no mitigation measures are necessary.

#### *Operation Phase*

##### ***Transportation Network***

###### *Surrounding Street System*

The following roadways were determined to be the main roadways that would be affected by the Project-generated trips: Norwalk Boulevard, Los Nietos Road, Telegraph Road, Santa Fe Springs Road, Slauson Avenue-Mulberry Drive, Sorensen Avenue, Santa Fe Springs Road-Bloomfield Avenue, Greenleaf Avenue, Mulberry Drive, Reis Street, and Barton Road.

###### *Study Area Intersections*

The study area was defined based on the expected distribution of the trips generated by the Project and consultation with the City's Traffic Engineer. Based on the calculated project trip generation and distribution, the study intersections listed in Table 23 were analyzed.

**Table 23 Study Area Intersections**

Intersection	Traffic Control	Jurisdiction
1. Norwalk Boulevard at Los Nietos Road	Signalized	Santa Fe Springs
2. Norwalk Boulevard at Telegraph Road	Signalized	Santa Fe Springs
3. Santa Fe Springs Road at Slauson Avenue-Mulberry Drive	Signalized	Santa Fe Springs
4. Santa Fe Springs Road at Sorensen Avenue	Two-way Stop Control	Santa Fe Springs
5. Santa Fe Springs Road at Los Nietos Road	Signalized	Santa Fe Springs
6. Santa Fe Springs Road-Bloomfield Avenue at Telegraph Road	Signalized	Santa Fe Springs
7. Greenleaf Avenue at Mulberry Drive	Signalized	Santa Fe Springs

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**Table 23 Study Area Intersections**

Intersection	Traffic Control	Jurisdiction
8. Greenleaf Avenue at Reis Street	Signalized	Santa Fe Springs
9. Greenleaf Avenue at Barton Road	Two-way Stop Control	Santa Fe Springs
10. Greenleaf Avenue at Los Nietos Road	Signalized	Santa Fe Springs
11. Greenleaf Avenue at Telegraph Road	Signalized	Santa Fe Springs

Source: Appendix H

#### *Study Area and Traffic Analysis Scenarios*

The study area intersections listed in Table 23 were evaluated during the AM and PM peak hours, which are described below. Peak hour traffic operations were evaluated for the following traffic scenarios:

- Existing (2019) No Project Condition
- Existing (2019) Plus Project Condition
- Opening Year (2020) No Project Condition
- Opening Year (2020) Plus Project Condition

#### *Methodology*

The TIA and methodology used to prepare it followed the City's requirements for analyzing traffic impacts from projects on the roadway network and thresholds of significance.

#### *Definition of Level of Service*

Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service (LOS) is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort and convenience. Service levels range from A through F, representing traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

#### *Intersection Level of Service*

The methodology used to assess the operation of a signalized intersection was based on the Circulation Element of the Santa Fe Springs General Plan, which utilizes the guidelines under the Los Angeles County Traffic Impact Analysis guidelines. Per the guidelines, the operating conditions at the study intersections under the City's jurisdiction were evaluated using the Intersection Capacity Utilization (ICU) methodology, which is based on the sum of the volume to capacity (V/C) ratios for the conflicting movements at the intersection. All intersections were analyzed using the Synchro 10 analysis software that has the capability to perform the ICU method.

The peak hours selected for analysis are the highest volumes that occur in four consecutive 15-minute periods from 7 to 9 AM and from 4 to 6 PM on weekdays. Table 24 describes the level of service concept and the operating conditions expected under each level of service for signalized and unsignalized intersections.

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**Table 24 Intersection Level of Service Descriptions**

LOS	Description	Volume/Capacity Ratio
A	Low volumes; high speeds; speed is not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	$\leq 0.600$
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.601 to 0.700
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.701 to 0.800
D	Tolerate operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.801 to 0.900
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.901 to 1.000
F	Long queues of traffic, unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	$> 1.000$

Source: Appendix H

*Acceptable LOS and Thresholds of Significance*

The City has policies for LOS and deficient intersections are those with an ICU delay LOS worse than D. A project would have a significant impact at a study area intersection or roadway segment if it causes the LOS to deteriorate from satisfactory (LOS D or better) to unsatisfactory LOS (LOS E or F). If a facility is already operating at unsatisfactory LOS, a project would have a significant impact if it causes the V/C ratio to increase by 0.01 or more.

***Project Traffic****Trip Generation*

The Project's trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition). Data from the Fontana Truck Trip Generation Study was also used to account for the trucks generated by the Project. It was estimated that 21.4 percent of the trips would be truck trips and a passenger car equivalent (PCE) factor was applied to the expected number of truck trips to convert them into vehicle trips.

Table 25 shows the trip generation rates and Project trip generation for the AM peak hour and PM peak hour. As shown in the table, the Project is expected to generate 863 average daily trips, 105 trips during the AM peak hour; and 103 trips during the PM peak hour.

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**Table 25 Project Trip Generation**

Land Use	GLA	Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
General Light Industrial (ITE Code 110)	60,150 sf	298	32	10	42	10	28	38
Warehousing (ITE Code 150)	140,350 sf	244	18	6	24	7	20	27
Office (ITE Code 710)	16,000 sf	156	16	3	19	3	15	18
Estimated Number of Total Passenger Vehicle Trips (78.6 percent of total trips) [a]		582	56	15	71	17	52	69
Estimated Number of Total Truck Trips (21.4 percent of total trips) [b]		115	11	3	14	4	10	14
Estimated Number of Total Truck PCE Trips [c]		281	27	7	34	10	24	34
<b>Total [a + c]</b>		<b>863</b>	<b>83</b>	<b>22</b>	<b>105</b>	<b>27</b>	<b>76</b>	<b>103</b>

Source: Appendix H  
Notes: GLA = gross leasable area; sf = square feet

#### *Trip Distribution and Assignment*

The traffic that would be generated by the Project was geographically distributed onto the eleven study area intersections by evaluating the location of the project site in relation to the level of accessibility of the routes to and from the project site. Truck trip distribution was prepared in accordance with the designated City's truck routes and no trucks were assigned traveling north on Greenleaf Avenue north of the Project's norther driveway. The trip distribution percentages were applied to the project trip generation to forecast the traffic volumes that would be added at each intersection (i.e., trip assignment).

#### ***Existing Traffic Conditions***

##### *Existing Traffic Volumes*

Weekday AM and PM peak hour turn movement volumes were collected at the study area intersections. Traffic count worksheets and the existing AM and PM peak hour turn-movement volumes are provided in the TIA (Appendix H).

##### *Existing (2019) No Project Traffic Condition*

The intersection operations analysis results for the Existing (2019) No Project traffic condition are summarized in Table 26. As shown in the table, all study area intersections currently operate at an acceptable LOS (D or better) during the AM and PM peak hours.

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**Table 26 Existing (2019) No Project Peak Hour Intersection Levels of Service**

Intersection	Traffic Control	Jurisdiction	AM Peak Hour		PM Peak Hour	
			V/C Ratio	LOS	V/C Ratio	LOS
1. Norwalk Boulevard at Los Nietos Road	Signalized	Santa Fe Springs	0.575	A	0.677	B
2. Norwalk Boulevard at Telegraph Road	Signalized	Santa Fe Springs	0.842	D	0.849	D
3. Santa Fe Springs Road at Slauson Avenue-Mulberry Drive	Signalized	Santa Fe Springs	0.748	C	0.787	C
4. Santa Fe Springs Road at Sorensen Avenue	TWSC	Santa Fe Springs	0.572	A	0.527	A
5. Santa Fe Springs Road at Los Nietos Road	Signalized	Santa Fe Springs	0.838	D	0.840	S
6. Santa Fe Springs Road-Bloomfield Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.825	D	0.710	C
7. Greenleaf Avenue at Mulberry Drive	Signalized	Santa Fe Springs	0.722	C	0.714	C
8. Greenleaf Avenue at Reis Street	Signalized	Santa Fe Springs	0.569	A	0.455	A
9. Greenleaf Avenue at Barton Road	TWSC	Santa Fe Springs	0.383	A	0.366	A
10. Greenleaf Avenue at Los Nietos Road	Signalized	Santa Fe Springs	0.860	D	0.824	D
11. Greenleaf Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.636	B	0.612	B

Source: Appendix H

Notes: LOS calculation worksheets in Appendix H. TWSC = Two-Way Stop Controlled

#### *Existing (2019) Plus Project Traffic Condition*

To assess the Existing (2019) Plus Project traffic condition, existing traffic was combined with traffic that would be generated by the Project. The intersection operations analysis results for the Existing (2019) Plus Project traffic condition are summarized in Table 27. As shown in the table, all study area intersections would operate at an acceptable LOS (D or better) during the AM and PM peak hours.

**Table 27 Existing (2019) Plus Project Peak Hour Intersection Levels of Service**

Intersection	Traffic Control	Jurisdiction	AM Peak Hour		PM Peak Hour	
			V/C Ratio	LOS	V/C Ratio	LOS
1. Norwalk Boulevard at Los Nietos Road	Signalized	Santa Fe Springs	0.576	A	0.679	B
2. Norwalk Boulevard at Telegraph Road	Signalized	Santa Fe Springs	0.846	D	0.852	D
3. Santa Fe Springs Road at Slauson Avenue-Mulberry Drive	Signalized	Santa Fe Springs	0.748	C	0.789	C
4. Santa Fe Springs Road at Sorensen Avenue	TWSC	Santa Fe Springs	0.575	A	0.528	A
5. Santa Fe Springs Road at Los Nietos Road	Signalized	Santa Fe Springs	0.841	D	0.842	D
6. Santa Fe Springs Road-Bloomfield Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.829	D	0.713	C
7. Greenleaf Avenue at Mulberry Drive	Signalized	Santa Fe Springs	0.723	C	0.714	C
8. Greenleaf Avenue at Reis Street	Signalized	Santa Fe Springs	0.573	A	0.459	A
9. Greenleaf Avenue at Barton Road	TWSC	Santa Fe Springs	0.386	A	0.369	A
10. Greenleaf Avenue at Los Nietos Road	Signalized	Santa Fe Springs	0.877	D	0.853	D
11. Greenleaf Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.651	B	0.620	B

Source: Appendix H

Notes: LOS calculation worksheets in Appendix H. TWSC = Two-Way Stop Controlled

### 3. Environmental Analysis

#### *Future Traffic Conditions*

##### *Estimating Future Baseline Traffic Conditions*

To estimate the future baseline traffic conditions, ambient growth was added to the daily and peak hour traffic volumes on surrounding roadways. Traffic forecast for the Opening Year (2020) No Project and Opening Year (2020) Plus Project traffic conditions were based on one year of ambient growth at one percent per year and adding traffic from nearby cumulative development projects. The ambient growth rate was provided by City's Traffic Engineer during the traffic scoping process.

Cumulative projects are closely related past, present, and reasonably foreseeable probable future projects that have the potential to directly add measurable traffic to the study area street system. They are projects that have been approved by the City but not yet built and/or for which development applications have been filed and are under consideration by the City. A total of 19 projects in the City make up the cumulative project list included in the traffic analysis. The list of cumulative projects and associated trip generation are included in the TIA (Appendix H). Additionally, no roadway improvements or changes are expected to occur by 2020 in the study area.

##### *Opening Year (2020) No Project Traffic Condition*

The intersection operations analysis results for the Opening Year (2020) No Project traffic condition are summarized in Table 28. As shown in the table, all study area intersections would operate at an acceptable LOS (D or better) during the AM and PM peak hours.

**Table 28 Opening Year (2020) No Project Peak Hour Intersection Levels of Service**

Intersection	Traffic Control	Jurisdiction	AM Peak Hour		PM Peak Hour	
			V/C Ratio	LOS	V/C Ratio	LOS
1. Norwalk Boulevard at Los Nietos Road	Signalized	Santa Fe Springs	0.588	A	0.690	B
2. Norwalk Boulevard at Telegraph Road	Signalized	Santa Fe Springs	0.885	D	0.893	D
3. Santa Fe Springs Road at Slauson Avenue-Mulberry Drive	Signalized	Santa Fe Springs	0.788	C	0.819	D
4. Santa Fe Springs Road at Sorensen Avenue	TWSC	Santa Fe Springs	0.599	A	0.545	A
5. Santa Fe Springs Road at Los Nietos Road	Signalized	Santa Fe Springs	0.869	D	0.894	D
6. Santa Fe Springs Road-Bloomfield Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.892	D	0.755	C
7. Greenleaf Avenue at Mulberry Drive	Signalized	Santa Fe Springs	0.739	C	0.729	C
8. Greenleaf Avenue at Reis Street	Signalized	Santa Fe Springs	0.578	A	0.462	A
9. Greenleaf Avenue at Barton Road	TWSC	Santa Fe Springs	0.388	A	0.371	A
10. Greenleaf Avenue at Los Nietos Road	Signalized	Santa Fe Springs	0.886	D	0.852	D
11. Greenleaf Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.663	B	0.635	B

Source: Appendix H

Notes: LOS calculation worksheets in Appendix H. TWSC = Two-Way Stop Controlled

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#### *Opening Year (2020) Plus Project Traffic Condition*

To assess future traffic conditions with the Project, Project traffic was added to the Opening Year (2020) Plus Project traffic condition. The intersection operations analysis results for the Opening Year (2020) Plus Project traffic condition are summarized in Table 29. As shown in the table, all study area intersections would continue to operate at acceptable LOS (D or better) during the APM and PM peak hours, with exception of the intersections at Greenleaf Avenue and Los Nietos Road in the AM peak hour. As shown in Table 28, this intersection would operate at LOS D in the AM peak hour under the Opening Year (2020) No Project traffic condition. Project traffic would increase the V/C ratio on Greenleaf Avenue at Los Nietos Road by 0.017, resulting in a LOS E in the AM peak hour.

**Table 29 Opening Year (2020) Plus Project Peak Hour Intersection Levels of Service**

Intersection	Traffic Control	Jurisdiction	AM Peak Hour		PM Peak Hour	
			V/C Ratio	LOS	V/C Ratio	LOS
1. Norwalk Boulevard at Los Nietos Road	Signalized	Santa Fe Springs	0.588	A	0.693	B
2. Norwalk Boulevard at Telegraph Road	Signalized	Santa Fe Springs	0.889	D	0.896	D
3. Santa Fe Springs Road at Slauson Avenue-Mulberry Drive	Signalized	Santa Fe Springs	0.789	C	0.821	D
4. Santa Fe Springs Road at Sorensen Avenue	TWSC	Santa Fe Springs	0.602	B	0.546	A
5. Santa Fe Springs Road at Los Nietos Road	Signalized	Santa Fe Springs	0.872	D	0.895	D
6. Santa Fe Springs Road-Bloomfield Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.896	D	0.758	C
7. Greenleaf Avenue at Mulberry Drive	Signalized	Santa Fe Springs	0.739	C	0.729	C
8. Greenleaf Avenue at Reis Street	Signalized	Santa Fe Springs	0.581	A	0.466	A
9. Greenleaf Avenue at Barton Road	TWSC	Santa Fe Springs	0.392	A	0.374	A
10. Greenleaf Avenue at Los Nietos Road	Signalized	Santa Fe Springs	<b>0.903</b>	<b>E</b>	0.880	D
11. Greenleaf Avenue at Telegraph Road	Signalized	Santa Fe Springs	0.678	B	0.644	B

Source: Appendix H

Notes: LOS calculation worksheets in Appendix H. TWSC=Two-Way Stop Controlled; **Bold** = deficient operations

Table 30 summarizes the delays and LOS for the intersection of Greenleaf Avenue at Los Nietos Road that would operate at unacceptable LOS as a result of Project implementation under the Opening Year (2020) Plus Project traffic condition. As shown in the table, implementation of recommended mitigation measures would improve operations at the impacted intersection. Under the mitigated scenario, the intersection of Greenleaf Avenue at Los Nietos Road would operate at acceptable LOS (D or better) in the AM peak hour.

**Table 30 Traffic Mitigation Summary**

Intersection	Scenario	AM Peak Hour		PM Peak Hour	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
10. Greenleaf Avenue at Los Nietos Road	Opening Year (2019) No Project	0.886	D	0.852	D
	Opening Year (2019) Plus Project	<b>0.903</b>	<b>E</b>	0.880	D
	Opening Year (2019) Mitigated Plus Project	0.785	C	0.832	D

Notes: LOS calculation worksheets in Appendix H. **Bold** = deficient operations

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#### *Conclusion*

As demonstrated above, the Project would result in impacts to one intersection under the Opening Year (2020) Plus Project traffic condition. However, project-related traffic impacts would be reduced to a level of less than significant with implementation of Mitigation Measure TRANS-1.

#### **Mitigation Measure**

TRANS-1      Prior to the issuance of an occupancy permit, a 100-foot long (consistent with the existing left-turn lane) southbound right-turn only lane shall be striped adjacent to the curb on Greenleaf Avenue. Striping a separate southbound right-turn only lane would result in a 12-foot through lane and a 12-foot right-turn lane. The resulting southbound lane configurations on Greenleaf Avenue would be one left-turn only lane, one through lane, and one right-turn only lane. No widening of the roadway shall be required.

#### **Impact to Site Access and Queuing**

As shown in Figure 4, *Conceptual Site and Landscape Plan*, vehicular access to the project site would be provided via three driveways: one each off of Santa Fe Springs Road, Los Nietos Road, and Greenleaf Avenue. Due to the driveway's proximity to St. Paul High School to the north, the driveway on Greenleaf Avenue would be restricted to automobiles only and trucks would not be able to access the site through it. Primary truck access would be provided via the driveways on Santa Fe Springs Road and Los Nietos Road. All driveways would be designed as full-access (all turning movements allowed) with all inbound movements uncontrolled and all outbound movements stop-controlled.

Queuing would not occur for inbound vehicles making a right-turn into the project site at any of the driveways as these inbound movements would be uncontrolled internal to the project site. As shown in the truck turning templates provided in the TIA (Appendix H), trucks turning right into the proposed driveways on Santa Fe Springs Road and Los Nietos Road would need to utilize the entire curb lane and the entire width of the driveway while trucks turning left out of the site would be able to adequately turn from the center two-way left-turn lanes and would also need to utilize the entire width of the driveway.

Santa Fe Springs Road, Los Nietos Road and Greenleaf Avenue all consist of striped two-way left-turn center lanes. Inbound vehicles making a left-turn into the project site at all driveways would be able to utilize the two-way left-turn center lanes to seek refuge and there is adequate vehicle storage in these center lanes for queuing. Additionally, queuing for the outbound left turn movements would occur within the project site and would not affect the surrounding streets. Therefore, no impact to site access and queuing would occur and no mitigation measures are necessary.

#### **Impact to Alternate Modes of Transportation Facilities**

##### *Pedestrian Facilities*

As shown in Figure 4, *Conceptual Site and Landscape Plan*, pedestrian access to the project site would be provided via a new meandering, parkway-separated public sidewalk along Greenleaf Avenue. The existing public sidewalk abutting the project site along this road would be demolished and replaced with a new sidewalk. Internal



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walkways leading to the main building entrances would be provided onsite and would connect to the new public sidewalk. Project development would also introduce a new public sidewalk along the portion of the project site that abuts Los Nietos Road. Currently, there is no public sidewalk along this portion of Los Nietos Road.

Although the existing public sidewalk along Greenleaf Avenue would be temporarily closed to pedestrians, pedestrian access to the new meandering public sidewalk would be restored upon completion of the sidewalk. Additionally, introduction of the new sidewalk along the northern side of Los Nietos Avenue would provide an improvement over existing conditions as no public sidewalk exists along this portion of Los Nietos Road. Therefore, no impact to pedestrian facilities are anticipated. In fact, Project development would provide a beneficial impact as it would improve pedestrian circulation through new facilities.

#### *Bicycle Facilities*

There are no bicycle lanes or facilities adjacent to or within proximity of the project site. However, the project applicant would provide bicycle parking stalls onsite in accordance with the provisions of CALGreen; the racks would be placed in a designated area near the main entrance of the proposed building. Additionally, Section 21100(h) of the California Vehicle Code allows bicyclists to ride on sidewalks. Bicyclists are also allowed ride on roads. Therefore, no impact to bicycle facilities are anticipated.

#### *Transit Facilities*

As an alternative to automobile travel, the Norwalk Transit System (NTS) and Los Angeles County Metropolitan Transportation Authority (Metro) provide public transit bus service in Santa Fe Springs. The following routes operate in the vicinity of the project site:

- **NTS Route 3** extends from the Gateway Plaza to the Norwalk Boulevard/166th Street intersection. Route 3 travels on Telegraph Road in the vicinity of the project site. During the weekday AM and PM commute periods, Route 3 provides headways of approximately 60 minutes (one bus per hour) in both directions.
- **NTS Route 7** extends from the El Monte Station to the Green Line Station. Route 7 travels on Santa Fe Springs Road in the vicinity of the project site. During the weekday AM commute period, Route 7 provides headways of approximately 50 minutes (approximately one bus per hour) in both directions. During the PM commute period, Route 7 provides headways of approximately 50 minutes (approximately one bus per hour) in both directions.
- **LA Metro Route 120** extends from the Whittwood Town Center to the Aviation/LAX Station. Route 120 travels on Telegraph Road in the vicinity of the project site. During the weekday AM commute period, Route 120 provides headways of approximately 45 minutes (approximately 1.3 buses per hour) in both directions. During the weekday PM commute period, Route 120 provides headways of approximately 45 minutes (approximately 1.3 buses per hour) in the both directions.

The closest NTS bus stops to the project site are at the Greenleaf Avenue/Los Nietos Road intersection, approximately 0.25 mile west of the site. The closest Metro bus stops to the project site are at the Greenleaf Avenue/Telegraph Road intersection, approximately 0.55 mile south of the site.

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The Project has been designed to provide convenient access to public transit offered by NTS and Metro. For example, future workers and visitors of the project site would be within walking distance of aforementioned bus stops, as well as others in the project vicinity. Safe access to the bus stops from and to the project site would be available via the new public sidewalks proposed along Greenleaf Avenue and Los Nietos Road, as well as the existing sidewalks beyond these roadways.

Additionally, the number of person trips that would be generated by the Project was calculated according to the LA County Congestion Management Program (CMP) guidelines. The CMP guidelines recommend estimating the number of person trips by multiplying the project's peak hour traffic estimate by 1.4 times vehicle trips. This would equate to 420 person trips ( $105 \times 1.4$ ) under the Project during the highest peak hour, which is the AM peak hour. The number of transit trips generated would be 3.5 percent of the total person trips. Therefore, the Project would generate approximately 4 transit trips ( $105 \times 0.035$ ) during the AM peak hour. As the number of transit trips generated by the Project would be minimal, it is anticipated that the existing transit service in the project area would be able to accommodate the project-generated transit trips. The existing public transit system would not be impacted by the Project.

#### *Conclusion*

Based on the preceding, Project development would not result in a conflict with a program, plan, ordinance, or policy addressing the alternate mode of transportation facilities. Therefore, impacts would be less than significant and no mitigation measures are necessary.

#### **b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?**

**No Impact.** The legislature found that with adoption of Senate Bill 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]). Additionally, AB 1358 (Complete Streets Act) requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). As part of the updated CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)). On January 20, 2016, OPR released revisions to its proposed CEQA guidelines for the implementation of SB743. Final review and rulemaking for the new guidelines were completed in December 28, 2018 when the California Natural Resource Agency certified and adopted the CEQA Guidelines update package, including guidelines section implementing Senate Bill 743. OPR allows agencies an opt-in period to adopt the guidelines; they become mandatory on July 1, 2020.

VMT is an indicator of the travel levels on the roadway system by motor vehicles. It corresponds to the number of vehicles multiplied by the distance traveled in a given period over a geographical area. In other words, VMT

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is a function of (1) number of daily trips and (2) the average trip length ( $VMT = \text{daily trips} \times \text{average trip length}$ ). Santa Fe Springs has not implemented VMT metrics yet and currently uses the established LOS criteria. Therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** The Project would introduce a number of new onsite vehicular access and circulation improvements. As shown in Figure 4, *Conceptual Site and Landscape Plan*, vehicular access for the project site would be provided via three driveways: one each off Greenleaf Avenue, Los Nietos Road, and Santa Fe Springs Road. The Greenleaf Avenue and Los Nietos Road driveways would provide access for employee/visitor vehicles and lead directly into the onsite parking areas for these users. Both of these driveways would connect to an internal drive aisle, which would lead to automated rolling security gates—the gates would restrict access into the truck court and open yard truck trailer parking and storage area to employees only. Trailer trucks would be prohibited from using the Greenleaf Avenue driveway; however, trailer trucks would be allowed to use the Los Nietos Road and Santa Fe Springs Road driveways to access the project site.

The City and DFR have adopted design standards that preclude the construction of any unsafe roadway, circulation, or access design features. Design and construction of the proposed access and circulation improvements would be required to adhere to the City's engineering standards and DFR's design standards, which are imposed on development projects during the City's development review and building plan check process. For example, at intersections and project driveways, a substantially clear line of sight must be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Sight distance is the continuous length of roadway visible to the driver. Based on a review of the proposed site plan (see Figure 4) and Google Earth maps, there are no restrictions blocking views from proposed location of the Greenleaf Avenue or Los Nietos Road access driveways and north- and southbound traffic on these roadways, and sufficient sight distance would be provided. Compliance with the established design standards would ensure that hazards due to design features would not occur and that the placement of the vehicular access and circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site.

Furthermore, the Project would provide a network of low-speed internal drive aisles that would be safe and walkable for pedestrians, while maintaining an efficient circulation system for trucks and vehicles. The Project would also not include incompatible uses such as farm equipment on area roadways.

Therefore, no impact resulting from hazards due to design features or incompatible uses would occur and no mitigation measures are necessary.

**d) Result in inadequate emergency access?**

**No Impact.** As outlined above, the Project would introduce a number of new onsite vehicular access and circulation improvements. To address emergency and fire access needs, the improvements would be required to be designed and constructed in accordance with all applicable City and DFR design standards for emergency

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access (e.g., minimum lane width and turning radius). For example, the drive aisles would be designed to meet the minimum width requirements of DFR to allow the passing of emergency vehicles.

Additionally, during the development review and building plan check process, the City would coordinate with DFR and DPS to ensure that the necessary fire prevention and emergency response features are incorporated into the Project and that adequate circulation and access (e.g., adequate turning radii for fire trucks) are provided within the traffic and circulation components of the Project. For example, Knox Boxes (or other approved means of emergency access to the site) would be placed where necessary (i.e., automated rolling security gates) to provide access for emergency personnel. Additionally, emergency access to the project site would be via three driveways (one each off Greenleaf Avenue, Los Nietos Road, and Santa Fe Springs Road), which connect to internal drive aisles and the open yard. The internal drive aisles would serve as fire access lanes and become part of the onsite fire access path of travel. All site and building improvements proposed under the Project would be subject to review and approval by the City, DFR, and DPS.

Furthermore, the Project would be required to incorporate all applicable design and safety requirements as set forth in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and DFR. Compliance with these standards is ensured through the City's and DFR's development review and building plan check process.

Finally, implementation of the Project would not require major road closures or otherwise impact the functionality of Greenleaf Avenue or Los Nietos Road as public safety access routes. However, some improvements (e.g., new driveways, water and sewer connections) would be required within the right-of-way of these roadways, which may require temporary closure of a small portion of the lanes of these roads that abut the project site. Any minor road closure would be temporary and would only be necessary during the construction activities associated with these improvements. All proposed road closures would also be subject to review and approval by the City, including issuance of an encroachment permit. Upon completion of the improvements along Greenleaf Avenue and Los Nietos Road, all road conditions would be restored to normal.

Based on the preceding, no impact to emergency access would occur and no mitigation measures are necessary.

#### 3.18 TRIBAL CULTURAL RESOURCES

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

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

**No Impact.** As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. The project site was previously used for crude oil storage (pre-1924 to 1930s) generated at nearby production operations. Additionally,

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from approximately 1949 to 1964, the project site operated as a Los Angeles County-permitted disposal site for hazardous waste.

The project site is not identified on any state or local historic registers or sources, including the California State Historical Landmarks and Points of Historical Interest. Additionally, as a part of the cultural resources assessment conducted for the project site, Brian F. Smith and Associates conducted an archaeological and historic records search of the California Historic Resources Inventory System (CHRIS) from the South Central Coastal Information Center (SCCIC) on May 1, 2019 (Appendix C). The records search was conducted for the project site and a one-half mile radius from the site. The search indicated that no prior studies have been completed for the project site—three have been completed outside the project site within the one-half mile radius. Also, no previously recorded historic resources have been recorded for the project site.

Therefore, no impact to historical resources would occur and no mitigation measures are necessary.

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

**No Impact.** Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. The intent of the consultations is to provide an opportunity for interested Native American contacts to work together with the lead agency (in this case, Santa Fe Springs) during the project planning process to identify and protect tribal cultural resources.

The provisions of CEQA, Public Resources Code Sections 21080.3.1 et seq. (also known as Assembly Bill 52 [AB 52]), requires meaningful consultation with California Native American Tribes on potential impacts to tribal cultural resources, as defined in Public Resources Code Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA 2018).

As part of the AB 52 process, Native American tribes must submit a written request to the relevant lead agency if it wishes to be notified of projects that require CEQA public noticing and are within its traditionally and culturally affiliated geographical area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that

### 3. Environmental Analysis

mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code Section 21082.3(c).

In accordance with the provisions of AB 52, the City sent formal notification letters on May 15, 2019, to the following tribes: Gabrielino Tongva Indians of California Tribal Council, Gabrieleño/Tongva San Gabriel Band of Mission Indians, and Gabrieleño Band of Mission Indians - Kizh Nation. The 30-day noticing requirement under AB 52 was completed on June 17, 2019, 30 days from the date the tribes received the notification letter.

One tribe responded to the City's AB 52 consultation notification letter: Gabrieleño Band of Mission Indians - Kizh Nation. In their initial response letter, the tribe stated that the project site is within their ancestral territory and traditional use area. For this reason, the tribe requested consultation with the City. In response, the City has reached out to the tribe multiple times and provided them with additional information the tribe requested regarding the project site. The City has attempted multiple times via written and phone communications to set up a meeting with the tribe in response to their request. However, to date, the tribe has not responded to meeting requests or the additional information the City provided them with. Therefore, the City has complied with its obligation under AB 52 and the consultation process was deemed complete.

Additionally, as discussed in Section 3.5, *Cultural Resources*, deep ground excavations or disturbances would not be required to implement the Project. Also, only vegetation-clearing and minimal ground-disturbing activities would occur in the central and western portions of the project site. Because the project site operated as a Los Angeles County-permitted disposal site for hazardous waste from approximately 1949 to 1964—which makes up most of the central and western portions of the site, as well as a portion of the eastern side—more intense ground-disturbing activities are prohibited in these areas. Solid waste still exists onsite and sits at approximately three feet (minimum) below grade; the subgrade area that contains solid waste (limits of waste) covers the aforementioned areas of the site. The buried solid waste is covered by an engineered cap (the protective remedy approved by the USEPA), which will remain in place following redevelopment of the site. With implementation of the Project, the areas underlain by solid waste would be improved with hardscape associated with the truck court and open yard truck trailer parking and storage area and would therefore not experience any intense ground-disturbing activities.

Furthermore, to implement the Project, it is anticipated that approximately 100,000 cubic yards of soil would be imported during the grading phase to balance and raise the grade of the site. Therefore, no soil export would occur. Also, existing soil onsite would not be excavated or transferred from one part of the site to another because intense ground-disturbing activities are prohibited onsite due to the solid waste and protective cap that underlie the site.

The project site is also heavily disturbed from its historical industrial and landfill use and therefore has already been subject to similar construction and ground-disturbing activities that would occur under the Project. No evidence or readily available records exist to indicate that tribal cultural resources were identified during prior disturbance and development of the project site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities.

### 3. Environmental Analysis

Therefore, based on lack of response from the tribe, no impacts to tribal cultural resources would occur and no mitigation measures are necessary.

#### 3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less Than Significant Impact.** Following is a discussion of the Project's potential impacts on water, wastewater treatment or storm water drainage, electric power, natural gas facilities, or telecommunications facilities.

##### **Water Treatment Facilities**

The project site is over the coastal plain of the Los Angeles Groundwater Basin. The Santa Fe Springs Water Utility Authority would provide potable water to the project site. The City's water service area is approximately 8.9 square miles in size and covers approximately 90 percent of the land within the City's municipal boundaries, as well as a small area in the City of Downey. The City's water supply sources include local groundwater pumped from City wells, treated groundwater through the Central Basin Water Quality Protection Program (CBWQPP), treated imported water purchased from Metropolitan Water District (MWD) through the Central Basin Municipal Water District (CBMWD), and recycled water supplies provided by CBMWD. Groundwater has historically accounted for approximately 43 percent of the City's overall water supplies. Imported water from MWD has historically accounted for approximately 47 percent of the City's overall water supplies, and recycled water has accounted for 10 percent (Santa Fe 2017).

The City has an allowed pumping allocation (or adjudicated pumping right) to the Central Basin of 4,036 acre-feet per year (AFY). The City has historically pumped approximately 1,278 afy of groundwater from its three wells. Well No. 1 was placed on standby in 2014 as a result of poor water quality and is planned to be destroyed. Well No. 2 has been on standby since 2008 due to water quality problems. Well No. 12 was drilled in 2013 and has been inactive since 2013 due to water quality issues. The City produced groundwater from 2009 to 2014 from Well No. 1 and from 2004 to 2015 received treated groundwater through CBWQPP (Santa Fe 2017).

The City also receives treated groundwater from the CBWQPP. CBWQPP is approved by the State Water Resource Control Board (SWRCB). All water delivered to the City's customers meets the SWRCB guidelines and is not expected to change over the next 20 years. Furthermore, imported water from MWD meets all state and federal water quality standards. To the extent possible, MWD responds to water quality concerns by concentrating on protecting the quality of the source water and developing water management programs that maintain and enhance water quality. MWD anticipates no significant reductions in water supply availability from these sources due to water quality concerns (Santa Fe 2017).

### 3. Environmental Analysis

Water demand estimates for the Project are included in Table 31. As shown in the table, the Project would require approximately 12,579 gallons per day (14.1 afy) of potable water.

**Table 31 Proposed Project Water Demands**

Land Use	Square Feet	Indoor Generation Rate (gpd/square feet) <sup>1</sup>	Outdoor Water Use (gallons/year) <sup>2</sup>	Total (gpd)
Warehousing	200,500	0.0278	—	5,574
Office Use	16,000	0.222	—	3,552
Landscaping	90,175	—	1,260,457	3,453
<b>Total</b>	—	—	—	12,579

Source: LACSD 2019; DWR 2017

Notes: gpd = gallons per day

<sup>1</sup> LACSD provides loading rates for wastewater for specific land uses. It is assumed that wastewater generation is 90 percent of indoor water use. The wastewater generation rate for an office building is 200gpd/1,000 square feet. For a warehouse facility, the generation rate is 25 gpd/1,000 square feet.

<sup>2</sup> Outdoor water use is based on the California Department of Water Resources' Water Budget Workbook for New and Rehabilitated Non-Residential Landscapes. Precipitation for the City of Los Angeles was used.

The City estimates that it will have sufficient water supplies to meet proposed growth for normal, single-dry, and multiple-dry years. Therefore, Project development would not require the construction of new or expanded water treatment facilities. Impacts would be less than significant and no mitigation measures are necessary.

#### Wastewater Treatment Facilities

Wastewater generated by the land uses in the City is treated by the Sanitation Districts of Los Angeles County (LACSD). Wastewater is collected within the City's local sewer collection system. The City's local sewers tie into one of LACSD's regional trunk sewers. Wastewater from the City's service area is collected and treated at the Los Coyotes Water Reclamation Plant (LCWRP) and Long Beach Water Reclamation Plant (LBWRP). LCWRP has a design capacity of 37.5 million gallons per day (mgd) and an average flow of 30.3 mgd. LBWRP has a design capacity of 25 mgd and treats 16.8 mgd on average (Santa Fe 2017, LACSD 2012).

The amount of wastewater that would be generated by the Project is conservatively assumed to be 8,213 gallons per day, which is 90 percent of indoor water use. The amount of wastewater that would be generated is much less than one percent of LCWRP and LBWRP's total remaining daily treatment capacity. Therefore, Project development would not require the construction of new or expanded wastewater treatment facilities. Impacts would be less than significant and no mitigation measures are necessary.

#### Stormwater Drainage Facilities

See response to Section 3.10.c.iii, above. As substantiated in this section, impacts would be less than significant and no mitigation measures are necessary.

#### Electricity Facilities

Electrical needs to the project site would be provided by SCE via existing infrastructure in the immediate area of the project site. SCE obtains electricity from conventional and renewable sources. The Project would have a total annual electricity demand of 918,150 kWh (see Table 9, *Project Operation-Related Energy Generation*).



### 3. Environmental Analysis

Total mid-electricity consumption in SCE's service area is forecast to increase by approximately 12,723 GWh between 2015 and 2027 (CEC 2016). SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area; and the electricity demand due to the Project is within the forecast increase in SCE's electricity demands. Project development would not require SCE to obtain new or expanded electricity supplies.

Additionally, as noted in Section 1.7.7, *Green Building Standards*, the Project would be designed to include a number of green building standards that would help reduce electricity demand, including the provision of four pounds per square foot of additional load at the roof to allow for solar installation and inclusion of above-market glazing, clerestory, and skylights to increase the use of natural light and minimize the use of artificial light. Other sustainability features would be considered by the City as the Project is refined during the design and construction phases.

Therefore, impacts would be less than significant and no mitigation measures are necessary.

#### Natural Gas Facilities

Natural gas needs to the project site would be provided by the Southern California Gas Company (SoCalGas) via existing infrastructure in the immediate area of the project site. The Project would have a total annual natural gas demand of 3,507,198 kBtu (see Table 9, *Project Operation-Related Energy Generation*).

SoCalGas' service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east (CEC 2016). Total natural gas supplies available to SoCalGas are forecast to remain constant at 3,775 million cubic feet per day (MMCF/day) from 2020 through 2035. Total natural gas consumption in SoCalGas' service area is forecast to decline slightly from 2,625 MMCF/day in 2018 to 2,313 MMCF/day in 2035 (CGEU 2018).

SoCalGas projects that it will have sufficient supplies to meet the demands in its service area. Therefore, the Project's natural gas demand is within SoCalGas' forecast increase and the Project would not require SoCalGas to obtain new or expanded natural gas supplies. Impacts would be less than significant and no mitigation measures are necessary.

#### Telecommunication Facilities

The Project would include onsite connections to telecommunication services. The construction-related impacts associated with these improvements are analyzed throughout this Initial Study as part of project development. Impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** The City has adequate water supplies to meet project water demands, as substantiated above in Section 3.19.a.

### 3. Environmental Analysis

Additionally, the Project's landscaping would be required to be installed and maintained in compliance with Chapter 54 (Water Conservation) of the Santa Fe Springs Code of Ordinances, which sets landscape design standards for water conservation.

Furthermore, development of the Project would be required to comply with the provisions of CALGreen, which contains requirements for indoor water use reduction and site irrigation conservation. Specifically, project development would be required to adhere to mandatory residential measures outlined in Division 4.3 (Water Efficiency and Conservation) of CALGreen, including those of Sections 4.303 (Indoor Water Use) and 4.304 (Outdoor Water Use).

Based on the preceding, there are adequate water supplies to meet the water demands of the Project and Project development would not require the City to obtain new or expanded water supplies. Therefore, impacts on water supplies due to project development would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** As substantiated above in Section 3.19.a, there is existing wastewater treatment capacity in the region for estimated project wastewater generation. Project development would not require construction of new or expanded wastewater treatment facilities. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Three solid waste haulers provide services in the City of Santa Fe Springs; Consolidated Disposal Service, CR&R Waste and Recycling, and Serv-Wel Disposal Company. In 2017, approximately 79 percent of the municipal solid waste landfilled from the City of Santa Fe Springs was disposed of at the Olinda Alpha, Frank R. Bowerman, and Sunshine Canyon Landfills (CalRecycle 2019a). Capacity and disposal data for the three landfills are shown in Table 32. As shown in the table, the landfills have a combined residual capacity of over 10,123 tons per day.

**Table 32 Landfill Capacity**

Landfill	Current Remaining Capacity (tons) <sup>1</sup>	Maximum Daily Disposal Capacity (tons)	Average Daily Disposal, 2017 (tons) <sup>2</sup>	Residual Daily Disposal Capacity (tons)	Estimated Close Date
Olinda Alpha Landfill	34,200,000	8,000	7,118	882	2021
Frank R. Bowerman Landfill	205,000,000	11,500	7,631	3,869	2053
Sunshine Canyon Landfill	77,900,000	12,100	6,728	5,372	2037
<b>Total</b>	<b>317,100,000</b>	<b>31,600</b>	<b>21,477</b>	<b>10,123</b>	<b>NA</b>

Sources: CalRecycle 2019b, 2019c, 2019d, 2019e

<sup>1</sup> A Volume-to-Weight conversion rate of 2,000 lbs/cubic yard (1 ton/cubic yard) for "Compacted - MSW Large Landfill with Best Management Practices" is used as per CalRecycle's 2016 Volume-to-Weight Conversion Factors [https://www.epa.gov/sites/production/files/201604/documents/volume\\_to\\_weight\\_conversion\\_factors\\_memorandum\\_04192016\\_508fnl.pdf](https://www.epa.gov/sites/production/files/201604/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf).

<sup>2</sup> Average daily disposal is calculated based on 300 operating days per year. Each of the three facilities is open six days per week, Monday through Saturday, except certain holidays.

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The Project is estimated to generate a net increase of approximately 2,847 pounds (or 1.47 tons) of solid waste per day, as shown in Table 33.

**Table 33 Proposed Project Solid Waste Generation**

Land Use	Square Feet	Generation Rate (lbs/square feet/day)	Total (ppd)
Warehouse	200,500	0.0142	2,847
Office Use	16,000	0.006	96

Source: CalRecycle 2019f  
Notes: ppd = pounds per day

As demonstrated in Tables 32 and 33, the total amount of solid waste expected to be generated by the Project would be minimal compared to the residual daily disposal capacity of the three landfills serving the City.

Additionally, enclosures with solid roof tops and swinging gates that would accommodate trash bins for solid waste and recyclable materials would be provided in the along the northern and southern site boundaries. The provision of a recycling bin would help reduce the amount of solid waste that would need to be transported to the landfills serving the City.

Furthermore, substantial reductions in solid waste from construction materials can be achieved through recycling, reuse, and diversion programs. Chapter 50 (Garbage and Refuse) of the Santa Fe Springs Code of Ordinances and Section 3.7 (Recycling) of the Specific Plan outline the requirements for diverting construction waste from landfills. As currently codified, the regulations require diversion of 75 percent of nonhazardous construction and demolition waste through recycling, reuse, and diversion programs. As a result, the City requires submittal of construction and demolition waste management plan and payment of applicable fees and deposits to ensure proper documentation of construction material that will be reused, recycled, or landfilled. The purpose of the plan is to ensure that development projects are meeting the 75 percent requirement. Pursuant to the provisions of Section 3.7 of the Specific Plan, the project applicant would be required to submit the plan to the City and approval must be obtained prior to initiation construction. Upon completion of the construction phase and prior to obtaining occupancy permits, the project applicant or his/her construction contractor is required to submit a report to the Santa Fe Springs Planning and Development Department identifying the actual recycling levels that were obtained. Preparation of the plan and subsequent report would be imposed by the City as a condition of Project approval, and compliance would be ensured through the City's building plan check and development review process.

Finally, the Project would be designed and constructed to achieve LEED (Leadership in Energy and Environmental Design) Certified Status from the U.S. Green Building Council. LEED is a national certification system developed to encourage the construction of energy and resource-efficient buildings that are healthy to live in – it provides a framework to create healthy, highly efficient and cost-saving green buildings. For example, LEED projects are responsible for diverting over 80 million tons of waste from landfills (USGBC 2019b). LEED certification is a globally recognized symbol of sustainability achievement. To achieve LEED Certified Status, some of the green building standards that would be incorporated into the Project include:

### 3. Environmental Analysis

- Significantly reducing construction traffic by re-using the onsite concrete and asphalt in lieu of off-haul.
- The provision of solid waste and recycling bins as noted above.

Based on the preceding, impacts on landfill capacity would be less than significant and no mitigation measures are necessary.

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

**No Impact.** See response to section 3.19.d, above.

Additionally, the following federal, state, and local laws and regulations govern solid waste disposal, including:

- USEPA administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal.
- Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses.
- AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a countywide siting element specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period.
- AB 1327 (California Solid Waste Reuse and Recycling Access Act of 1991) requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

Project-related construction and operation phases would be implemented in accordance with all applicable federal, state, and local laws and regulations govern solid waste disposal. Therefore, no impact would occur and no mitigation measures are necessary.

### 3.20 WILDFIRE

Wildland fire protection in California is the responsibility of either the local government, state, or the federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the California Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRAs. The LRA hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. The Santa Fe

### 3. Environmental Analysis

Springs Department of Fire-Rescue currently provides fire protection and emergency medical services to the City.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA. The nearest SRA and LRA FHSZ to the project site are both Very High FHSZ approximately 2.9 miles and 2.5 miles northeast in the City of Whitter, respectively (CAL FIRE 2012). Land between the edge of the nearest FHSZ and the project site is dense urban development, along with Interstate 72.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

**No Impact.** As demonstrated above, the project site is not in or near and SRA or LRA or lands classified as high fire hazard severity zones; therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** As demonstrated above, the project site is not in or near and SRA or LRA or lands classified as high fire hazard severity zones; therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** As demonstrated above, the project site is not in or near and SRA or LRA or lands classified as high fire hazard severity zones; therefore, no impact would occur and no mitigation measures are necessary.

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

**No Impact.** As demonstrated above, the project site is not in or near and SRA or LRA or lands classified as high fire hazard severity zones; therefore, no impact would occur and no mitigation measures are necessary.

### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

**a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially**

### 3. Environmental Analysis

**reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant Impact With Mitigation Incorporated.** As shown in Figure 3, *Aerial Photograph*, the majority of the project site is vacant—the site consists mostly of bare or exposed soil. A vacant single-story metal warehouse/manufacturing building is in the eastern end of the project site with frontage onto Greenleaf Avenue. The project site and surrounding area are in a highly urbanized area of the City. The project area is primarily dominated by commercial and industrial uses with some residential uses and a high school to the northeast and north, respectively, of the project site.

As substantiated in Section 3.4, *Biological Resources*, implementation of the Project would not result in the reduction of the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Additionally, potential impacts to nesting habitat for migratory birds would be reduced to a less than significant level with implementation of Mitigation Measure BIO-1.

Furthermore, as substantiated in Section 3.5, *Cultural Resources*, no historic resources were identified onsite and, therefore, the Project does not have the potential to eliminate important examples of California history or prehistory. Impacts were deemed to be less than significant.

Furthermore, as substantiated in Sections 3.5 and 3.7, *Geology and Soils*, impacts to archeological and paleontological resources, respectively, were deemed to be less than significant.

Finally, as demonstrated in Section 3.18, *Tribal Cultural Resources*, impacts to tribal cultural resources were deemed to be less than significant.

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

**No Impact.** The issues relevant to Project development are confined to the immediate project site and surrounding area. Additionally, the project site is in a highly urbanizing area of the City where supporting utility infrastructure (e.g., water, wastewater, electricity, natural gas, and drainage) and services (e.g., solid waste collection) currently exist. Project implementation would not require the construction of new or expansion of existing utility infrastructure and services. The project site is also generally too small in scope to appreciably contribute to existing cumulative impacts.

Furthermore, impacts related to other topical areas such as air quality, GHG, hydrology and water quality, and traffic would not be cumulatively considerable with development of the Project in conjunction with other cumulative projects.

In consideration of the preceding factors, the Project’s contribution to cumulative impacts would be rendered less than significant; therefore, project impacts would not be cumulatively considerable.

### 3. Environmental Analysis

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

**Less Than Significant Impact With Mitigation Incorporated.** As discussed in the respective topical sections of this Initial Study, implementation of the Project would not result in significant impacts in the areas of GHG, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, or wildfire, which may cause adverse effects on human beings. Therefore, impacts related to these environmental effects were deemed to be less than significant. Also, as demonstrated in Section 3.3, *Air Quality*, Project-related construction impacts to air quality would be reduced to a level of less than significant with implementation of Mitigation Measures AQ-1.

### 3. Environmental Analysis

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## 4. Mitigation Monitoring and Reporting Program

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 34. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The matrix also identifies all conditions of approval applicable to the Project, as identified throughout this Initial Study. The mitigation matrix serves as the basis for scheduling the implementation of, and compliance with, all mitigation measures and conditions of approval.

**Table 34 Mitigation Monitoring Requirements**

Mitigation Measures		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<b>Air Quality</b>					
AQ-1	<p>The project construction contractor shall, at a minimum, use equipment that meets the United States Environmental Protection Agency's (USEPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower for all drilling, rough grading, fine grading, and trenching activities, unless it can be demonstrated to the City of Santa Fe Springs Planning and Development Department that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Final emissions standards for a similarly-sized engine, as defined by the California Air Resources Board's regulations.</p> <p>Prior to the commencement of construction, the project engineer shall ensure that all construction plans (e.g., demolition, grading) clearly indicate the requirement for USEPA Tier 4 Final emissions standards for construction equipment over 50 horsepower for the specific activities</p>	Project Applicant and Construction Contractor	Prior to the commencement of and during construction	City of Santa Fe Springs Planning and Development Department	

## 4. Mitigation Monitoring and Reporting Program

**Table 34 Mitigation Monitoring Requirements**

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>stated above. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Santa Fe Springs Planning and Development Department. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. The construction contractor shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.</p>				
<b>Biological Resources</b>				
<p>BIO-1 To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code, if ground-disturbing and/or vegetation-clearing activities are scheduled to occur during the avian nesting season (typically February 15 through August 31), a pre-construction nesting bird survey shall be conducted in and adjacent to the project site by a qualified biologist. Surveys shall be conducted within three days prior to initiation of any ground-disturbing and/or vegetation-clearing activities and shall be conducted between dawn and noon.</p> <p>If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist, in consultation with the construction contractor. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have</p>	<p>Project Applicant, Construction Contractor, and Biologist</p>	<p>Prior to any ground-disturbing and/or vegetation-clearing activities scheduled to occur during the avian nesting season</p>	<p>City of Santa Fe Springs Planning and Development Department</p>	

## 4. Mitigation Monitoring and Reporting Program

**Table 34 Mitigation Monitoring Requirements**

Mitigation Measures		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The monitoring biologist shall prepare a survey report/memorandum summarizing his/her findings and recommendations of the preconstruction survey. Any active nests observed during the survey shall be mapped on a current aerial photograph, including documentation of GPS coordinates, and included in the survey report/memorandum. The completed survey report/memorandum shall be submitted to the City of Santa Fe Springs Planning and Development Department.					
<b>Noise</b>					
NOI-1	If paving is required within 20 feet of adjacent commercial/industrial structures, the use of a static roller shall be employed in lieu of a vibratory roller	Project Applicant and Construction Contractor	During construction	City of Santa Fe Springs Planning and Development Department	
<b>Transportation</b>					
TRANS-1	Prior to the issuance of an occupancy permit, a 100-foot long (consistent with the existing left-turn lane) southbound right-turn only lane shall be striped adjacent to the curb on Greenleaf Avenue. Striping a separate southbound right-turn only lane would result in a 12-foot through lane and a 12-foot right-turn lane. The resulting southbound lane configurations on Greenleaf Avenue would be one left-turn only lane, one through lane, and one right-turn only lane. No widening of the roadway shall be required.	Project Applicant, Construction Contractor, and Civil Engineer	Prior to the issuance of an occupancy permit	City of Santa Fe Springs Planning and Development Department	

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