



12300 LAKELAND ROAD DEVELOPMENT PROJECT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lead Agency:

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August 2022

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

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

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

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

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

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

Existing Plans, Programs, or Policies (PPPs)

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

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Section 1.0 Introduction

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

Section 2.0 Project Setting

Provides information about the proposed Project's location.

Section 3.0 Project Description

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

Section 4.0 Discretionary Approvals

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

Section 5.0 Environmental Checklist

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

Section 6.0 Document Preparers and Contributors

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

2 PROJECT SETTING

2.1 PROJECT LOCATION

The Project site is located in southeastern Los Angeles County within the City of Santa Fe Springs. The site is within the United States Geological Survey (USGS) Whittier 7.5-Minute Series Quadrangle and can be identified within Township 3 South, Range 11 West, San Bernardino Base and Meridian. The City of Santa Fe Springs is approximately 12 miles southeast of downtown Los Angeles and 18 miles northwest of downtown Santa Ana.

Regional access to the Project site is provided by Interstate 5 (I-5) located approximately 1.16 miles northwest and Interstate 605 (I-605) approximately 1.5 miles northwest. The regional location of the Project site is shown in Figure 2-1, *Regional Location*.

The Project site is located at 12300 Lakeland Road, Santa Fe Springs, California 90670. The Project site consists of one parcel encompassing approximately 8.45-acres. The parcel is identified as Los Angeles County Assessor's Parcel Number (APN): 8025-002-026. Local access to the site is provided by Lakeland Avenue, a secondary roadway along the north of the site, Norwalk Boulevard, a 4-lane major arterial along the west of the site, and Getty Drive, a public street along the eastern perimeter of the site. The Project site and the surrounding area is shown in Figure 2-2, *Local Vicinity*.

2.2 EXISTING PROJECT SITE

The Project site comprises a single parcel encompassing approximately 8.45-acres. The parcel is identified as Los Angeles County Assessor's Parcel Number 8025-002-026. The site is currently developed with 67,540 square feet of industrial structures which includes a 49,389 square foot covered concrete work area, a 4,028 square foot front office, and two single story concrete buildings totaling 7,028 square feet and 7,095 square feet. The current industrial development on the Project site is operated by Coast Iron, a steel fabricator that cuts, bends, assembles, and welds steel products. The site is currently accessible via 5 points along Lakeland Road and a single point along Norwalk Boulevard. The Project site's existing conditions are shown in Figure 2-3, *Aerial*, Figure 2-4, *Surrounding Land Uses*, and Figure 2-5, *Site Photos*.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a Santa Fe Springs General Plan Land Use designation of Industrial, as shown in Figure 2-6, *General Plan Designation*. The land use designation allows for a broad range of industrial, manufacturing, outdoor storage, and logistic activities, generally in large buildings and on large properties per the City's General Plan for 2040.

The Project site has two zoning designations as shown in Figure 2-7, *Existing Zoning Designations*. The majority of the site is zoned as Heavy Manufacturing (M-2) and a small section of the northwest corner of the site is zoned as Buffer Parking (BP). As it relates to the proposed Project, Section 155.240 of the City's Municipal Code states that the M-2 zone is intended to "preserve the lands of the city appropriate for heavy industrial uses" and "to promote uniform and orderly industrial development." Warehouses are a permitted use within the M-2 zone.

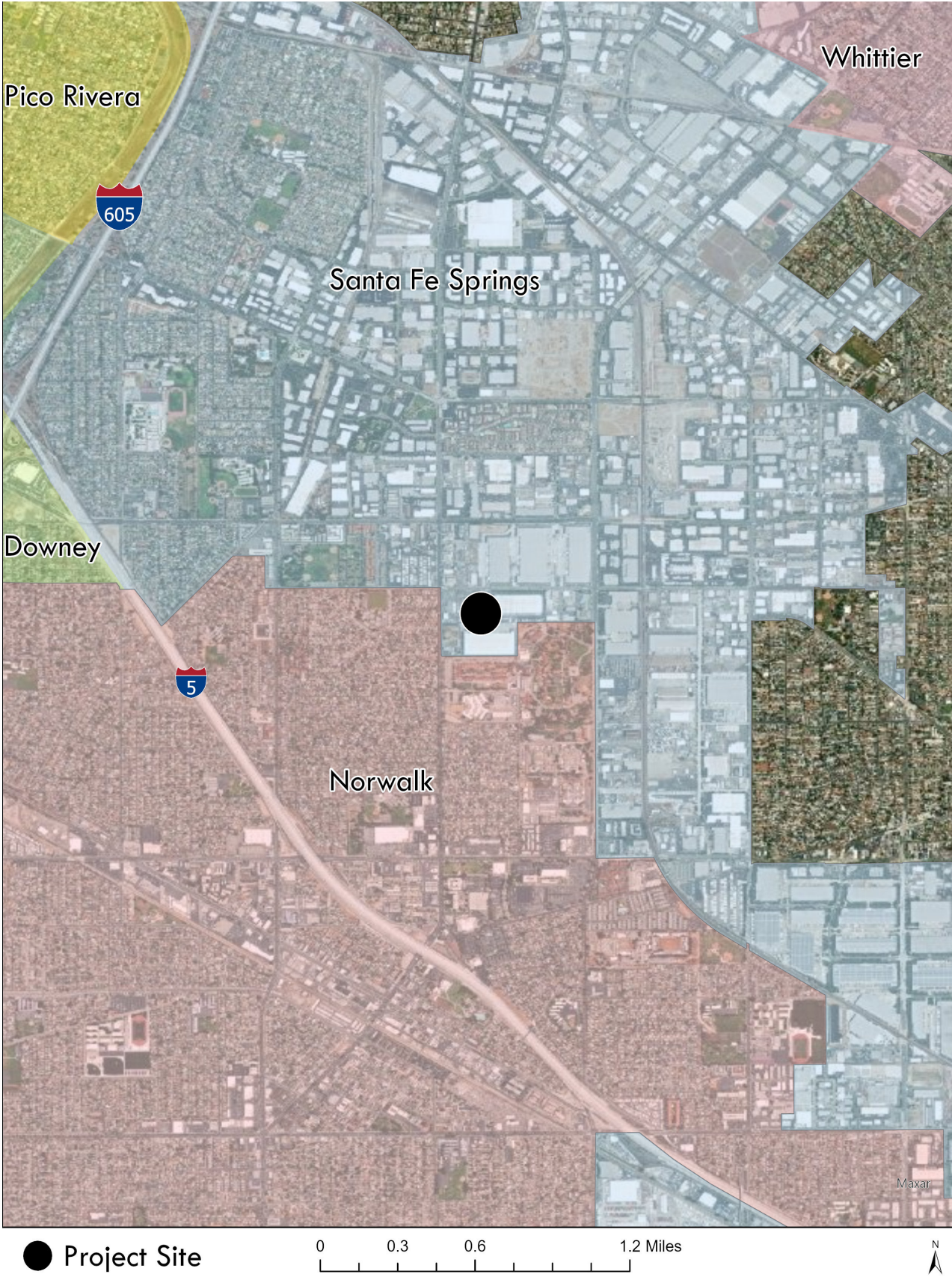
2.4 SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a predominately developed area. The surrounding land uses are described in Table 1.

Table 1: Surrounding Existing Land Use and Zoning Designations

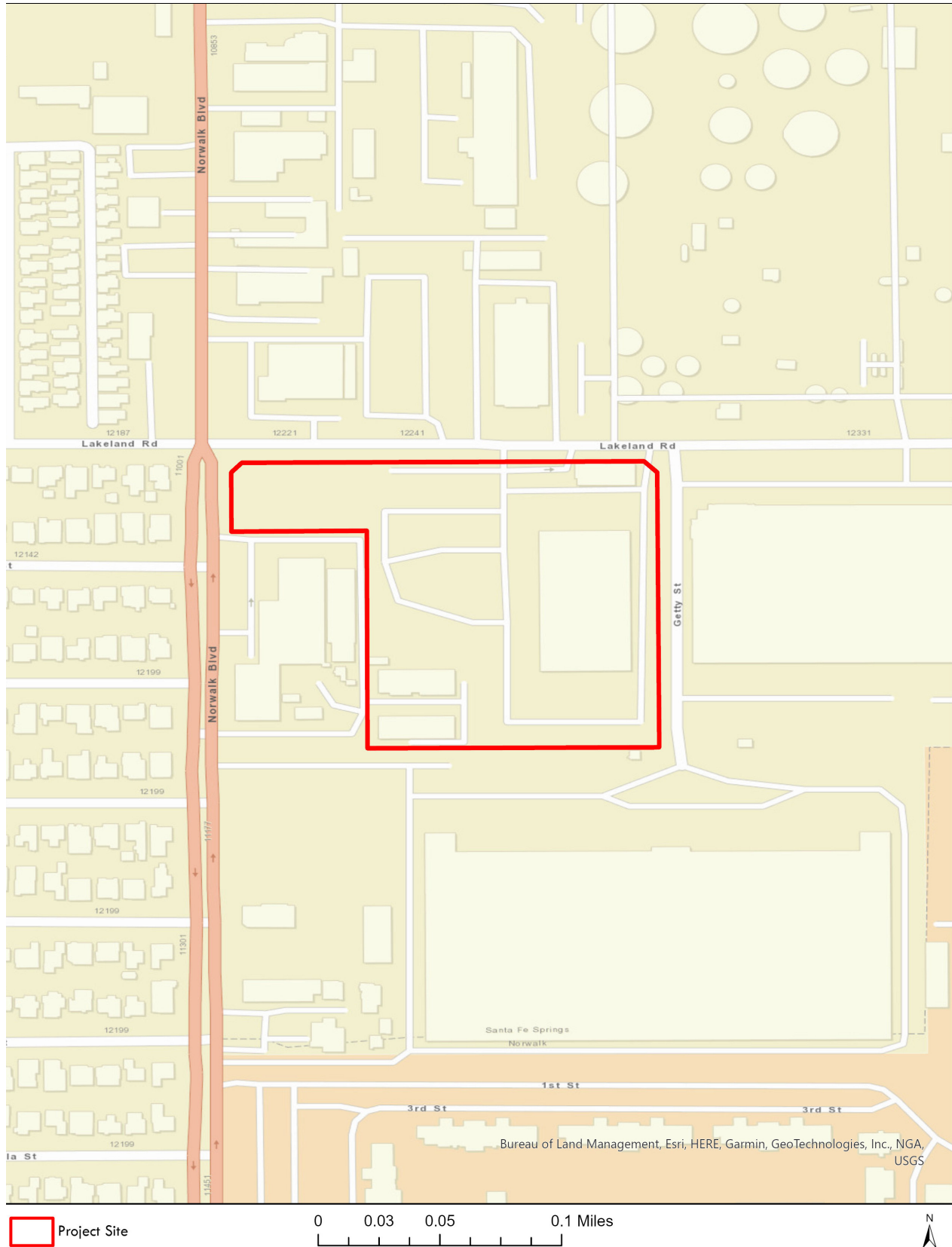
	Existing Land Use	City General Plan Designation	City Zoning Designation
North	Lakeland Road followed by industrial buildings	Industrial, Commercial	Heavy Manufacturing (M-2)
West	The southwest portion of the site is bordered by an industrial facility. The northwest portion of the site fronts Norwalk Boulevard. Across Norwalk Boulevard are single family homes	Light Industrial, Low Density Residential	Heavy Manufacturing (M-2), Buffer Parking (BP), City of Norwalk – R-1 Single-Family Residential (R-1)
South	An industrial development borders the site to the south	Light Industrial, Industrial	Heavy Manufacturing (M-2), Buffer Parking (BP)
East	Getty Drive followed by a logistics center	Industrial	Heavy Manufacturing (M-2)

Regional Location



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Local Vicinity



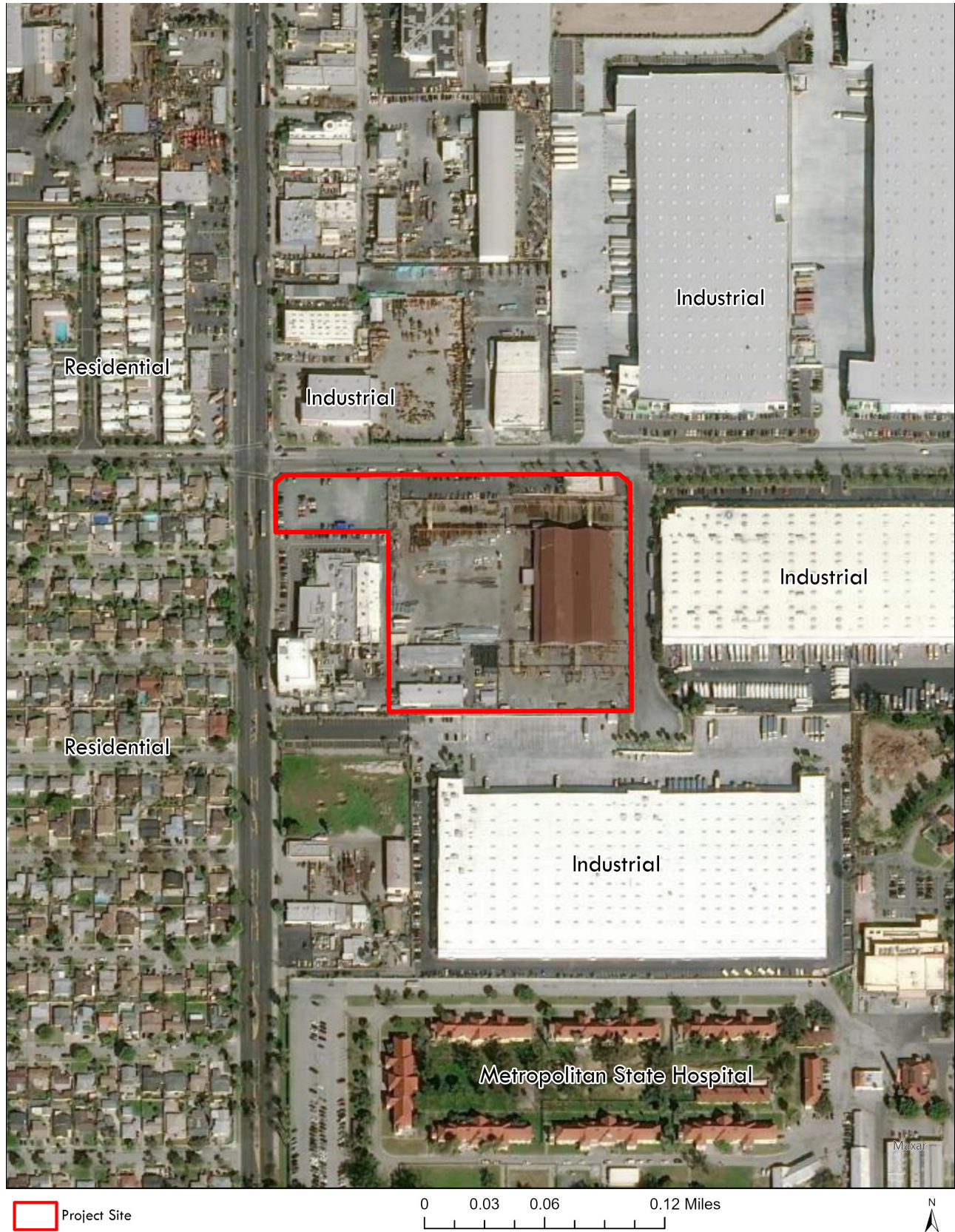
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Aerial View



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Surrounding Land Uses



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Existing Site Photos



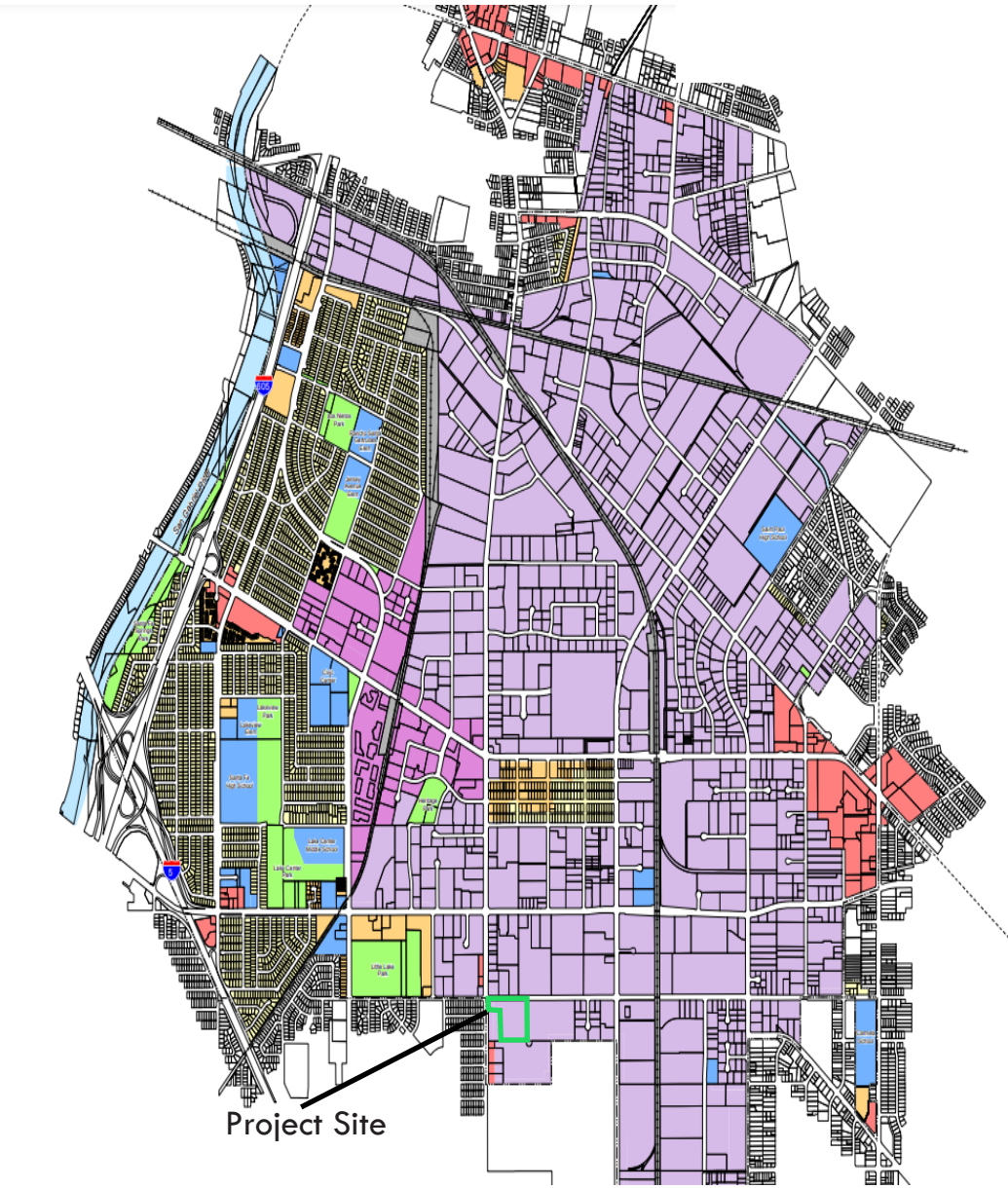
Views of the Project site from Lakeland Road.



Views of the Project site from Norwalk Boulevard.

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General Plan Designation

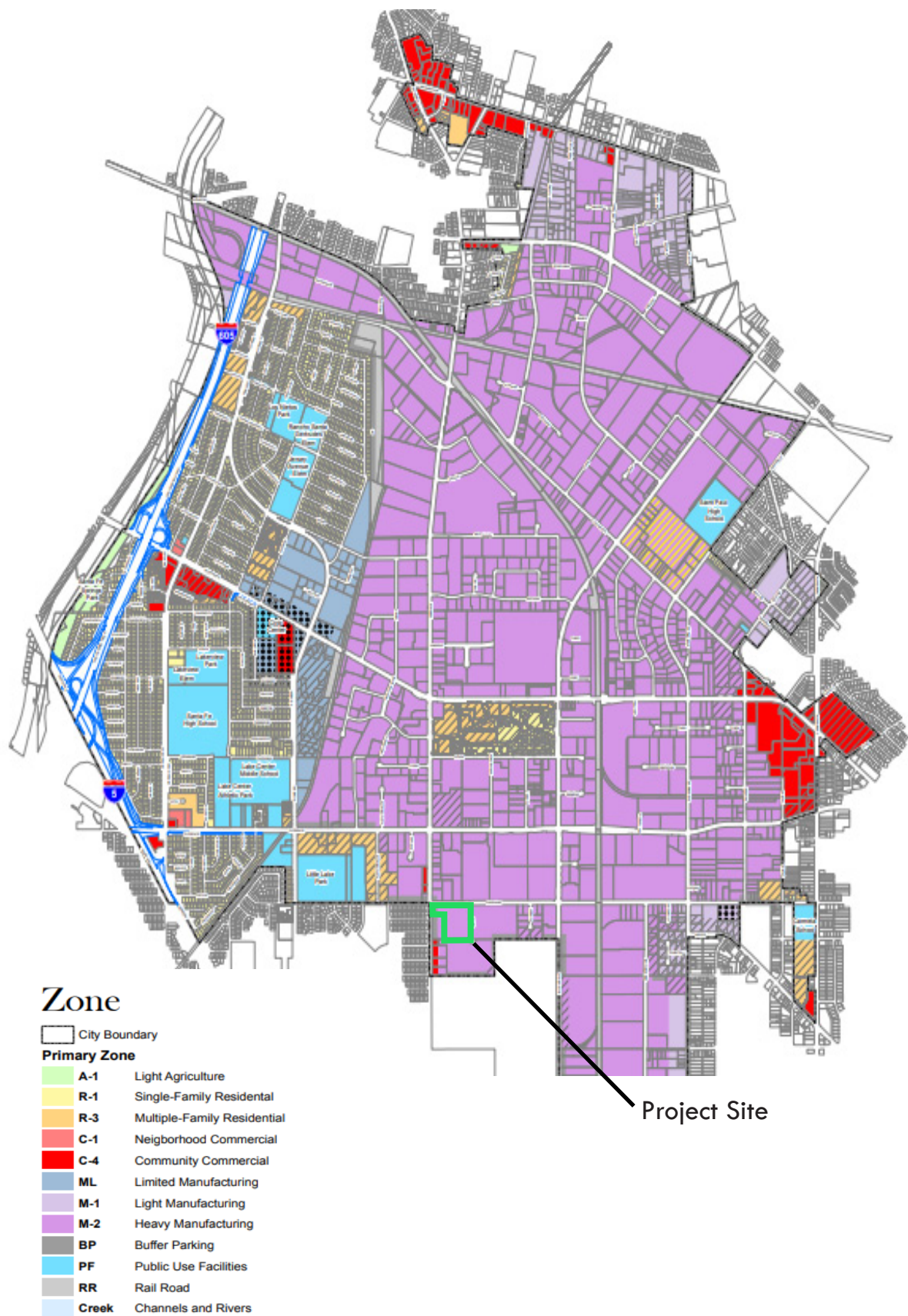


General Plan Land Use

- Single Family Residential
- Multiple Family Residential
- Commercial
- Business Park
- Industrial
- Public Facilities
- Open Space
- Railroad Right-of-Way
- River and Creeks
- City Boundary
- Sphere of Influence

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Zoning Designation



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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The applicant for the proposed Project is requesting approval from the City of Santa Fe Springs to demolish the four existing structures on the site and construct an approximately 185,294 square foot industrial warehouse building measuring 42 feet in height and with a FAR of 0.50. The development would include a parking lot, ornamental landscaping, and associated infrastructure. The development would also assume 10 percent cold storage. The Project requests the approval of a Development Plan Approval (DPA) for consideration of the architectural design, conceptual landscaping, and overall compliance with the City's Zoning Regulations. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

3.2 PROJECT FEATURES

Building Summary and Architecture

The proposed industrial warehouse building would be a single-story building totaling 185,294 square feet and would include 4,000 square feet of first floor office space and 4,000 square feet of mezzanine. The warehouse would also include 24 dock doors that would be located along the western side of the warehouse. The warehouse would also be able to contain cold storage at 10 percent.

The Project would include an approximately 42-foot front landscaped setback along Lakeland Road and a 42-foot landscaped setback along Getty Drive. Additionally, there is a 20-foot setback around the parking lot along Lakeland Road and Norwalk Boulevard. No setback is required along the inner property lines, though some landscaping is included along the southern perimeter.

As shown in Figure 3-2, *Elevations*, the proposed Project would establish an architectural presence through an emphasis on building finish materials and consistent material usage and color scheme. The building would be various shades of grey with accents of Arizona Tile and blue reflective glazing on the windows. The building would also be set back from the northern, eastern, and western street frontages and landscaping would be provided along these perimeters. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along public vantage points.

Parking and Loading Dock Summary

Truck loading docks and trailer parking would be along the western side of the building. The Project would include 24 loading docks and 6 trailer parking stalls which would be secured by swing and sliding gates. The proposed Project would also provide 234 passenger car parking spaces which exceeds the City's parking requirement. The passenger car spaces would include 9 ADA spaces and 24 electric vehicle charging spaces. The Project proposes 57 compact parking stalls, or 24%, which would comply with the 25% compact parking stall allowance. Passenger car parking spaces would be located to the south and west of the warehouse. Additionally, a parking lot would be located at the northwest corner of the site in the area zoned as Buffer Parking (BP).

Landscaping and Fencing

An 8-foot-high wrought iron fence with privacy mesh is proposed along the western perimeter of the site near the truck court and along the western portion of the southern perimeter. The fence would be increased to 10 feet near the northern end of the truck court to provide additional screening from Norwalk Boulevard. Additionally, an 8-foot-high metal sliding gate would secure the truck court to the north and an 8-foot-high metal swing gate would secure the truck court to the south, both of which would contain a Knox-box to comply with Fire Department standards. A 14-foot-high concrete screen wall would also be located at the northern end of the truck court to screen loading activities from Lakeland Road.

The proposed Project would include approximately 53,952 square feet of ornamental landscaping that would meet the frontage and parking lot requirements as shown in Figure 3-3, *Landscape Plan*. Proposed landscaping would include 15-inch, 24-inch, and 360-inch box trees, various shrubs, accents, and ground covers to screen the proposed warehouse and parking and loading areas from off-site viewpoints.

Access and Circulation

Access to the proposed Project would be provided via three driveways. The Project would utilize the existing 26-foot driveway along Norwalk Boulevard that would be for auto vehicles only and proposes new 35-foot driveways on Lakeland Road and Getty Drive. Internal circulation would be provided by 24 to 35 foot drive aisles including a 26-foot wide fire access road.

Infrastructure Improvements

Street Improvements

Street improvements related to the Project would include sidewalks, streetlights, and curb and gutter on the street frontages.

Water and Sewer

There is existing water and sewer infrastructure in Norwalk Boulevard, Lakeland Road, and Getty Drive. Norwalk Boulevard contains 8-inch sewer lines, Lakeland Road contains 8-inch and 12-inch water lines and 8-inch sewer lines, and Getty Drive contains 12-inch water lines. Additionally, domestic water lines exist along the property line to the north and across Getty Drive to the east. The Project would install new onsite water and sewer lines that would connect to the 12-inch water lines in Lakeland Road and Getty Drive and the 8-inch sewer line in Lakeland Road.

Drainage Improvements

The Project proposes storm drain inlets throughout the site that would connect to a proposed storm drain manhole and stormwater treatment unit located at the southwestern most corner of the site near the truck court. Project drainage on the site would include an on-site storm drain system with multiple inlets located on the easterly and southerly side of the site, ultimately discharging into the parkway drain by the sump pump. The storm drain manhole and stormwater treatment unit would connect to an existing 18-inch storm drain line to the south of the Project site that flows to the west and down Norwalk Boulevard. Additionally, the Project would implement BMPs to treat the site's storm runoff.

3.3 GENERAL PLAN AND ZONING

The site has a General Plan land use designation of Industrial and a zoning designation of Heavy Manufacturing (M-2) and Buffer Parking (BP). The M-2 zone allows for the development of heavy industrial uses. The BP designation allows for open space and off-street parking to provide separation between industrial and commercial uses and adjacent land uses where separation of uses may be desirable. The proposed Project is consistent with these designations and would meet all required development standards set forth in the City's Municipal Code.

3.4 CONSTRUCTION AND PHASING

Construction activities for the Project would occur over one phase and in the following stages: (1) demolition and removal of existing structures, foundations, asphalt/pavement, utilities, and other subsurface improvements; (2) grading and excavation; (3) site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities and services; (4) building construction; and (5) landscape installation, paving, and application of architectural coatings. Demolition is expected to begin first quarter of 2023 and construction would take place over 9 months. The Project would be operational in early 2024. Construction activities would be limited to the hours between 7:00 a.m. and 7:00 p.m. pursuant to the City's Municipal Code Chapter 155.425.

The Project would result in a balanced site and therefore not result in the import or export of materials. Construction activities include removal and re-compaction of soils to a depth of 3 to 5 feet below existing grade. The soils within the proposed building pad area should be overexcavated to a depth of 5 feet below existing grade and to a depth of at least 4 feet below proposed building pad subgrade elevations, whichever is greater.

3.5 OPERATIONAL CHARACTERISTICS

The Project would be operated as an industrial warehouse building. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and manufacturing activities. The Project is anticipated to operate 7 days a week 24 hours a day.

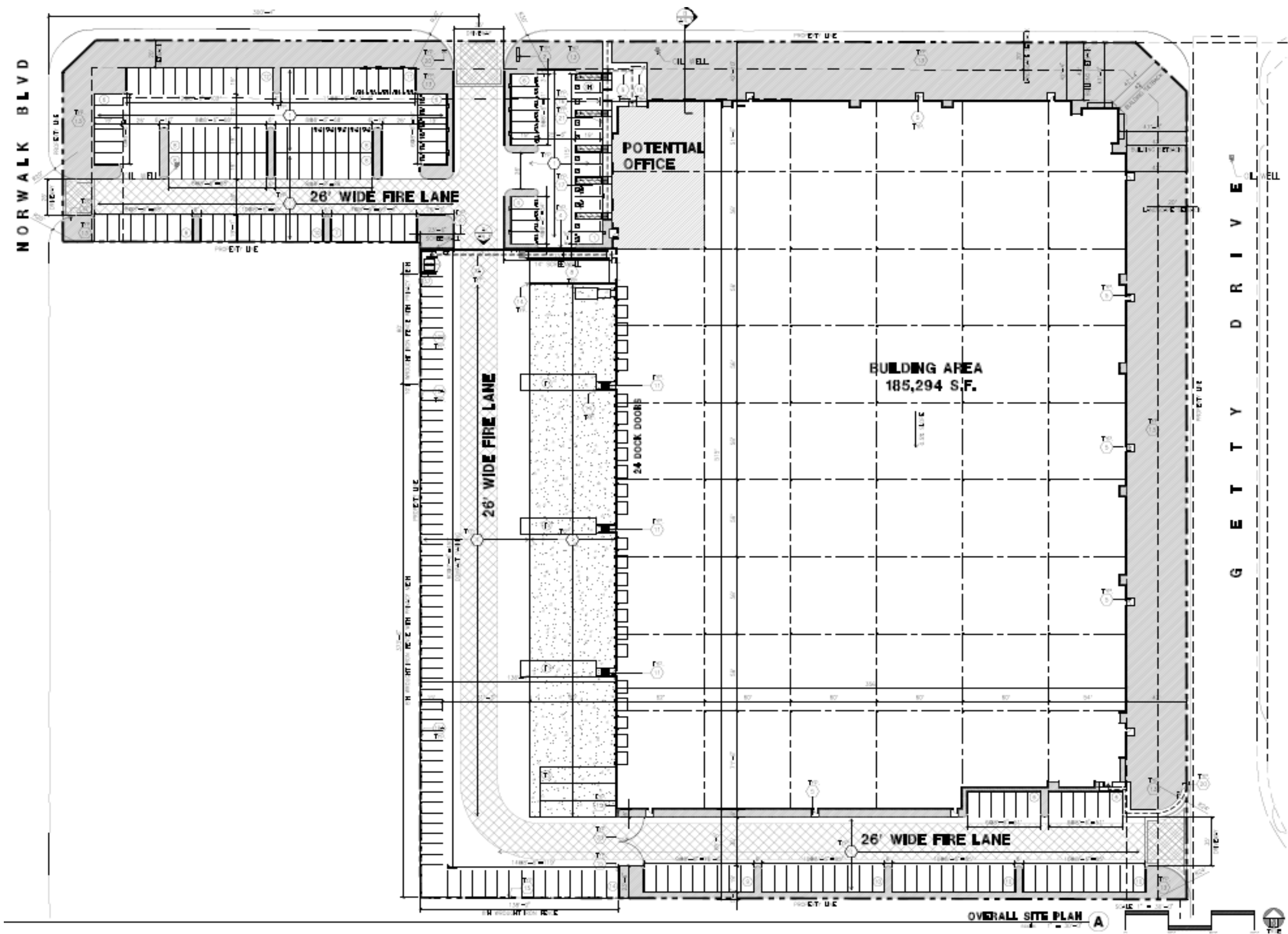
3.6 DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Santa Fe Springs

- Development Plan Approval
- Adoption of this Mitigated Negative Declaration with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

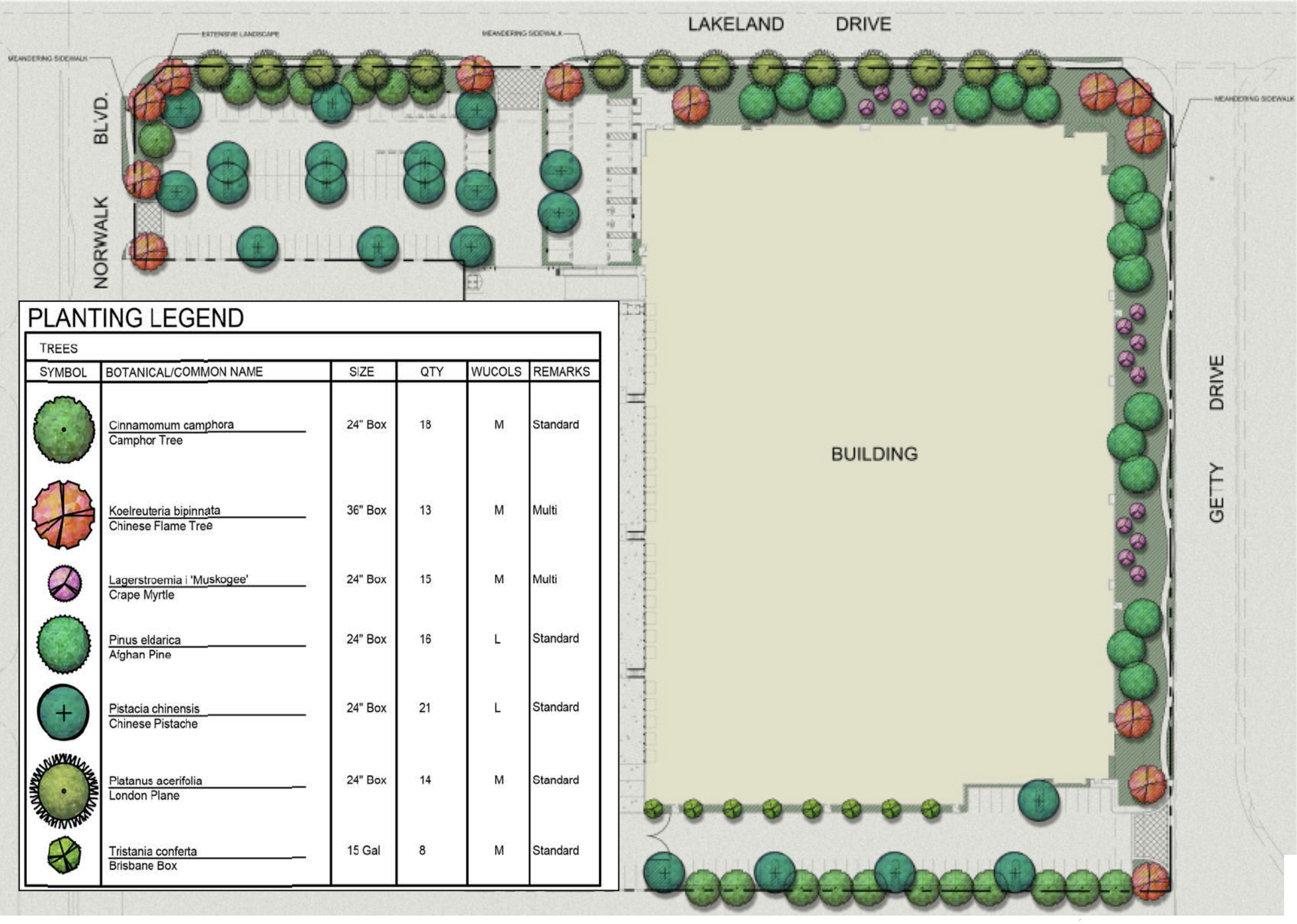
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ENVIRONMENTAL CHECKLIST

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

3.7 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

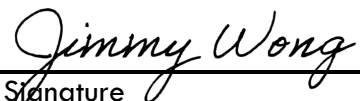
Environmental Factors Potentially Affected

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" 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 checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

3.8 DETERMINATION

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

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	8/4/2022
Signature	Date
Jimmy Wong	City of Santa Fe Springs
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

3.9 ENVIRONMENTAL CHECKLIST QUESTIONS

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

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

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

The Project site is within an urbanized and developed area of the City of Santa Fe Springs. The site is surrounded by industrial uses on all sides. There is also residential development to the west, across from the northwest corner of the site that fronts Norwalk Boulevard. Norwalk Boulevard, Lakeland Road, and Getty Drive border the site to the west, north, and east respectively. The Project would redevelop the site and construct a new warehouse building that would be similar to the characteristics of the surrounding industrial area. There are no City-designated scenic vistas visible from the Project area and therefore, no impacts would occur.

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

No Impact. The nearest Officially Designated State Scenic Highway is a portion of State Route (SR-91), which is located approximately 15.15 miles southeast of the Project site and is not visible from the site. Additionally, a portion of State Route 57 (SR-57) located 10.8 miles east and State Route 1 (SR-1) located 10.5 miles southwest of the Project site are designated as eligible highways; both

of which are not visible from the site. Therefore, no impacts to scenic resources within a state scenic highway would occur.

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

Less than Significant Impact. The Project site is located within an urbanized area of the City of Santa Fe Springs, surrounded by industrial and residential uses. The proposed Project would redevelop the site and construct a new warehouse building with related improvements that would be consistent with the General Plan and Municipal Code. The Project would meet site design requirements including but not limited to setbacks, building height, parking, and landscaping as shown in Table AES-1 below. The Project would incorporate landscaping and design standards that comply with the City's Municipal Code and would thus comply with the City's General Plan. The Project's compliance with building code requirements would be verified during the City's plan check and permitting process. As a result, the warehouse building would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts related to scenic quality within the urbanized environment would be less than significant.

Table AES-1: Consistency with Development Standards

Development Feature	M-2 Zoning Requirement	Proposed Project Consistency
Minimum Lot Area	7,500 SF	Consistent. The proposed Project site is 367,872 SF.
Maximum FAR	0.75	Consistent. The proposed Project would have a FAR of 0.50.
Building Height	No building height limit except when 100' of a residential zone, school or park in which case the limit is 50'	Consistent. The proposed Project would be a maximum of 42' in height.
Front Yard Setback	20' min and any lot containing a building with a building height greater than the minimum front yard setback, the front yard setback shall be one foot for each foot of building height or portion thereof.	Consistent. The setback along street frontages is to be 42'. The building would be set back 42'-4" minimum from Lakeland Road and 42' from Getty Drive.
Side Yard Setback	N/A	Consistent. The Project would include a 136'-4" building setback from the western lot.
Rear Yard	N/A	Consistent. The Project would include a 65'-5" building setback from the southern perimeter
Parking	Office: 1/300 SF (apply only if more than 15% GFA) Warehouse: 1 st 20K @ 1/500 SF 20-100K @ 1/750 SF 100-200K @ 1/1000 SF 200K + @ 1/2000 SF Or 233 total spaces	Consistent. The Project would include 234 spaces.
Landscaping	Frontage: 25 SF per LF of frontage Parking: 6% of parking area Or 24,246 SF	Consistent. The Project would include 53,952 SF of landscaping.

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

Less than Significant Impact. The Project site is located within a developed urban area. Existing sources of light in the vicinity of the Project site include: street lights, parking lot lighting, building illumination, security lighting, and lighting from building interiors that passthrough windows.

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

Operation. The Project would include the provision of nighttime lighting for security purposes around the building and in the parking areas. Implementation of the Project could contribute additional sources to the overall ambient nighttime lighting conditions. However, the Project site is currently developed and emanates light from the existing buildings and parking areas, and the site is located within an urban area that includes various sources of nighttime lighting. Additionally, all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with Municipal Code Chapters 155.432 and 155.496 (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. Because the Project area is within an already developed area with various sources of existing nighttime lighting, and because the Project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the Project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

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

Existing Plans, Programs, or Policies

PPP AES-1: Glare. Pursuant to Municipal Code Chapters 155.432 and 155.496, no activity shall be permitted which causes light or glare to be transmitted or reflected in such concentrated quantities as to be detrimental or harmful to the use of surrounding properties or streets.

Mitigation Measures

No mitigation measures related to aesthetics are required.

Sources

California Department of Transportation (Caltrans). *California State Scenic Highway System Map*. Accessed February 2022. Available at:
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

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

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

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

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

No Impact. The Project site is developed and located in an area that is fully developed with urban uses. The Project site and its vicinity are void of agricultural uses. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as Urban and Built-Up Land and it is not identified as Prime, Unique, or Farmland of Statewide Importance. Therefore, conversion of such farmland designations would not occur from implementation of the proposed Project. No impact would occur.

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

No Impact. The Project site is zoned Heavy Manufacturing (M-2), which does not provide for agricultural uses. In addition, the site is not subject to a Williamson Act contract. Thus, the proposed Project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.

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

No Impact. The Project site is currently developed with 4 industrial structures and is within an urbanized and developed area. No forest land exists on or adjacent to the Project site. The Project site is currently zoned Heavy Manufacturing (M-2) and Buffer Parking (BP) and is not zoned for forest land or timberland uses. Thus, the proposed Project would not result in impacts related to a conflict with existing forest land or timberland zoning, and impacts would not occur.

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

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

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

Sources

California Department of Conservation. *California Important Farmland Finder*. Accessed February 2022. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>

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

The discussion below is based on the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (LSA 2022A) included as Appendix A. The report analyzed a 185,733 SF building which is larger than the proposed 185,294 SF building. Therefore, the analysis is considered conservative.

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

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

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

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

significance thresholds. The Project site is designated as Industrial in the City's General Plan, which allows for a broad "range of industrial, manufacturing, outdoor storage, and logistic activities, generally in large buildings and on large properties" per the City's General Plan for 2040. The proposed Project would develop the site with a new concrete tilt-up industrial building that would be consistent with the Industrial designation.

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

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

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

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

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

Source: Appendix A

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, building construction, paving, and architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Construction activities would generate emissions from the demolition of the 67,540 square feet of existing structures. In addition, the analysis assumes a balanced site (no import/export of fill) and that construction would generate a need for construction worker vehicle trips to and from the Project site during the estimated 9 months of construction.

Construction-related effects on air quality from the proposed Project would be greatest during the site preparation phase due to the disturbance of soils. It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and

PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1.

The analysis utilized the California Emissions Estimator Model (CalEEMod) to forecast the Project's impact. As shown in Table AQ-2, CalEEMod results show that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Construction Emissions (lbs/day)

Activity	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	1.4	36.9	26.3	0.1	4.6	1.6
Site Preparation	1.3	33.8	23.6	<0.1	10.0	5.5
Grading	1.1	26.3	19.5	<0.1	4.1	2.4
Building Construction	1.6	26.1	23.8	0.1	2.8	1.4
Paving	1.3	20.2	17.8	<0.1	0.8	0.7
Architectural Coating	22.1	2.4	2.8	<0.1	0.4	0.2
Maximum (lbs/day)	23.7	36.9	26.6	0.1	10.0	5.5
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	No	No	No	No	No	No

Source: Appendix A.

Operation

Implementation of the proposed Project would result in long-term air pollutant emission impacts associated with mobile sources, natural gas, architectural coatings, and landscape maintenance equipment.

PM₁₀ (coarse particles 10 microns or less in diameter) emissions can result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM₁₀ occurs when vehicles pulverize small rocks and pavement and the vehicle brakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity and the emission factor of the fuel source. Major sources of energy demand for the proposed Project could include building mechanical systems, such as heating and air conditioning.

Typically, area source emissions consist of direct sources of air emissions located at the Project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment.

Long-term operation emissions associated with the proposed Project were calculated using CalEEMod and are shown in Table AQ-3 below. As shown, the proposed Project would result in

long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds and thus would not have a significant effect on regional air quality. Therefore, operation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project is nonattainment under an applicable federal or State ambient air quality standard.

Table AQ-3: Project Operational Emissions

Emission Type	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	4.2	<0.1	<0.1	0.0	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	1.4	8.4	15.7	0.1	4.2	1.2
Total Project Emissions	5.6	8.4	15.7	0.1	4.2	1.2
SCAQMD Thresholds	55.0	55.0	550.0	150.0	55.0	150.0
Significant?	No	No	No	No	No	No

Source: Appendix A.

c) Expose sensitive receptors to substantial pollutant concentrations?

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

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered sensitive receptors. The nearest LST sensitive receptors to the Project site are single-family homes located approximately 100 feet from the site to the west, opposite of Norwalk Boulevard, and the Lakeland Villa Mobile Home Park located approximately 175 feet northwest opposite of Lakeland Road.

Construction of the proposed Project has the potential to expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants. The Project was modeled assuming the implementation of SCAQMD Rule 403 (included as PPP AQ-1) dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Additionally, the Project contractors would be required to implement all required SCAQMD regulations such as Rule 1113 (included as PPP AQ-2). Even though the Project's construction would not exceed any of the emissions thresholds as shown in Table AQ-3 above, compliance with Rule 403 dust suppression techniques can further reduce the fugitive dust generation. With compliance with Rule 403, Project construction pollutant emissions would be below the SCAQMD significance thresholds.

Operation

To determine the potential health risk to people living and working near the proposed Project associated with the exhaust of diesel-powered trucks and equipment, an operational HRA was

conducted for the Project. The carcinogenic and chronic health risks from the proposed Project are shown in Table AQ-4 below. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years, which is the standard period of time for child risk, and an adult living in a nearby residence for 30 years, which is a conservative period of time for an individual to live in any one residence.

Table AQ-4: Health Risks form Project Operation to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	0.89	0.002	0.000
Sensitive Receptor Risk	5.54	0.002	0.000
SCAQMD Significance Threshold	10.0 in one million	1.0	1.0
Significant?	No	No	No

Source: Appendix A

As shown in Table AQ-4 above, the maximum cancer risk for the closest sensitive receptor would be 5.54 in one million, less than the threshold of 10 in one million. The worker receptor risk would be lower at 0.89 in one million. The total chronic hazard index would be 0.002 for both the nearest sensitive and worker receptor, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, all health risk levels to nearby residents from operation-related emissions would be well below the SCAQMD's HRA thresholds and no significant health risk would occur from Project operation emissions.

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

Less Than Significant Impact. The proposed Project would not generate other emissions beyond those described previously. Also, typical land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The Project site is zoned M-2 (Heavy Manufacturing) and Buffer Parking (BP) which do not allow land uses typically associated with emitting objectionable odors. During Project construction, some odors may be present due to diesel exhaust. However, these odors would only be temporary and limited to the construction period. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would not include any activities or operations that would generate objectionable odors and once operational, the Project would not be a source of odors. The proposed Project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-3) to prevent odor nuisances on sensitive land uses. Based on the potential future use of the site as various limited manufacturing businesses, and with compliance with SCAQMD Rule 402, impacts related to odors would be less than significant.

Existing Plans, Programs, or Policies

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

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

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

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

Mitigation Measures

No mitigation measures related to air quality are required.

Sources

LSA Associates. Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (LSA 2022A) (Appendix A).

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

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

Less than Significant with Mitigation Incorporated The Project site is developed with an existing industrial site surrounded by paved industrial uses, roadways, and some landscaping. Minimal landscaping is located on the site, none of which would be classified as habitat for a candidate, sensitive, or special status species, and no such species exist on the Project site or within the adjacent area.

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

However, the Project site contains ornamental trees along the street frontages that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, Mitigation Measure BIO-1 has been included to require that if commencement of demolition, construction, or vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-1, potential impacts of nesting birds would be less than significant.

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

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

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

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

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

Less than Significant with Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other

populations. The Project site does not support conditions of migratory wildlife corridors or linkages. The Project site is completely developed and surrounded by roadways and rail lines. The site and surrounding areas do not provide function for wildlife movement. Additionally, the surrounding area is developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implantation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

As described above, the Project site contains ornamental trees along the street frontages that could be used for nesting by common bird species that are protected by provisions of the MBTA, which prohibit disturbing or destroying active nests. Therefore, Mitigation Measure BIO-1 has been included to require that if commencement of demolition, construction, or vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-1, potential impacts of nesting birds would be less than significant.

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

No Impact. There are no local biological-related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the Project. Trees in the public right-of-way in the City are protected under the City's Municipal Code Sections 96.130 through 96.140, which regulates the planting, maintenance, and removal of trees in public locations in the City. There are trees along the perimeter of the Project site which would be removed as part of the Project; however, there are no trees in the public right-of-way. The Project would install new 24-inch and 36-inch box trees along the two street frontages as well as 15-gallon trees in the interior of the site. Installation of the new trees would be completed in compliance with the City's requirements, as included by PPP BIO-1. Therefore, implementation of the Project would not conflict with local policies or ordinances protecting trees and no impact would occur. No mitigation measures are required.

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

Mitigation Measure BIO-1: Migratory Bird Treaty Act. Prior to commencement of grading activities, the City Building Department shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the Project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist

that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 feet for raptors and 300 feet for non-raptors [subject to the recommendation of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Sources

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

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

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

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

Less than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project's Lead Agency.

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

The four existing buildings on the Project site were constructed between 1928 and 1967. Thus, the buildings onsite were constructed more than 50 years ago and a Historic Resources Assessment was conducted by JM Research and Consulting (JMRC 2022).

The existing mid-1960s commercial/industrial buildings were constructed in the early urban growth years of the newly incorporated Santa Fe Springs and the transformation of its land from agriculture crude oil refinement into residential and commercial/industrial quarters from 1957-1989. Although the buildings were constructed during an important period of development in the history of the City, Santa Fe Springs does not have a local preservation ordinance or criteria with which to establish local designation eligibility, and the local value of the property does not rise to the threshold of significance to support strong association with events that have made a significant contribution to the broad patterns of national or state history or with significant persons in the past. Therefore, the

structures have been found ineligible under National Historic Preservation Act (NHPA) Criterion A and B and California Register of Historic Resources (CRHR) Criterion 1 and 2.

The existing buildings onsite consist of a metal fabrication building and associated steel lift structure constructed in 1964, an office building constructed in 1966, and two large warehouse buildings constructed in 1972. The office building was designed by the architectural firm Cliff Olsten & Associates of Los Angeles who was very active beginning in the 1950s. The primary office building has undergone extensive alteration in 1981 and 2015. The two large warehouse buildings are of common design and construction and do not embody the distinctive characteristics of a type, period, or represent the work of a master, or possess high artistic value. The metal fabrication building and steel lift structure alone are unable to fully represent the property or meet the state of national threshold for eligibility. Therefore, the structures are ineligible under NHPA Criteria A and CRHR Criteria 3.

The results of the research under the Historical Resources Assessment did not yield or predict the likelihood of the previously graded and disturbed property to yield information important in history or prehistory and therefore is ineligible under NRHP Criteria D and CRHR Criteria 4.

While among other commercial and industrial property, the geographic distance of similar historic properties and extent of modern development in the area suggests no potential for the property to contribute to a collective resource. Therefore, the buildings are not eligible under the NRHP or CRHR, and the potential for local designation does not exist at this time. No further historic investigation or mitigation measures are recommended by JMRC and the Project would not result in impacts to historic resources.

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

Less than Significant Impact. The Project site has been disturbed from previous development and industrial uses. Demolition of the existing structures and associated improvements would disturb the upper 3 to 5 feet of soil. Additionally, the soils within the proposed building pad area could be overexcavated to a depth of 5 feet below existing grade and to a depth of at least 4 feet below the proposed building pad subgrade elevations, whichever is greater (SoCalGeo 2021). The excavation is possible to encroach into native soils that have not been previously disturbed. However, based upon the records search completed by Brian F. Smith and Associates (BFSA 2022), no resources have been recorded within the Project site. The only resource that was identified in the broader radius is the Metropolitan State Hospital located 0.10 mile southeast of the site. Nevertheless, Mitigation Measure CUL-1 has been included for precaution in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. Mitigation Measure CUL-1 requires that work in the vicinity of a find be halted until the find can be assessed for significance by a qualified archaeologist to determine the appropriate treatment and documentation of the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)). Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

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

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. Existing regulation under the

California Health and Safety Code, included as PPP CUL-1, outlines the procedures to undertake if human remains are found on the Project site. Compliance with existing regulations would ensure impacts related to potential disturbance of human remains are less than significant.

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Sources

Brian F. Smith and Associates, Inc. Cultural Resources Records Search Results for the 12300 Lakeland Project (BFSA 2022). (See Appendix B)

California Public Resources Code Section 21084.1

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

Southern California Geotechnical. Geotechnical Investigation Report (SoCalGeo 2021). (See Appendix D)

JM Research and Consulting. Historic Resources Assessment | 12300 Lakeland Road Project (JMRC 2022) (See Appendix C)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. ENERGY. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The discussion below is based on the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (LSA 2022A) included as Appendix A. The report utilized a conservative approach and analyzed a 185,733 SF building which is larger than the proposed 185,294 SF building.

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

Less Than Significant Impact.**Construction**

Construction of the proposed Project would begin in the first quarter of 2023 and occur over 9 months. The Project would require energy for activities such as the manufacture and transportation of building materials, grading activities, and building construction. Construction of the Project would require electricity to power construction-related equipment and would not involve the consumption of natural gas.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles using petroleum fuels. Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, vehicle miles traveled (VMT), vehicle fuel efficiency, and travel mode.

Estimates of fuel consumption from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from California Emission Factor Model, Version 2021 (EMFAC2021). Fuel consumption estimates are shown in Table E-1.

Table E-1: Proposed Project Energy Consumption Estimates during Construction

Energy Type	Total Energy Consumption	Percentage Increase Countywide
Diesel Fuel (total gallons)	44,646	0.01
Gasoline (total gallons)	29,423	<0.01

Source: Appendix A.

As shown in the table above, the Project would consume approximately 29,423 gallons of gasoline and approximately 44,646 gallons of diesel fuel during construction. Based on fuel consumption obtained from EMFAC2021, approximately 3,985 million gallons of gasoline and approximately 600 million gallons of diesel will be consumed from vehicle trips in Los Angeles County in 2022. Therefore, construction of the proposed Project would increase the annual construction-generated fuel use in Los Angeles County by approximately 0.01 percent for diesel fuel usage and by less than 0.1 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to the County's overall use of the State's available energy resources. No unusual Project characteristic would require the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. Therefore, fuel consumption during construction would not be inefficient, wasteful, or unnecessary and impacts would be less than significant.

Operation

Operational energy use is associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project. Energy consumption for the Project was estimated using default energy intensities by land use type in CalEEMod.

The proposed Project would also result in energy usage associated with gasoline and diesel fuel consumed by Project-related vehicle and truck trips. Fuel use associated with vehicle and truck trips generated by the Project is projected in the Trip Generation and VMT Screening Analysis prepared by EPD Solutions. The analysis estimates that the Project would generate approximately 318 average daily trips, including 225 passenger vehicle trips, 18 two-axle truck trips, 18 three-axle truck trips, and 57 four-axle truck trips. The amount of operational fuel use was estimated using CARB's EMFAC2021 model, which provided projections for typical daily fuel usage in Los Angeles County. Electricity, natural, and fuel usage estimates associated with the proposed Project are shown in Table E-2 below.

Table E-2: Proposed Project Energy Consumption Estimates during Operation

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption (kWh/year)	983,198	<0.01
Natural Gas Consumption (therms/year)	1,627	<0.01
Automotive Fuel Consumption		
Gasoline (gallons/year)	95,883	<0.01
Diesel Fuel (gallons/year)	117,997	0.02

Source: Appendix A.

As shown in the table above, the estimated potential increase in energy demands associated with the operation of the proposed Project is 983,198 kilowatt-hours (kWh) per year and 1,627 therms per year. Total energy demand in Los Angeles County in 2020 was approximately 65,649.9 GWh and 2,936.7 million therms. Therefore, operation of the proposed Project would increase the annual electricity consumption and natural gas consumption in the County by less than 0.01 percent.

Electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The Project would be required to adhere to all federal,

State, and local requirements for energy efficiency, including the Title 24 standards which establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, the Project would implement sustainable features such as drought tolerant landscaping, energy efficient water fixtures, and would be LEED Silver Certified.

As shown in Table E-2 above, fuel usage associated with the vehicle trips generated by the Project is estimated at 95,883 gallons of gasoline and 117,997 gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of the Project operation would be new to Los Angeles County. Based on fuel consumption obtained from EMFAC2021, approximately 3,985 million gallons of gasoline and approximately 600 million gallons of diesel will be consumed from vehicle trips in Los Angeles County in 2022. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Los Angeles County by less than 0.01 percent for gasoline fuel usage and approximately 0.02 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region and impacts would be less than significant.

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

Less than Significant Impact. The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Title 24 Energy Efficiency Standards, and the California Green (CalGreen) Building Standards (included as PPP ENG-1). The proposed Project would comply with existing regulations as ensured through the City's plan check and permitting process.

Additionally, SB 1389 requires the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy cost. The CEC's 2021 *Integrated Energy Policy Report* and 2022 *Integrated Energy Policy Report Update* provides results of the CEC's assessments of a variety of energy issues facing California. As discussed above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County and the State. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the Project's total impact on regional energy supplies would be minor, the Project would not conflict with or obstruct California's energy conservation plans as described in CEC's Integrated Energy Policy Report.

Therefore, potential impacts related to conflict or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant and no mitigation would be required.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to energy are required.

Sources

LSA Associates. Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (LSA 2022A)
(Appendix A)

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

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

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

No Impact. The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no faulting occurs on the site (SoCalGeo 2021). The closest known active fault to the site with the potential for surface fault rupture is the Whittier-Elsinore fault, located approximately 5 miles from the site. The San Andreas Fault, the largest active fault in California, is approximately 37 miles northeast of the site on the north side of the San Gabriel Mountains. Therefore, the Project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault. No impact would occur.

- ii. Strong seismic ground shaking?**

Less than Significant Impact. The Project site is located within a seismically active region of Southern California. As mentioned previously, the Whittier-Elsinore fault is located approximately 5 miles from the site. The amount of motion expected at the Project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

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

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

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

According to the Geotechnical Investigation, the Project site is not located within a liquefaction hazard zone and the subsurface conditions encountered on the site are not considered to be conducive to liquefaction (SoCalGeo 2021). In addition, the proposed Project would be required to be constructed in compliance with the CBC and the City’s Municipal Code, included as PPP GEO-

1, which would be verified through the City's plan check and permitting process. With compliance with existing regulations and the Project location, impacts related to seismically related ground failure and liquefaction would be less than significant.

iv. Landslides?

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

As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Project site and the surrounding vicinity are flat and therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides and impacts would not occur.

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

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

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

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

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

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

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Because the site is relatively flat and no evidence of faulting was observed during the geotechnical investigation, the potential for lateral spreading affecting the site is very low (SoCalGeo 2021). Thus, impacts related to lateral spreading would be less than significant.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in the basin is lowered. Based on the moisture content of the recovered soils samples during testing, the static groundwater table is at a depth greater than approximately 25 feet below the existing site grades (SoCalGeo 2021). The Project would not pump water from the Project area, thus impacts related to subsidence would not occur from implementation of the Project.

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

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

The Geotechnical Exploration determined that the site soils are anticipated to have a “medium” expansion potential based on soils testing. The Project would incorporate provisions into the design features that would ensure proper moisture conditioning of all subgrade soils to a moisture content of 2 to 4 percent above optimum levels during site grading. In addition, as described in the previous responses, the Project would be required to be constructed in compliance with the CBC and the City’s Municipal Code, that require appropriate back fill, compaction of soils, and foundation design to ensure stable soils, which would be verified through the City’s plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

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

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

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

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological “sensitivity” is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history

of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

The Geotechnical Investigation confirmed that onsite testing identified artificial fill extending from ground surface to depths of 2.5 to 6.5 feet. Native alluvium was encountered beneath the fill soils and could be sensitive for paleontological resources. As described previously, the Project site has been disturbed from previous development activities which reduces the potential of existing resources onsite. Demolition of the existing structures and associated improvements could cause disturbance of the upper 3 to 5 feet of soil. Additionally, it is recommended that soils within the proposed building pad area should be overexcavated to a depth of 5 feet below existing grade and to a depth of at least 4 feet below the proposed building pad subgrade elevations, whichever is greater (SoCalGeo 2021). Construction activities could potentially result in the uncovering of paleontological resources in previously undisturbed soils. Therefore, Mitigation Measure GEO-1 has been included to provide procedures to be followed in the unlikely event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure GEO-1 would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Existing Plans, Programs, or Policies

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

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

Mitigation Measures

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

Sources

Southern California Geotechnical. Geotechnical Investigation Report, 12300 Lakeland Road (SoCalGeo 2021). (See Appendix D)

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

Would the project:

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

The discussion below is based on the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (LSA 2022A) included as Appendix A. The report utilized a conservative approach and analyzed a 185,733 SF building which is larger than the proposed 185,294 SF building.

Explanation

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

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

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and executive orders (EO) include AB 32, SB 1368, EO B-30-15, EO S-03-05, EO S-20-06, and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

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

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

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

The SCAQMD has not addressed GHG emission thresholds for construction in their CEQA Handbook; however, the SCAQMD requires quantification and disclosures. Thus, an evaluation of the Project's impacts related to the release of GHG emissions for both construction and operational phases of the Project is discussed in this section.

Lead agencies are required to quantify and disclose GHG emissions that could occur during construction. The SCAQMD then requires that construction GHG emission to be amortized over the life of the Project, defined by the SCAQMD as 30 years, added to the operational emissions, and compared to the applicable interim GHG significant threshold tier.

Construction

Demolition and construction activities associated with the Project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Using CalEEMod, it is estimated that the Project would generate approximately 471.7 MT CO₂e during the duration of construction. When annualized over the 30-year- life of the Project, annual emissions would be 15.7 MT CO₂e. Table GHG-1 below lists the construction GHG emissions. Construction emissions would be temporary in nature and would only occur for the duration of the construction period.

Table GHG-1: Construction Greenhouse Gas Emissions

Construction Year	Annual Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
2023	465.2	0.1	<0.1	471.7
Amortized Construction Emissions				15.7

Source: Appendix A

Operation

Long-term GHG emissions are typically generated from mobile sources, area sources, indirect emissions from sources associated with energy consumption, waste sources, and water sources. Mobile-source GHG emissions would include Project-generated vehicle trips to and from the Project. Area-source emissions would be associated with activities such as landscaping and maintenance on the Project site. Energy source emissions would be generated at off-site utility providers from increased electricity demand generated by the Project. Waste source emissions generated by the Project include energy generated by land filling and other methods of disposal related to transporting and managing Project-generated waste. In addition, water source emissions associated with the Project would be generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Following SCAQMD guidance, GHG emissions were estimated for the operational year of 2024 using CalEEMod as shown in table GHG-2 below.

Table GHG-2: Greenhouse Gas Emissions (MT/year)

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Area Sources	<0.1	<0.1	0.0	<0.1	<1
Energy Sources	183.0	<0.1	<0.1	184.0	12
Mobile Sources	1,070.6	0.1	0.1	1,103.8	73
Waste Sources	35.5	2.1	0.0	87.9	6
Water Sources	93	1.1	<0.1	129.3	9
Total Project Operational Emissions				1,505.0	-
Amortized Construction Emissions				15.7	-
Total Annual Emissions				1,520.7	-
SCAQMD Threshold				2,520	-
Exceed?				No	-

Source: Appendix A.

As discussed above, the Project would have less than significant GHG emissions if it would result in operational-related GHG emissions of less than 2,520 MT CO₂e/yr. Based on the analysis results, the proposed Project would result in approximately 1,520.7 MT CO₂e/yr. Therefore, operation of the proposed Project would not generate GHG emissions that would have a significant effect on the environment and impacts would be less than significant.

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

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

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

- EO B-30-15 which added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030.
- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The Project would develop a new building that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) buildings. The Project is required to comply with Title 24, which would be verified by the City during the plan check and permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicle trips generated by the Project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The Project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the plan check and permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the Project would not result in an exceedance of an air quality standard.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described under Threshold 8.a), emissions would not exceed the applicable SCAQMD threshold. Therefore, implementation of the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

Existing Plans, Programs, or Policies

See (b) above for applicable regulations.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

LSA Associates. Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (LSA 2022A) (Appendix A)

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

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

The discussion below is based on the Phase I Environmental Site Assessment and Limited Phase II Soil and Soil Vapor Investigation, prepared by SCS Engineers (SCS), 2022 (SCS 2022A) (Appendix E).

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

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to environment if released into the environment.

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

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

Operation

Operations of the proposed Project would include warehousing and distribution activities, which generally use limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

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

Therefore, if future businesses that use or store hazardous materials occupy the proposed buildings, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Health Hazardous Materials Division to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed Project would result in a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

Less than Significant Impact.

SCS Engineering (SCS) completed the Phase I Environmental Site Assessment and Phase II soil and soil vapor sampling for the 12300 Lakeland Road property. The following information is included in the reports.

Current Site Operations – Coast Iron

The Phase I report notes that *de minimis* oil staining was noted at a few locations around the base of presses during the site visit, particularly on the eastern side of the building.

UTC

The site located southwest of the Project site is operated by UTC. During the site inspection, the storage of two 1-liter bottles of 1,2-dichloroethane (1,2-DCA), a chlorinated solvent, were observed onsite. Given known chlorinated solvent impacts to regional groundwater from offsite, upgradient sources, SCS considered the storage of this chemical onsite an environmental condition. Through soil vapor sampling, it was found that 1,2-DCA was not detected at the site.

Santa Fe Springs Fire Department Findings

Two gasoline underground storage tanks (USTs) were previously located on the property from 1974 to 1989. According to an Underground Storage Tank Removal report prepared by Vadose, Inc., total petroleum hydrocarbons (TPH) or fuel-related volatile organic compounds (VOCs) were not detected on the site. In October 1990, the Santa Fe Springs Fire Department (SFSFD) issued a No Further Action (NFA) letter for the USTs removed from the property.

The SFSFD files also contained a Phase II Environmental Site Assessment Report prepared by Norcal Engineering which evaluated the following areas of concern:

- Two former sumps,
- Four former cesspools and one septic tank,
- A former concrete well and stand pipe,
- The former gasoline UST area,
- Two dry oil well areas,
- An elevated concrete block area (former use of area unknown), and
- A clarifier.

None of these features were observed at the Project site during the current site inspection. The 1998 Phase II investigation included 13 soil borings to depths ranging from 15 to 40 feet below ground surface (bgs). Concentrations of total recoverable petroleum hydrocarbons (TRPH) were detected in 12 of 40 analyzed samples at concentrations which are below their corresponding soil screening levels (SSLs). VOCs were not detected in any of the soil samples. Metals concentrations were consistent with typical background ranges in California soils. Based on the results of the Phase II investigation, Norcal recommended no further action.

Environmental Database Findings

Coast Iron appears in several environmental databases, related to its storage of hazardous materials, generation of hazardous waste, and the former USTs. The company has been cited for

administrative violations related to its hazardous materials business plan (HMBP) and failing to store hazardous waste in covered containers. Records reviewed, however, did not indicate past releases at the facility.

The environmental database report also maps the western two-thirds of the Project site within the boundary of the Omega Chemical Superfund Site which is physically located approximately three miles northeast. The primary contaminants of concern are VOCs, especially tetrachloroethene (PCE), trichloroethene (TCE), and 1,1-dichloroethene (1,1-DCE). Based on groundwater plume maps, chlorinated VOCs are present in downgradient groundwater wells south of the Project site at concentrations up to 130 micrograms per liter ($\mu\text{g/L}$), above their corresponding California Maximum Contaminant Levels (MCLs). Given the historical use and storage of 1,2-DCA by UTC and its predecessor companies, SCS recommended that Phase II soil vapor sampling be conducted at the Project site to evaluate whether onsite releases might have contributed to the regional contamination and/or whether vapor migration to shallow soil vapor was occurring. No data reviewed suggests that the Project site might be named a contributor to the Omega Chemical Superfund groundwater plume.

The environmental database report also contains information about the former Powerine (Cenco) refinery, historically located across the street to the northeast and east of the Project site. The former Powerine facility is also known to have contaminated regional groundwater with TPH and fuel-related VOCs. The Powerine refinery groundwater plume extends beneath the eastern side of the Project site and likely co-mingles with the Omega Chemical Superfund plume. The Powerine responsible parties attribute chlorinated VOCs at their sites to offsite, upgradient sources.

Phase II soil and soil vapor sampling was conducted concurrently with this Phase I ESA and found that PCE and fuel-related VOCs (benzene, toluene, and xylenes) were detected in soil vapor at concentrations below their corresponding Department of Toxic Substances Control (DTSC) recommended screening levels (DTSC-Recommended SLs) for existing and future commercial/industrial land use scenarios.

Soil samples were collected on the site near areas discussed above that may be of concern and did not show evidence of a significant release of TPH, VOCs, or metals at the Project site. The results of the 1998 Phase II soil investigation and the SCS Phase II investigation did not identify significant contaminant releases at the Project site. Based on the available information, SCS considers the regional contamination associated with the former Omega Chemical Superfund Site and the former Powerine refinery facility to be Controlled Recognized Environmental Conditions (CRECs) with respect to the Project site.

Available oil and gas well maps from the California Department of Conservation, Geologic Energy Management Division (CalGEM) were reviewed to identify oil and gas wells on the Project site or in the nearby area. Three former oil wells were located on or immediately adjacent to the Project site. One was located at the center of the gravel parking area on the northwestern portion of the Project site, one along the north-central edge of the Project site, and one at the northeastern edge of the Project site (which was likely situated offsite to the east in the Getty Drive right-of-way). Methane issues constitute a business environmental risk (BER). SCS conducted methane sampling concurrently with the Phase II investigation. The Methane Gas Assessment Report completed by SCS found that the Project site is located within a designated methane zone (SCS 2022B). Field monitoring that occurred on the site on November 12 and 16, 2021 concluded that methane was not detected above the detection capabilities of 0.1% by volume in air during either of the two monitoring events. Therefore, no further monitoring is required on the site.

In summary, the Phase I and Phase II assessment of the Project site revealed evidence of conditions indicative of CRECs. Based on the results of the reports, additional investigation was not recommended for the site and therefore, impacts are less than significant.

Operation

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

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

Through existing City and County Health Hazardous Materials Division permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. In addition, a Water Quality Management Plan (WQMP) is required to be implemented for the Project (as further discussed in Section 10, *Hydrology and Water Quality*, and included as PPP WQ-2). The BMPs that would be implemented as part of the plan and would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project.

As a result, implementation of the proposed Project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and operational impacts would be less than significant.

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

Less than Significant Impact. There is one existing school within 0.25 miles of the Project site. Lakeland Elementary School is located 0.18 mile east of the site. In addition, the following schools are located within 1 mile of the site: St. Pius X Parish School (0.57 mile); Paddison Elementary School (0.66 mile); Lake Center Middle School (0.70 mile); Cresson Elementary School (0.70 mile); Santa Fe High School (0.97 mile); and William Orr Elementary School (0.94 mile). Construction and operation of the Project would involve the use, storage and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed under Threshold 3.b), and the emissions generated from the Project would not cause or contribute to an

exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

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

Less than Significant Impact. According to the California Department of Toxic Substances Control EnviroStor listing, the Project site is not located on any hazardous material sites listed, pursuant to Government Code Section 65962.5. There is an Evaluation site and a School Cleanup site located roughly 700 feet east of the Project. However, this would likely not impact the Project due to the distance from the Project site. As discussed in the Phase I, there are no listed sites located within the Project property boundaries (SCS 2022A). As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site are unlikely to occur from implementation of the proposed Project and impacts would be less than significant.

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

No Impact. The Project site is not within two miles of an airport. The closest airport is the Fullerton Municipal Airport, which is 6.45 miles southeast of the Project site. The Project site is not located within any land use compatibility zone, nor is it within an airport safety zone. Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur.

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

Less than Significant Impact.

Construction

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

Operation

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

adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

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

Existing Plans, Programs, or Policies

PPP HAZ-1: City of Santa Fe Springs Municipal Code Section 117.131. The Project is required to comply with the provisions of Section 117.131 of the City's Municipal Code which states that for properties within 500 feet of former wells or within 1,000 feet of former landfills, methane sampling is required in the event of the following: new construction; modification to existing structures; and granting of a subdivision map, conditional use permits necessitating ground disturbance, or development plan approval.

Mitigation Measures

No mitigation related to hazards and hazardous materials is required.

Sources

SCS Engineers. Methane Gas Assessment Report (SCS 2022a). (See Appendix F)

SCS Engineers. Phase I Environmental Site Assessment and Limited Phase II Soil and Soil Vapor Investigation (SCS 2022b). (See Appendix E)

CalFire Office of the State Fire Marshal. Fire Hazard Severity Zones Map. Available at: <https://egis.fire.ca.gov/FHSZ/>

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

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

Less Than Significant Impact.

Construction

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

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

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

Operation

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

Chapter 52 of the City's Municipal Code (and PPP WQ-2) requires implementation of a Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the Project. The BMPs would include pollutant source control features and pollutant treatment control features. In addition, the City requires the Project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. A Low Impact Development Standard Urban Storm Water Mitigation Plan (SUSMP) was prepared for the Project in accordance with NPDES' requirements for a WQMP and is equivalent to a WQMP (SUSMP 2022). Project drainage on the site would include an on-site storm drain system with multiple inlets located on the easterly and southerly side of the site, ultimately discharging into the parkway drain by the sump pump. The site would contain four drainage areas. Drainage area A-1 would be conveyed to one modular wetland system in the southwesterly corner of the site. Drainage area A-2 would be conveyed to one modular wetland system along the westerly side of the site. Drainage area A-3 would be conveyed to three biofiltration trenches along the easterly side of the site. Drainage area A-4 would be conveyed to one modular wetland system along the westerly side of the site (SUSMP 2022).

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

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

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

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

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

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

Construction

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

Operation

The Project site is currently developed with four structures and contains 99 percent impervious surfaces as stated in the Preliminary Drainage Study (Drainage 2022) and included as Appendix H. After development of the Project, the site would have a total of 313,920 square feet of impervious surfaces, or about 85.3 percent, which would be a decrease from existing conditions. Pervious areas onsite would be landscaped and would not generate soils that could erode. In addition, the proposed drainage infrastructure would slow and retain stormwater, which would also limit the potential for erosion or siltation. Also, as described previously, the City requires the Project to

implement a WQMP (as included by PPP WQ-2) that would implement BMPs, which reduce erosion and siltation. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed Project. Therefore, the proposed Project would not alter the existing drainage pattern in the Project area and would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

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

Less Than Significant Impact. As described under Threshold 10.c.i, the Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags to ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Also, as described above, the Project would implement an operational SUSMP (as included by PPP WQ-2) that would install an onsite storm drain system and biofiltration devices such as modular wetland systems and biofiltration trenches that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Thus, operation of the proposed Project would not substantially increase stormwater runoff, and flooding on or off-site would not occur.

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

Less Than Significant Impact. As described under Thresholds 10.c.i and 10.c.ii, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags to ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

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

iv. Impede or redirect flood flows?

No Impact. The Project site is in Zone X as shown in the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1837F. Zone X

is an area determined to be outside the 0.2% annual change floodplain. Thus, the proposed Project would not impede or redirect flood flows, and impacts would not occur.

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

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

The Pacific Ocean is located approximately 12.75 miles southwest of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami that could release pollutants. In addition, the Project site is flat and not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the Project site. No impact would occur.

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

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

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

Existing Plans, Programs, or Policies

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

PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the Project applicant shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The Project shall comply with the City's Municipal Chapter 52 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

Mitigation Measures

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

Sources

Federal Emergency Management Agency (FEMA). National Flood Hazard Layer (NFHL) Viewer. Map #06037C1837F. Available at:
<https://msc.fema.gov/portal/search?AddressQuery=12300%20Lakeland%20Road%2C%20Santa%20Fe%20Springs#searchresultsanchor>

Southern California Geotechnical. Geotechnical Investigation Report, 12300 Lakeland Road (SoCalGeo 2021). (See Appendix D)

Walden & Associates. Low Impact Development Standard Urban Storm Water Mitigation Plan (SUSMP 2022). (See Appendix G)

Walden & Associates. Preliminary Drainage Study (Drainage 2022). (See Appendix H)

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

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

a) Physically divide an established community?

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

The proposed Project would redevelop an existing industrial site with a new industrial warehouse building in an already urbanized area that is surrounded by industrial and residential uses. The Project does not include the construction of a new road or the implementation of an inconsistent land use into the Project's vicinity. Therefore, no impact would occur.

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

No Impact. The Project site has a General Plan designation of Industrial and is zoned Heavy Manufacturing (M-2) and Buffer Parking (BP). The proposed Project would redevelop an existing site that is currently developed with industrial buildings with a new warehouse building whose tenants would be consistent with the M-2 zone land uses. Additionally, the City's plan check and permitting process would ensure that the Project complies with the applicable zoning and Municipal Code requirements. Thus, impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Sources

City of Santa Fe Springs. Municipal Code sections 155.241 through 155.264, Heavy Manufacturing (M-2) Zone. Available at:
https://codelibrary.amlegal.com/codes/santafesprings/latest/santafesprings_ca/0-0-0--1073652386

City of Santa Fe Springs. General Plan, Land Use Element. Available at:
https://www.reimaginesantafesprings.org/files/managed/Document/152/PublicReviewDraftGeneralPlan_11-03-2021.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>12. MINERAL RESOURCES.</u> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. According to Figure 9.6, Mineral Resources, of the Conservation and Natural Resources Element of the Los Angeles County General Plan, the Project site is not designated as a mineral resource zone. Additionally, according to the Special Report 209 from the California Geological Survey, the City of Santa Fe Springs is not included in a list of lead agencies in the San Gabriel Valley P-C Region with active mine operations, designated lands, or lands classified as Mineral Resource Zone 2 (MRZ-2) within its jurisdiction (CGS 2010). Therefore, development of the site would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

California Department of Conservation, California Geological Survey, Special Report 209, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the

San Gabriel Valley Production-Consumption Region, Los Angeles County, California, 2010.
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

Los Angeles County Department of Regional Planning. General Plan 2035. Figure 9.6, Mineral Resources. October 6, 2015. Available at:
https://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-6_mineral_resources.pdf

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13. NOISE. Would the project result in:

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

The discussion below is based on the Noise and Vibration Impact Analysis prepared by LSA Associates (LSA 2022B) included as Appendix I.

Exterior Noise Level Standards

The City's Municipal Code, Table 1: Noise/Land Use Compatibility Matrix illustrates that exterior noise levels for industrial land uses are normally acceptable below 80 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) and conditionally acceptable with noise levels below 85 dBA CNEL.

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

Table N-1: Permitted Noise Levels

A-Weighted Sound Level in Decibels (dB(A))										
	Daytime (7:00 a.m. to 10:00 p.m.)					Nighttime (10:00 p.m. to 7:00 a.m.)				
	Maximum Cumulative Minutes Duration in Any 1- Hour Period				Absolute Maximum	Maximum Cumulative Minutes Duration in Any 1- Hour Period				Absolute Maximum
Receiving Area	30	15	5	1		30	15	5	1	
In the M-1 or M-2 Zone	70	75	80	85	90	70	75	80	85	90

Source: City of Santa Fe Springs, Municipal Code Chapter 1155.424

Sensitive Receptor Noise Levels

The City's General Plan aims to protect areas of the City that are noise sensitive such as residences, schools and hospitals. The closest noise sensitive receptors to the site are residences located roughly

550 feet west of the site and are located in the City of Norwalk. Since there are nearby sensitive land uses in the jurisdiction of the City of Norwalk, Section 9.04.120 of the City of Norwalk Municipal Code is used to establish the noise level thresholds for evaluating potential Project-related operational noise level impacts to those receptors. For residential uses, exterior noise levels shall not exceed 55 dBA during the day and 45 dBA at night.

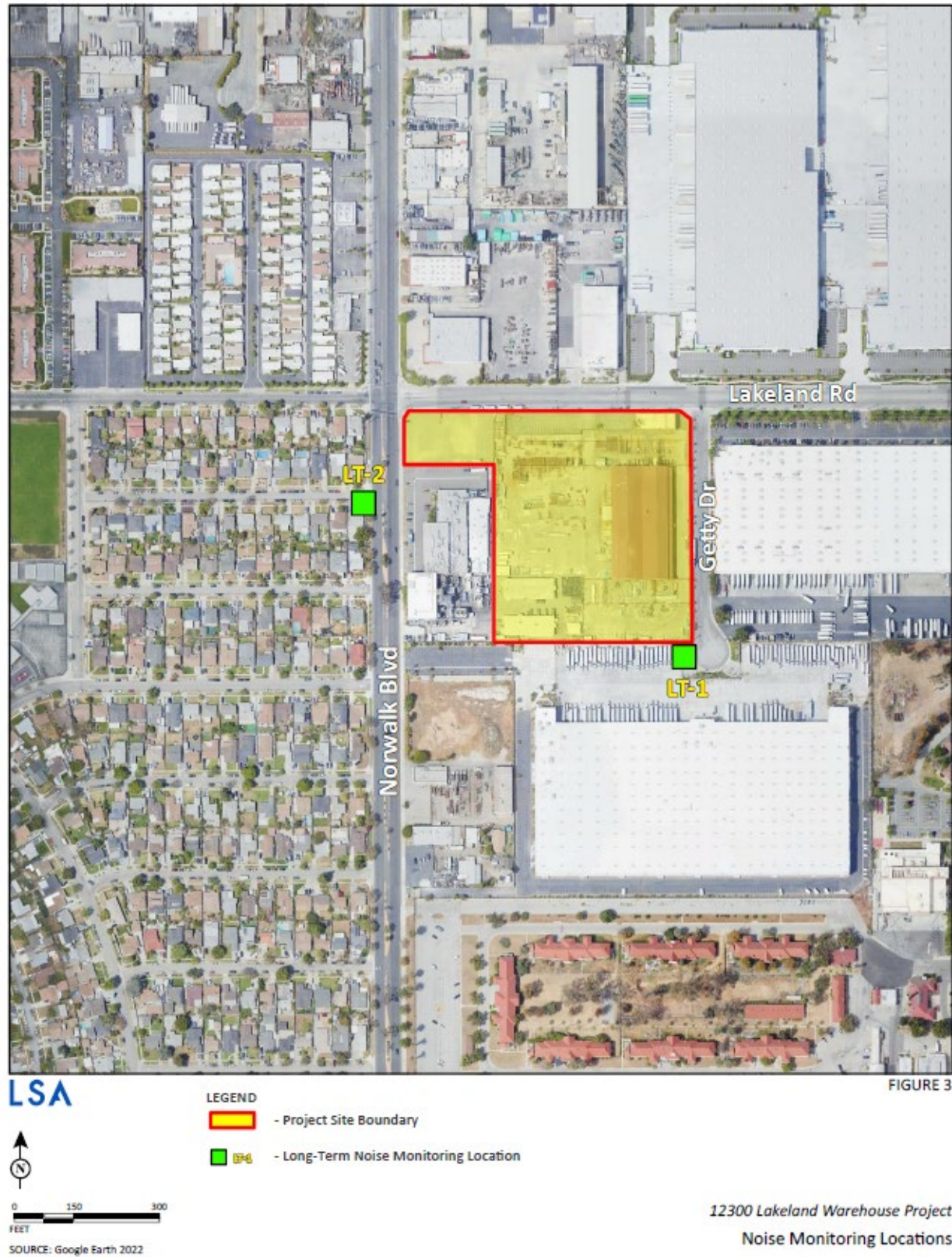
Existing Ambient Noise Levels

Noise measurements were taken in order to document existing baseline levels in the area. Noise level measurements were collected by LSA Associates on Tuesday, March 29, 2022, at two locations over 24-hours (LSA 2022B). Measurement locations are shown in Table N-2 and Figure 3-4, *Noise Measurement Locations*.

Table N-2: 24-Hour Ambient Noise Level Measurements

Location	Description	Daytime Noise Levels (dBA _{Leq})	Evening Noise Levels (dBA _{Leq})	Nighttime Noise Levels (dBA _{Leq})	Daily Noise Levels (dBA CNEL)
LT-1	12300 Lakeland Road, on the southeast corner of the property. On a utility pole. Approximately 60 feet from Getty Drive centerline.	63.9-69.0	62.2-63.3	56.2-67.8	71.0
LT-2	12172 Hermes Street, by Norwalk Boulevard. On the first tree south of Hermes Street, approximately 75 feet from Norwalk Boulevard centerline.	66.6-68.9	65.0-65.8	60.0-67.3	71.3

Source: Appendix I

Figure 3-4: Noise Measurement Locations

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

Less than Significant Impact.

Short-Term Construction Noise Impacts

Two types of short-term noise impact could occur during the construction of the proposed Project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to 84 dBA maximum instantaneous sound level (L_{max})), the effect on longer-term ambient noise levels would be small when compared to existing daily traffic volumes on Lakeland Road and Norwalk Boulevard. Because construction-related vehicle trips would not approach existing daily traffic volumes, traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment and therefore, short-term, construction-related impacts associated with worker commute and equipment transport would be less than significant.

The second type of short-term noise impact would be from noise generated during construction activities for the proposed Project including demolition, site preparation, grading, building construction, paving, and architectural coating. Construction of the proposed Project would occur over a 9-month period. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Noise levels generated by heavy construction equipment have the potential to range from approximately 73 dBA to 95 dBA, as shown on Table N-3. Temporary construction noise impacts would vary because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. As shown in Table N-4, the construction noise levels are expected to range from 60 to 76 dBA at the four nearby receiver locations.

Table N-3: Construction Reference Noise Levels

Equipment Description	Acoustical Usage Factor (%)¹	Maximum Noise Level (L_{max}) at 50 Feet
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground_	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80

Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

Source: Appendix I

Table N-4: Potential Construction Noise Impacts at Nearest Receptor

Receptor (Location)	Composite Noise Level (dBA Leq) at 50 feet ¹	Distance (feet)	Composite Noise Level (dBA Leq)
Industrial Uses (Southwest)	88	200	76
Industrial Uses (North)		340	71
Industrial Uses (East)		405	70
Residence (West)		550	67
Hospital (Southeast)		1,230	60

Source: Appendix I

While construction noise would vary, it is expected that composite noise levels during construction at the nearest off-site sensitive uses directly southwest of the project would reach 76 dBA equivalent continuous sound level (L_{eq}). These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, the noise impacts would be temporary and would no longer occur once the Project construction is completed.

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

As it relates to off-site uses, construction-related noise impacts would remain below the 90 dBA L_{eq} and 100 dBA L_{eq} 1-hour construction noise level criteria as established by the Federal Transit Administration (FTA) for residential and industrial land uses, respectively, for the average daily condition as modeled from the center of the Project site and therefore would be considered less than significant. Additionally, the Project would incorporate Best Construction Practices which are as follows and will be included in the Conditions of Approval for the Project which would further minimize construction noise impacts.

- The Project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards.
- The Project construction contractor shall locate staging areas away from off-site sensitive uses during the alter phases of Project development.
- The Project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site whenever feasible.

Long-Term Off-Site Traffic Noise Impacts

As a result of the implementation of the proposed Project, off-site traffic volumes on surrounding roadways have the potential to increase. The proposed trip generation from EPD Solutions (EPD 2022) estimates that the Project would generate four fewer daily vehicle trips as compared to the existing uses. Due to the daily decrease in traffic volumes associated with the proposed Project, there would be no traffic noise impacts from the Project-related traffic to off-site sensitive receptors and no noise reduction measures are required.

Long-Term Off-Site Stationary Noise Impacts

Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment and truck delivering and loading and unloading activities. The potential noise impacts to off-site sensitive land uses from the proposed HVAC equipment and truck delivery activities are discussed below and to provide a conservative analysis, it was assumed that operations would occur equally at all hours of the day and that half of the 24 loading docks would be active at all times. Additionally, it was assumed that within any given hour, 12 heavy trucks would maneuver to park near or back into one of the proposed loading docks.

Heating, Ventilation, and Air Conditioning Equipment

The Project is estimated to have 12 rooftop HVAC units on the proposed building to provide ventilation to the proposed office spaces. The HVAC equipment could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA L_{eq} at 5 feet, based on manufacturer data.

Truck Deliveries and Truck Loading and Unloading Activities

Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA L_{eq} at 20 feet based on measurements taken by LSA. Delivery trucks would arrive on site and maneuver their trailers so that trailers would be parked within the loading docks. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur over a time of less than 5 minutes. After a truck enters the loading dock, the doors would be closed and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. To present a conservative assessment, it is assumed that unloading activities could occur at all 24 docks simultaneously for a period of time of more than 30 minutes in a given hour. Maximum noise levels that occur during the docking process taken by LSA were measured to be 86 dBA L_{max} at a distance of 20 feet.

Tables N-5 and N-6 below show the combined hourly noise levels generated by HVAC equipment and truck delivery activities at the closest off-site land uses. The Project-related noise level impacts

would range from 39.8 dBA L_{eq} to 55.4 dBA L_{eq} at the surrounding sensitive receptors and would be below the exterior daytime noise standards of 55 dBA L_{eq} at the residential land uses and 45 dBA L_{eq} at the hospital land use. While Project noise level impacts during the nighttime noise hours have the potential to exceed the Norwalk exterior nighttime noise standard of 45 dBA L_{eq} for residential uses, the quietest ambient noise level during nighttime hours was 56.2 dBA L_{eq} where Project impacts would approach 55.4 dBA L_{eq} . Because Project noise levels would not exceed the current ambient noise level by 3 dBA or more, the impact would be less than significant and no noise reduction measures would be required.

Table N-5: Daytime Exterior Noise Level Impacts

Receptor	Direction	Daytime Noise Level Standard (dBA L_{eq})	Existing Quietest Daytime Noise Level (dBA L_{eq})	Project Generated Noise Levels (dBA L_{eq})	Potential Operational Noise Impact?
Residential	West	55	63.9	55.4	No
Hospital	Southeast	45	66.6	39.8	No

Source: Appendix I

Table N-6: Nighttime Exterior Noise Level Impacts

Receptor	Direction	Daytime Noise Level Standard (dBA L_{eq})	Existing Quietest Daytime Noise Level (dBA L_{eq})	Project Generated Noise Levels (dBA L_{eq})	Potential Operational Noise Impact?
Residential	West	45	56.2	55.4	No
Hospital	Southeast	45	60.0	39.8	No

Source: Appendix I

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

Less than Significant Impact.

Long-Term Traffic-Related Vibration Impacts

The proposed Project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from Project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Vibration levels generated from Project-related traffic on the adjacent roadways would be less than significant and no mitigation measures would be required.

Short-Term Construction Vibration Impacts

The Vibration Impact study analyzed the level of human annoyance using vibration levels in VdB and assessed the potential for building damages using vibration levels in peak particle velocity (PPV) (in/sec). This is because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best for characterizing potential for damage.

Table N-7 below shows the PPV and vibration velocity decibels (VdB) values at 25 feet from the construction vibration source. As shown, bulldozers and other heavy-tracked construction equipment generate approximately 0.089 PPV in/sec or 87 VdB of ground-borne vibration when measured at 35 feet. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the Project construction boundary, assuming that the construction equipment would be used at or near the Project setback line.

Table N-7: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/Lv at 25 Feet	
	PPV (in/sec)	Lv (VdB)
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Appendix I

Based on the information provided in table N-8 below, vibration levels are expected to approach 60 VdB at the closest industrial uses located immediately southwest of the Project site and 47 VdB at the closest residential use to the west, which is below the 90 VdB and 78 VdB annoyance threshold for workshop or industrial type uses and for daytime residential uses, respectively. Based on the information provided in Table N-9 below, vibration levels are expected to approach 0.124 PPV in/sec at the surrounding structures and would be below the 0.2 PPV in/sec damage threshold.

Table N-8: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet	Distance (feet)	Vibration Level (VdB)
Industrial Uses (Southwest)	87	200	60
Industrial Uses (North)		340	53
Industrial Uses (East)		405	51
Residence (West)		550	47

Source: Appendix I

Table N-9: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 feet	Distance (feet)	Vibration Level (PPV)
Industrial Uses (Southwest)	0.089	20	0.124
Industrial Uses (North)		120	0.008
Industrial Uses (East)		70	0.019
Residence (West)		110	0.010

Source: Appendix I

Because construction activities are regulated by the City's Municipal Code which states temporary construction, maintenance, or demolition activities are not allowed between 7:00 p.m. and 7:00 a.m., vibration impacts would not occur during sensitive nighttime hours.

Other building structures surrounding the Project site are farther away and would experience further reduced vibration. Therefore, no construction vibration impacts would occur and vibration reduction measures are not required.

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

No Impact. There are no airports within two miles of the Project site. The closest airport is the Fullerton Municipal Airport, which is 6.45 miles southeast of the Project site. The Project site is not located within any land use compatibility zone, nor is it within an airport safety zone. Similarly, the Project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the Project area to excessive noise levels related to an airstrip. No impacts related to airport or airstrip noise would occur from implementation of the Project.

Existing Plans, Programs, or Policies

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

PPP NOI-2: Norwalk Noise Thresholds: Section 9.04.120 of the City of Norwalk Municipal Code is used to establish the noise level thresholds for evaluating potential Project-related operational noise level impacts. For all uses other than residential and commercial, exterior noise levels shall not exceed 65 dBA L_{eq} at any time; exterior noise levels at commercial uses shall not exceed 60 dBA L_{eq} at any time. For residential properties, the exterior noise level shall not exceed 55 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Mitigation Measures

No mitigation measures related to noise are required.

Sources

LSA Associates. Noise and Vibration Impact Analysis (LSA 2022B). (See Appendix I)

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

Would the project:

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

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

No Impact. The proposed Project would redevelop an existing industrial site with a new warehouse building. The proposed development is consistent with the City's General Plan and zoning designations for the Project site. The Project is not anticipated to change the existing land use of the Project site. Thus, the development of the Project for the proposed uses have been planned for and would not result in substantial unplanned population growth. Similarly, during construction, workers are anticipated to come from the local region and travel from job site to job site, and do not typically relocate. As described in the Project Description, construction of the proposed Project is anticipated to occur over 9 months. The temporary need for construction workers on the Project site would not induce substantial unplanned population area in the Santa Fe Springs area.

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

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

No Impact. The Project site is currently developed with an industrial use and does not contain any housing. The Project would redevelop the site to construct a new industrial warehouse building. No housing would be displaced by implementation of the proposed Project, and no impact would occur.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to population and housing are required.

Sources

None.

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

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

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

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

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

Fire Protection – Less than Significant Impact. The Santa Fe Springs Department of Fire – Rescue provides services to the resident community and business population in an area of approximately 9 square miles. The Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The Fire Department has four fire stations. The closest fire station is Fire Station 1, located at 11300 Greenstone Avenue, which is located 0.71 miles southeast of the Project site. Redevelopment of the Project site would likely result in an increased number of employees onsite as the building square footage will increase to 185,294 SF from 67,540 SF. However, the Project would include new fire prevention infrastructure pursuant to current code requirements. The City has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in Chapter 93.01 of the City Municipal Code, which regulates new structures related to safety provisions, emergency planning,

fire-resistant construction, fire protection system, and appropriate emergency access throughout the site.

Since the site is already served by the existing fire station, and the Project would be constructed pursuant to existing California Fire Code regulations, the Project would not result in the need for new or physically altered fire department facilities that could cause significant environmental impacts. Additionally, the Project would pay any required development impact fees and have plans approved by the Fire Department. Therefore, the Project would result in less than significant impacts related to fire protection services.

Police Protection - Less than Significant Impact. The City of Whittier Police Department provides policing services for the City of Santa Fe Springs under contract. The Police Services Center is located at 11576 Telegraph Road, approximately 1.34 miles northwest of the Project site. As described in the previous response, the Project would result in an increased number of employees onsite. Crime and safety issues during Project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism.

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

Schools – Less than Significant Impact. The Project is a light industrial Project that would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population. During construction of the Project, workers are anticipated to come from the local region and travel from job site to job site. Construction of the Project is anticipated to occur over 9 months. Thus, construction workers and their student-aged children are not anticipated to move to the Project area in response to the Project. Therefore, the number of students generated by construction of the Project is not anticipated to increase. Thus, substantial in-migration of employees that could generate new students is not anticipated to occur. As required by all Projects within the City, the proposed Project is required to pay School Mitigation Impact fees, as included by PPP PS-1. Overall, impacts related to schools would be less than significant.

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to public services are required.

Sources

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to recreation are required.

Sources

None.

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

The discussion below is based on the Trip Generation and VMT Screening Analysis, prepared by EPD Solutions, Inc. (EPD 2022) (Appendix J). The report analyzed a 185,733 SF building which is larger than the proposed 185,294 SF building. Therefore, the analysis is considered conservative.

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

Less than Significant Impact.

Construction

Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from, the Project site. However, these activities would only occur for an estimated time period of 9 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the Project would generate less than significant traffic related impacts.

Operation

As detailed in the Project description, the Project site is currently developed with four existing industrial structures. The Project would redevelop the existing site with a new speculative industrial building totaling 185,294 square feet, or an increase of 121,782 square feet beyond the existing square footage with 10 percent cold storage.

Table T-1 shows that during operation, the proposed Project would generate 31 vehicle trips during the a.m. peak hour, 33 vehicle trips during the p.m. peak hour, and 318 daily vehicle trips. The trip

generation analysis for the Project was prepared using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021) based on the “Warehouse” land use.

The analysis accounts for trips generated by the existing manufacturing and warehouse land uses and forecasts the net new trip generation of the Project. The trip generation also provides an estimate of the heavy vehicle trips and applies a passenger car equivalent (PCE) factor to heavy vehicle trips. The Project would result in an estimated 45 PCE trips during a.m. peak hour and 48 PCE trips during p.m. peak hour, and 457 PCE daily trips. Table T-1 presents the PCE trip generation estimate for the Project. As shown, the Project would generate net zero daily PCE trips; 21 fewer PCE trips during the a.m. peak hour and 23 fewer PCE trips during the p.m. peak hour than occur under existing conditions.

In addition, the Project area is currently served with transit service from the Los Angeles County Metropolitan Transportation Authority (LA Metro) and Norwalk Transit System (NTS). The Project site is served by the Metro Bus line 62. There is a bus stop at the intersection of Norwalk Boulevard and Lakeland Road, at the northwest corner of the Project site. Additionally, those who travel to the Project site can also utilize Norwalk Transit System’s lines 1 and 3 which are accessible via bus stops near the intersection of Norwalk Boulevard and Lakeland Road. Operation of the Project would not affect the operation of the bus routes. Thus, no impacts would occur.

There are no existing bicycle lanes along Norwalk Boulevard, Lakeland Road, or Getty Drive. Implementation of the Project would therefore not alter any bicycle lanes. There are existing sidewalks along all three street frontages of the Project site. Implementation of the Project would remove and replace the existing sidewalks with meandering sidewalks. These improvements would result in a less than significant impact.

Table T-1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Manufacturing ¹	TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
Warehouse ²	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
<u>Existing Vehicle Trip Generation</u>								
Coast Iron & Steel Co.	67.54 TSF	321	35	11	46	15	34	50
<u>Vehicle Mix³</u>	<u>Percent</u>							
Passenger Vehicles	72.50%	233	25	8	33	11	25	36
2-Axle Trucks	4.60%	15	2	1	2	1	2	2
3-Axle Trucks	5.70%	18	2	1	3	1	2	3
4+-Axle Trucks	17.20%	55	6	2	8	3	6	9
	100%	321	35	11	46	15	34	50
<u>PCE Trip Generation⁴</u>	<u>PCE Factor</u>							
Passenger Vehicles	1.0	233	25	8	33	11	25	36
2-Axle Trucks	1.5	22	2	1	3	1	2	3
3-Axle Trucks	2.0	37	4	1	5	2	4	6
4+-Axle Trucks	3.0	166	18	6	24	8	18	26
Total Existing PCE Trip Generation		457	50	16	65	22	49	71
<u>Total Vehicle Trip Generation</u>								
12300 Lakeland Warehouse	185,294 TSF	317	24	7	31	9	24	33
<u>Vehicle Mix (90% Warehousing)⁵</u>	<u>Percent</u>							
Passenger Vehicles	72.50%	207	16	5	20	6	16	22
2-Axle Trucks	4.60%	13	1	0	1	0	1	1
3-Axle Trucks	5.70%	16	1	0	2	0	1	2
4+-Axle Trucks	17.20%	49	4	1	5	1	4	5
	100%	285	22	7	28	8	22	30
<u>Vehicle Mix (10% Cold Storage)⁴</u>	<u>Percent</u>							
Passenger Vehicles	55.30%	18	1	0	2	1	1	2
2-Axle Trucks	15.50%	5	0	0	0	0	0	1
3-Axle Trucks	4.90%	2	0	0	0	0	0	0
4+-Axle Trucks	24.30%	8	1	0	1	0	1	1
	100%	32	2	1	3	1	2	3
<u>PCE Trip Generation⁵</u>	<u>PCE Factor</u>							
Passenger Vehicles	1.0	224	17	5	22	7	17	24
2-Axle Trucks	1.5	27	2	1	3	1	2	3
3-Axle Trucks	2.0	36	3	1	3	1	3	4
4+-Axle Trucks	3.0	170	13	4	17	5	13	18
Total Project PCE Trip Generation		457	35	10	45	13	35	48
Total Net Trip Generation		-4	-11	-4	-15	-6	-10	-17
Total Net PCE Trip Generation		0	-15	-5	-21	-9	-14	-23

TSF = Thousand Square Feet, PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation*, 11th Edition, 2021. Land Use Code 140 - Manufacturing.² Trip rates from the Institute of Transportation Engineers, *Trip Generation*, 11th Edition, 2021. Land Use Code 160 - Warehousing.³ Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage⁴ PCE factors from San Bernardino County CMAP, Appendix B - Guidelines for CMAP Traffic Impact Analysis Reports in San Bernardino County, 2016⁵ Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. With Cold Storage

Source: Appendix J

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

Less than Significant Impact. CEQA Guidelines section 15064.3 subdivision (b) discusses the use of vehicle miles traveled (VMT) for the impact analysis. The City of Santa Fe Springs has not adopted VMT guidelines, so the County of Los Angeles guidelines were used for the study. For non-retail projects, the guidelines state projects that generate fewer than 110 net daily trips are generally exempt from preparing a Transportation Impact Analysis to analyze VMT. The Project would generate four fewer net daily trips (actual) than the existing use, and therefore, the Project is presumed to have a less than significant impact on VMT and no mitigation measures are required.

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

Less than Significant Impact. The Project would develop and operate a new warehouse building on the site that is compatible with the zoning and land use. The Project's design would be reviewed by the City during the plan check and permitting process; thus, the geometric design features of the Project site would not result in increased hazards. Access to the Project site would be via three driveways, one along each street and will range from 26 to 35 feet. The driveways would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and delivery trucks.

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

d) Result in inadequate emergency access?

No Impact. The proposed Project would develop and operate a new industrial building that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

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

As described above, operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from Norwalk Boulevard, Lakeland Road, and Getty Drive. The driveways and on-site circulation constructed by the Project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Santa Fe Springs Fire Department has reviewed and approved the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the

requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

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

Mitigation Measure

No mitigation measures related to transportation are required.

Sources

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

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

EPD Solutions, Inc. Trip Generation Analysis and VMT Screening Analysis for Bloomfield Avenue Warehouse, Santa Fe Springs. (EPD 2022) (Appendix J)

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

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

No Impact. The Project site was historically undeveloped land before being developed with industrial uses from 1928 to 1967 and does not contain any historical resources. In addition, ground disturbance has occurred on the Project site from construction of the current buildings. The Project site is not eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The proposed Project would not result in an impact to a historical resource.

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

Less than Significant Impact with Mitigation Incorporated.

Assembly Bill 52

Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native

American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.” Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

An archaeological record search from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and the Natural History Museum of Los Angeles was completed in order to identify any previously recorded archaeological site within the Project boundary or in the immediate vicinity and is included as Appendix K (BFSA 2022). According to the records search, 9 resources have been recorded within a one mile radius, none of which are located on the Project site. The historic resources include a prehistoric lithic scatter, the historic remains of the Patricio Ontiveros Adobe, the historic Slusher Estate, the historic Metropolitan State Hospital District, a historic railroad alignment, the historic Little Lake School and Auditorium, two historic single-family residences, and one historic industrial building. Additionally, a review of the Sacred Land File (SLF) by the Native American Heritage Commission (NAHC) was found to be negative for the presence of any sacred site or Tribal Cultural Resources.

Pursuant to the requirements of AB 52, the City sent informational letters about the proposed Project and requests for consultation to each tribe on the City’s list of tribes requesting consultation on March 11, 2022. These tribes include the following: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. On March 15, 2022, the City received an e-mailed response to the City’s AB 52 outreach letters, which was from the Gabrieleno Band of Mission Indians – Kizh Nation stating that the subject site is within their Ancestral Tribal Territory and thus had requested that a consultation be scheduled to go over the Project and surrounding location in further detail. Said consultation occurred via email on June 8, 2022, and mitigation measures were provided by the Chairman, Andy Salas, to ensure that precaution is taken on the site during construction. Mitigation Measure TCR-1 has been included that would require tribal monitoring of initial site clearing (such as pavement removal, grubbing, tree removals) and ground-disturbing activities that cause excavation to depths greater than artificial fill into previously undisturbed soils. Mitigation Measures TCR-2 and TCR-3 have been provided in the case that there is the unanticipated discovery of human remains or related funerary objects and provide the proper procedures for recovery.

As described above, the Project does not contain any historic structures. In addition, the entire parcel has been disturbed from previous development activity. Furthermore, the NAHC did not identify any sacred site or locations of religious or ceremonial importance within the Project site or within the nearby vicinity (BFSA 2022). Additionally, as described previously (and included as PPP CUL-1), California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. However, as described previously, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential resources are discovered during grading, excavation, or construction activities. As detailed previously, if the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and

curation of these resources. Thus, impacts related to California Native American tribes would be less than significant with implementation of Mitigation Measure CUL-1 and Mitigation Measures TCR-1 through TCR-3.

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects.

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Mitigation Measure TCR-3: Procedures for Burials and Funerary Remains.

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be

considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

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

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Sources

Brian F. Smith and Associates, Inc. Archaeological and Paleontological Resources Records Search (BFSA 2022) (Appendix K)

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>19. UTILITIES AND SERVICE SYSTEMS.</u>				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less than Significant Impact.

Water Infrastructure

The proposed Project is within an urbanized, developed area of Santa Fe Springs. Lakeland Road contains 8-inch and 12-inch water lines and Getty Drive contains 12-inch water lines. The Project would install new onsite water lines that would connect to the 12-inch water lines in Lakeland Road and Getty Drive. Because the site has been planned for operation of industrial uses, the water line has been planned to accommodate development of the Project site and would not require expansion to serve the proposed Project.

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

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

Wastewater Treatment

Existing sewer infrastructure is located within Norwalk Boulevard and Lakeland Road. The Project would install new onsite sewer lines that would connect to the 8-inch sewer line in Lakeland Road. Because the site has been planned for operation of industrial uses, the sewer line has been planned to accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary installation of the onsite sewer line is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

Stormwater Drainage

The Project proposes storm drain inlets located on the easterly and southerly side of the site that would connect to a proposed storm drain manhole and stormwater treatment unit located at the southwest most corner of the site near the truck court. The storm drain manhole and stormwater treatment unit would connect to an existing 18-inch storm drain line to the south of the Project site that flows to the west and down Norwalk Boulevard. Additionally, the Project would implement BMPs to treat the site's storm runoff.

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

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

Less than Significant Impact. According to the City of Santa Fe Springs 2020 Urban Water Management Plan (UWMP), the City receives water supplies from local groundwater pumped from city wells, treated groundwater through the Central Basin Water Quality Protection Program (CBWQPP), treated imported water purchased from the Metropolitan Water District (MWD) through the Central Basin Municipal Water District (CBMWD), and recycled water supplies (UWMP 2017). In 2020, the City utilized a total of 5,823 acre-feet per year (afy) of water, which included: 2,564 afy of groundwater purchased or imported from Central Basin Municipal Water District, 2,413 afy of purchased or imported from Water Quality Protection Plan, and 846 afy of recycled water.

The UWMP projects that the water supply mix will remain similar through 2045, with a gradual increase in water from the Central Basin Municipal Water District to cover the incremental increased demand for water related to anticipated growth within the City. The City's water demand in 2020 was 5,823 acre-feet and is projected to increase to 6,947 AFY by 2045 (UWMP 2021).

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

significant.

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

Less than Significant Impact. The proposed building would generate wastewater flows, which would be conveyed through existing sewer facilities to the Los Coyotes Water Reclamation Plant (WRP). The Los Coyotes WRP provides primary, secondary, and tertiary treatment and has a capacity to treat up to 37.5 million gallons per day (UWMP 2021). The UWMP determines capacity of existing wastewater facilities within the Los Angeles County Sanitation District based on land use designations and generation rates thereof. The proposed Project would not result in change of land use. Therefore, the Los Coyotes WRP would be able to accommodate the wastewater flow from the Project, and impacts related to the wastewater treatment system would be less than significant.

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

Less than Significant Impact. In 2019, most of the solid waste from the City, which was disposed of in landfills, went to either the Frank R Bowerman Sanitary Landfill, Sunshine Canyon Landfill, Olinda Alpha Sanitary Landfill, or Savage Canyon Landfill (Calrecycle 2019A).

The Frank R Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053. The Sunshine Canyon Landfill is permitted to accept 12,100 tons per day of solid waste and is permitted to operate through 2037. The Olinda Alpha Sanitary Landfill is permitted to accept 8,000 tons per day of solid waste and is permitted to operate through 2036. The Savage Canyon Landfill is permitted to accept 3,350 tons per day of solid waste and is permitted to operate through 2055 (Calrecycle 2019B). According to the 2019 Landfill Summary Tonnage Report, the Frank R Bowerman Sanitary Landfill accepted on average 6,802 tons per day which provides a remaining capacity of 4,698 tons per day, the Sunshine Canyon Landfill accepted 5,914 tons per day which provides a remaining capacity of 6,186 tons per day, the Olinda Alpha Sanitary Landfill accepted 5,762 tons per day which provides a remaining capacity of 2,238 tons per day and the Savage Canyon Landfill accepted 248 tons per day which provides a remaining capacity of 3,102 tons per day (Calrecycle 2019C).

The proposed Project would include the demolition of the four existing industrial buildings that would result in debris. In addition, solid waste would be generated from construction materials and packaging used on the site. However, construction would only occur over an estimated 9 month period and a large volume of the waste would be recycled. The Project would be required to comply with the City's Municipal Code Chapter 50.64, Compliance with Waste Management Plan, (included as PPP UT-1) which states that 75 percent of construction and demolition debris must be diverted via reuse or recycling. The landfills described previously have the permitted capacity to accommodate the projected amount of debris estimated to be generated by the Project during demolition and construction.

Based on a solid waste generation of 1.42 pounds per 100 square feet per day, identified in the CalRecycle Solid Waste Information System Database, operation of 185,294 square feet of light industrial building space would generate approximately 2,631 pounds per day, or 13,156 pounds (6.58 tons) of solid waste per week (based on a five-day work week) (Calrecycle 2019D).

However, based on the current recycling requirements, which require diversion of 75 percent of solid waste away from landfills, the Project would result in an increase of 658 pounds of solid waste per day being disposed of in landfills. As described above, the four identified landfills have a remaining capacity of 16,224 tons per day (CalrecycleB, Calrecycle C). Therefore, the existing landfills have sufficient permitted capacity to accommodate the additional solid waste disposal needs that would result from the Project, and impacts related to landfill capacity would be less than significant.

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Sources

CalRecycle. Estimated Solid Waste Generation Rates. Accessed 2022. (CalRecycle 2019D) Available at: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>

CalRecycle. Local Government Information Center. Jurisdiction Disposal by Facility. Los Angeles County, Santa Fe Springs, 2019. Accessed 2022. (Calrecycle 2019A). Available at: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

CalRecycle. Solid Waste Information System Facility/Site Search. Accessed 2022. (Calrecycle 2019B). Available at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>

CalRecycle. Landfill Tonnage Reports, 2019. Accessed 2022. (Calrecycle 2019C). Available at: <https://www2.calrecycle.ca.gov/LandfillTipFees/>

City of Santa Fe Springs Urban Water Management Plan (UWMP 2021). Accessed 2022: <https://www.santafesprings.org/civicax/filebank/blobdload.aspx?blobid=15477>

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

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

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

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

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

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

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

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to wildfires are required.

Sources

Los Angeles County Department of Regional Planning. General Plan 2035. Figure 12.5, Fire Hazard Severity Zones Policy Map. Adopted October 6, 2015. Available at: https://planning.lacounty.gov/assets/upl/project/gp_2035_2021-FIG_12-5_Fire_Hazard_Severity_Zones_Policy_Map_Responsibility.pdf

21. MANDATORY FINDINGS OF SIGNIFICANCE.

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

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

Less than Significant with Mitigation Incorporated. As discussed in previous sections of this IS/MND, the Project site is currently developed with 63,512 square feet of industrial uses. There are no special status vegetation types or wildlife species, nor suitable habitat located on or adjacent to the Project site, although there are ornamental trees along the Project's street frontages that could be used for nesting by common bird species. Nesting birds could be disturbed if construction activities take place within the nesting/breeding season (February 1 to September 15); therefore, Mitigation Measure BIO-1 is required to ensure that potential impacts to nesting birds would be less than significant.

No historic resources exist on the Project site. However, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. With implementation of Mitigation Measure CUL-1, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are**

considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. The Project would redevelop an existing industrial site with a new warehouse building. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of mitigation measures and existing plans, programs, or policies that are imposed by the City and effectively reduce environmental impacts.

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

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

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

4 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

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

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

4.2 MITIGATION MONITORING AND REPORTING PROGRAM

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

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

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

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

TABLE 5-1
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
	cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City of County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.			
TCR-1	<p>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.</p> <p>A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities,</p>	Prior to grading	City Planning/Building Department	

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

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
	<p>soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.</p> <p>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.</p> <p>E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>			

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

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
TCR-2	<p>Unanticipated Discovery of Human Remains and Associated Funerary Objects.</p> <p>A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p> <p>C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any</p>	During grading, if human remains or related objects are discovered	City Planning/Building Department	

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

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
	<p>other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>			
TCR-3	<p>Procedures for Burials and Funerary Remains.</p> <p>A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</p> <p>B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</p>	During grading, if human remains or related objects are discovered	City Planning/Building Department	

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

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
	<p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.</p> <p>F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure</p>			

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

Mitigation Measure Number	Measure	Timing	Responsibility for Oversight of Compliance/ Verification	Completion
	<p>container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>			

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