

**INITIAL STUDY &  
MITIGATED NEGATIVE DECLARATION  
REXFORD 13711 FREEWAY DEVELOPMENT  
13711 FREEWAY DRIVE  
SANTA FE SPRINGS, CALIFORNIA**



**LEAD AGENCY:**

**CITY OF SANTA FE SPRINGS  
PLANNING AND DEVELOPMENT DEPARTMENT  
11710 TELEGRAPH ROAD  
SANTA FE SPRINGS, CALIFORNIA 90670**

**REPORT PREPARED BY:**

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**APRIL 24, 2023**

SFSP 079

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## MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Rexford 13711 Freeway Development.

**APPLICANT:** Rexford Industrial – 13711 Freeway, LLC. 11620 Wilshire Boulevard, 10th Floor, Los Angeles, California 90025.

**SITE ADDRESS:** 13711 Freeway Drive, Santa Fe Springs, California, 90670.

**CITY/COUNTY:** Santa Fe Springs, Los Angeles County.

**DESCRIPTION:** The proposed project would involve the construction and subsequent occupancy of a new 104,890 square foot industrial building on a 220,259 square foot (5.06 acre) property. The new building would include 10,000 square feet of office uses and 94,890 square feet of manufacturing/warehouse uses. With the exception of a 5,000 square foot office mezzanine, the entire building would consist of a single-level concrete tilt-up (Type III-B) structure. A total of 10 dock high loading docks would be provided along the building's north elevation. The main public entrance and office area would be located on the building's southwest corner. The maximum building height would be 45-feet. The proposed building's floor area ratio (FAR) would be 0.48. The City will require 6% of the total site area to be landscaped. Landscaping would be provided along the project's street frontages and along the perimeter. Vehicular access to the proposed project site would be provided by two driveway connections with the north side of Freeway Drive and a third driveway connection with the east side of Spring Avenue. A total of 154 parking spaces would be provided within three areas. A new internal drive aisle would connect the driveways, parking areas, and loading docks. The existing 82,086 square foot distribution facility that currently occupies the project site would be demolished to accommodate the proposed project. An existing digital sign located along the Freeway Drive frontage would remain. The project site is zoned as Heavy Manufacturing (M-2) and is within the Freeway Overlay Zone (FOV).

**EVALUATION FORMAT:** The attached initial study was prepared in accordance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of the attached Initial Study was guided by Section 15063 of the State CEQA Guidelines. The project was evaluated based on its effect on 21 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist includes a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

**No Impact:** No impacts are identified or anticipated, and no mitigation measures are required.

**Less than Significant Impact:** No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Less than Significant Impact with Mitigation:** Possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of the project's approval to reduce these impacts to a level below significance.

**Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in the attached Initial Study.

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality                   |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Energy                                   |
| <input type="checkbox"/> Geology & Soils                 | <input type="checkbox"/> Greenhouse Gas Emissions         | <input checked="" type="checkbox"/> Hazards & 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 & Traffic         | <input checked="" type="checkbox"/> Tribal Cultural Resources     |
| <input type="checkbox"/> Utilities & Service Systems     | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> Mandatory Findings of Significance       |

**DETERMINATION:** (To be completed by the Lead Agency) On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project <i>COULD NOT</i> have a significant effect on the environment, and a <i>NEGATIVE DECLARATION</i> shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall 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 <i>MITIGATED NEGATIVE DECLARATION</i> shall be prepared.
<input type="checkbox"/>	The proposed project <i>MAY</i> have a significant effect on the environment, and an <i>ENVIRONMENTAL IMPACT REPORT</i> is required.
<input type="checkbox"/>	The proposed project <i>MAY</i> 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 <i>ENVIRONMENTAL IMPACT REPORT</i> is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an <i>earlier EIR or NEGATIVE DECLARATION</i> pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that <i>earlier EIR or NEGATIVE DECLARATION</i> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (prepared by \_\_\_\_\_)  
City of Santa Fe Springs Planning Department

\_\_\_\_\_  
Date



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**Appendices (Provided under a separated cover)**

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## SECTION 1 - INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts involved in the construction and subsequent operation a new 104,890 square foot industrial building on a 220,259 square foot (5.06 acre) property. The new building would include 10,000 square feet of office uses and 94,890 square feet of manufacturing/warehouse uses. With the exception of a 5,000 square foot office mezzanine, the entire building would consist of a single-level concrete tilt-up (Type III-B) structure. A total of 10 dock high loading docks would be provided along the building's north elevation. The main public entrance and office area would be located on the building's southwest corner. The maximum building height would be 45-feet. The proposed building's floor area ratio would be 0.48. The City will require 32,215 square feet (6% of the total site area) to be landscaped. Landscaping would be provided along the project's street frontages and along the perimeter. Vehicular access to the proposed project site would be provided by two driveway connections with the north side of Freeway Drive and a third driveway connection with the east side of Spring Avenue. A total of 154 parking spaces would be provided within three areas. A new internal drive aisle would connect the driveways, parking areas, and loading docks. The existing 82,086 square foot building that currently occupies the project site would be demolished to accommodate the proposed project. An existing digital sign located along the Freeway Drive frontage would remain.<sup>1</sup>

The City of Santa Fe Springs is the designated Lead Agency for the proposed project and will be responsible for the project's environmental review. The operation of the proposed development is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process. The project applicant is Rexford Industrial – 13711 Freeway, LLC. 11620 Wilshire Boulevard, 10th Floor, Los Angeles, California 90025.

As part of the proposed project's environmental review, the City of Santa Fe Springs has authorized the preparation of this Initial Study. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND) for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

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<sup>1</sup> AO Architecture. *Entitlement Review Package Rexford Industrial Development 13711 Freeway Drive*. December 14, 2022.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa Fe Springs in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study. Questions and/or comments should be submitted to the following City contact:

Jimmy Wong, Associate Planner  
City of Santa Fe Springs Planning and Development Department  
11710 Telegraph Road  
Santa Fe Springs, California 90670

## 1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 - Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 - Project Description*, provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 - Environmental Analysis*, includes an analysis of potential impacts associated with the construction and the operation of the proposed project.
- *Section 4 - Conclusions*, summarizes the findings of the analysis.
- *Section 5 - References*, identifies the sources used in the preparation of this IS/MND.





## SECTION 2 - PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

This Initial Study evaluates the environmental impacts involved in the construction and subsequent operation a new 104,890 square foot industrial building on a 220,259 square foot (5.06 acre) property. The new building would include 10,000 square feet of office uses and 94,890 square feet of manufacturing/warehouse uses. With the exception of a 5,000 square foot office mezzanine, the entire building would consist of a single-level concrete tilt-up (Type III-B) structure. A total of 10 dock high loading docks would be provided along the building's north elevation. The main public entrance and office area would be located on the building's southwest corner. The existing 82,086 square foot distribution facility that currently occupies the project site would be demolished to accommodate the proposed project. The project site is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOZ).<sup>2</sup>

### 2.2 PROJECT LOCATION

The project site is located in the southernmost portion of the City of Santa Fe Springs, just north of the Santa Ana Freeway (I-5) right-of-way. Santa Fe Springs is located in southeastern Los Angeles County, approximately eight miles southeast of downtown Los Angeles. The City is bounded by the cities of La Mirada and Norwalk on the south, Downey on the west, an unincorporated Los Angeles County area referred to as West Whittier on the north, and the City of Whittier on the east. Major physiographic features within the surrounding area include the San Gabriel River, located approximately 3.64 miles to the west; the Montebello Hills, located approximately 10.62 miles to the northwest; the Puente Hills, located approximately 5.36 miles to the northeast; and, the San Gabriel Mountains, located approximately 18.62 miles to the north.<sup>3</sup>

Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (Interstate 5 or I-5) and the San Gabriel River Freeway (Interstate 605/I-605). The I-5 Freeway extends along the City's western and southern portions in a northwest-southeast orientation and the I-605 Freeway extends along the City's western side in a southwest-northeast orientation.<sup>4</sup> The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The project site's legal address is 13711 Freeway Drive, Santa Fe Springs, California, 90670. Vehicular access to the project site is currently available from both Freeway Drive and Springs Avenue. The project site is located on the northeast corner of Freeway Drive and Spring Avenue (Freeway Drive extends along the project site's south side while Spring Avenue extends along the project site's west side). The Assessor Parcel Number (APN) that is applicable to the site is 8069-015-058. The site's latitude/longitude is 33.890756, -118.039835.<sup>5</sup> A local map is provided in Exhibit 2-3.

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<sup>2</sup> AO Architecture. *Entitlement Review Package Rexford Industrial Development 13711 Freeway Drive*. December 14, 2022.

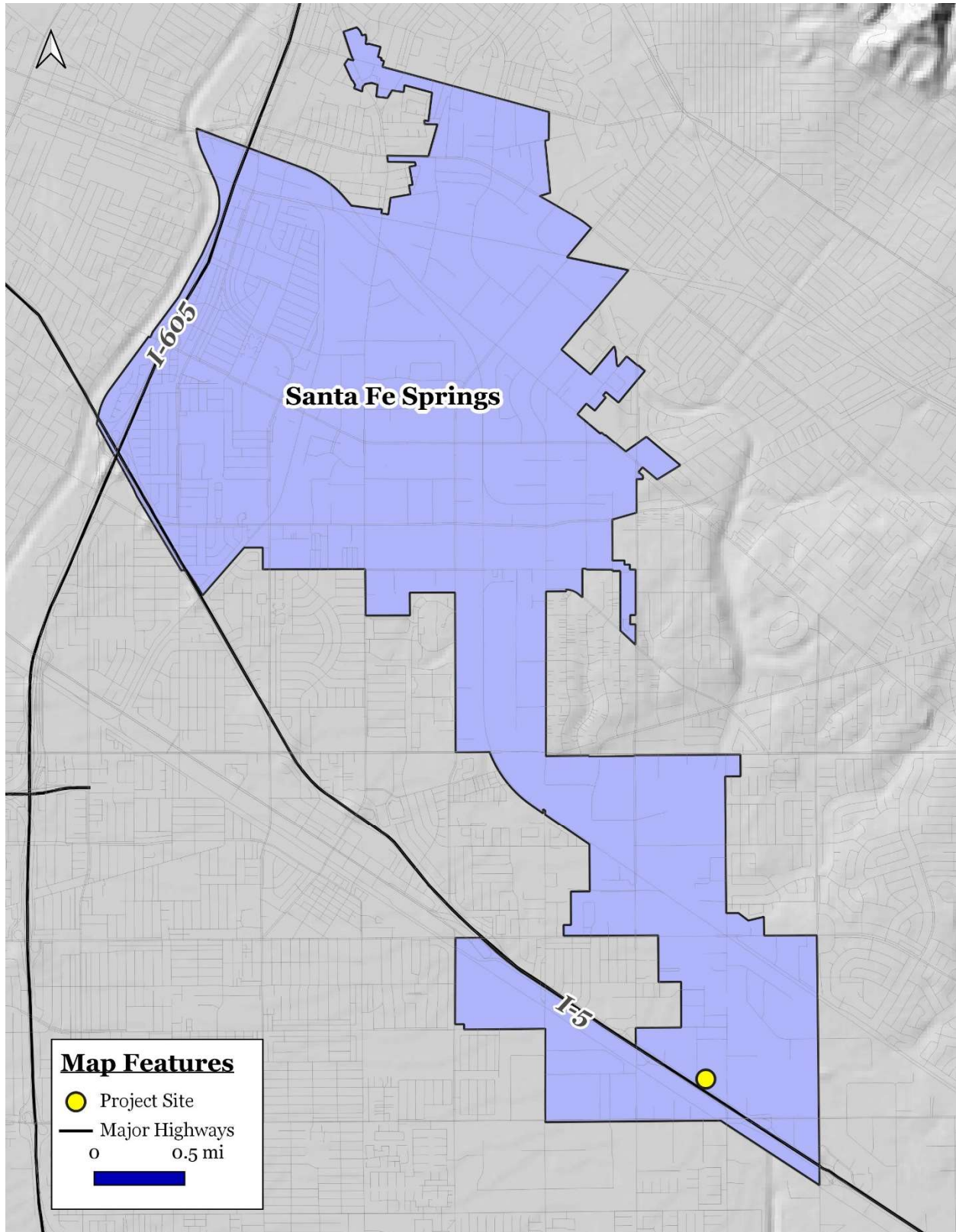
<sup>3</sup> Google Maps. Website Accessed January 15, 2023.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

**SOURCE: QUANTUM GIS**





**EXHIBIT 2-2**  
**CITYWIDE MAP**  
SOURCE: QUANTUM GIS



**EXHIBIT 2-3**  
**LOCAL MAP**  
SOURCE: QUANTUM GIS

## 2.3 ENVIRONMENTAL SETTING

The new building will replace an existing trucking facility (Martinez Trucking, Inc.). The existing use occupies an 82,086 square foot building that will be demolished to accommodate the new building. The existing building occupies the easterly portion of the site while the westerly portion of the site is used for truck parking and maneuvering areas. This existing building is an older tilt-up concrete tilt up building. Exhibit 2-4 includes an aerial photograph of the project site and the adjacent development. An existing digital sign located along the Freeway Drive frontage would remain. Surrounding land uses in the vicinity of the project site are described below:

- *North of the Project Site.* A mix of commercial and manufacturing uses are located north of the project site. Ross Bindery, Inc. (15310 Spring Avenue) and other manufacturing and distribution uses are located further north. This area is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOZ). The General Plan designation for this area is Freeway Commercial.<sup>6</sup>
- *South of the Project Site.* Freeway Drive extends along the project site's south side. The Santa Ana Freeway is located further south, south of Freeway Drive.<sup>7</sup>
- *East of the Project Site.* An abandoned railroad spur track is located in the eastern portion of the site. Other light industrial uses are located further east. The General Plan designation for this area is Freeway Commercial.<sup>8</sup>
- *West of the Project Site.* Spring Street extends along the project site's west side. A corporate office and distribution facility (Mother's Nutritional Center, Inc., 13635 Freeway Drive) is located further west, on the west side of Spring Street. This area is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOZ). The General Plan designation for this area is Freeway Commercial.

The project site is located in the midst of an industrial area. The nearest residential neighborhood north of the I-5 Freeway is located approximately 3,700 feet to the northwest of the project site, west of Carmenita Road. A second neighborhood in La Mirada is located approximately 4,500 feet to the northeast. Finally, another neighborhood is located in Cerritos, approximately 2,150 feet to the south, in the City of Cerritos.

## 2.4 PROJECT DESCRIPTION

The proposed project would consist of the following elements:

- *Project Site.* The proposed project would involve the construction and operation a new 104,890 square foot industrial building on a 220,259 square foot (5.06 acre) property. The proposed building's floor area ratio would be 0.48. The new building would replace an existing trucking facility that occupies an 82,086 square foot building that will be demolished to accommodate the new building.<sup>9</sup>

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<sup>6</sup> Google Maps. Website Accessed July 18,2022. City of Santa Fe Springs Zoning Map and General Plan Map.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> AO Architecture. *Entitlement Review Package Rexford Industrial Development 13711 Freeway Drive*. December 14, 2022.





**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**  
SOURCE: GOOGLE EARTH

- *New Building.* The new building would include 10,000 square feet of office uses and 94,890 square feet of manufacturing/warehouse uses. With the exception of a 5,000 square foot office mezzanine, the entire building would consist of a single-level concrete tilt-up (Type III-B) structure. A total of 10 dock high loading docks would be provided along the building's north elevation. The main public entrance and office area would be located on the building's southwest corner. The maximum building height would be 45-feet.<sup>10</sup>
- *Access.* Vehicular access to the proposed project site would be provided by two driveway connections with the north side of Freeway Drive and a third driveway connection with the east side of Spring Avenue. The new driveways would have a curb-to-curb width of 40-feet. An internal drive aisle that would also serve as a fire access road, would extend around the north, east, and west side of the project site. Access to the truck loading and receiving area would be secured by security gates.<sup>11</sup>
- *Parking.* A total of 154 parking spaces would be provided within the area. A new internal drive aisle would connect the driveways, parking areas, and loading docks. A total of 110 parking spaces would be standard stalls and 39 stalls would be compact stalls. In addition, 3 truck parking spaces would be provided. Finally, the proposed project will be required to supply a minimum of 6 bicycle racks.<sup>12</sup>
- *Landscaping.* The City will require 32,215 square feet to be landscaped. Landscaping would be provided along the project's street frontages, in the parking area, and along the perimeter.<sup>13</sup>

The conceptual site plan is shown in Exhibit 2-5. Conceptual elevations are provided in Exhibit 2-6.

The proposed project is designed to function as a warehouse. Typical operational characteristics include employees traveling to and from the site, delivery of materials and supplies to the site and truck loading and unloading. The project would be assumed to operate 24/7, however this may shift depending on tenant as hours of operation are unknown. The business's normal *peak* operating hours would be Monday through Friday, 8:00 AM to 5:00 PM. The proposed new building is anticipated to employ 69 persons per shift assuming an employment ratio of one person per 1,518 square feet of floor area.<sup>14</sup>

## 2.5 PROJECT CONSTRUCTION

The proposed project will take approximately eleven months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* Demolition of the current onsite improvements will occur during this phase. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment. This phase would take approximately two months to complete.

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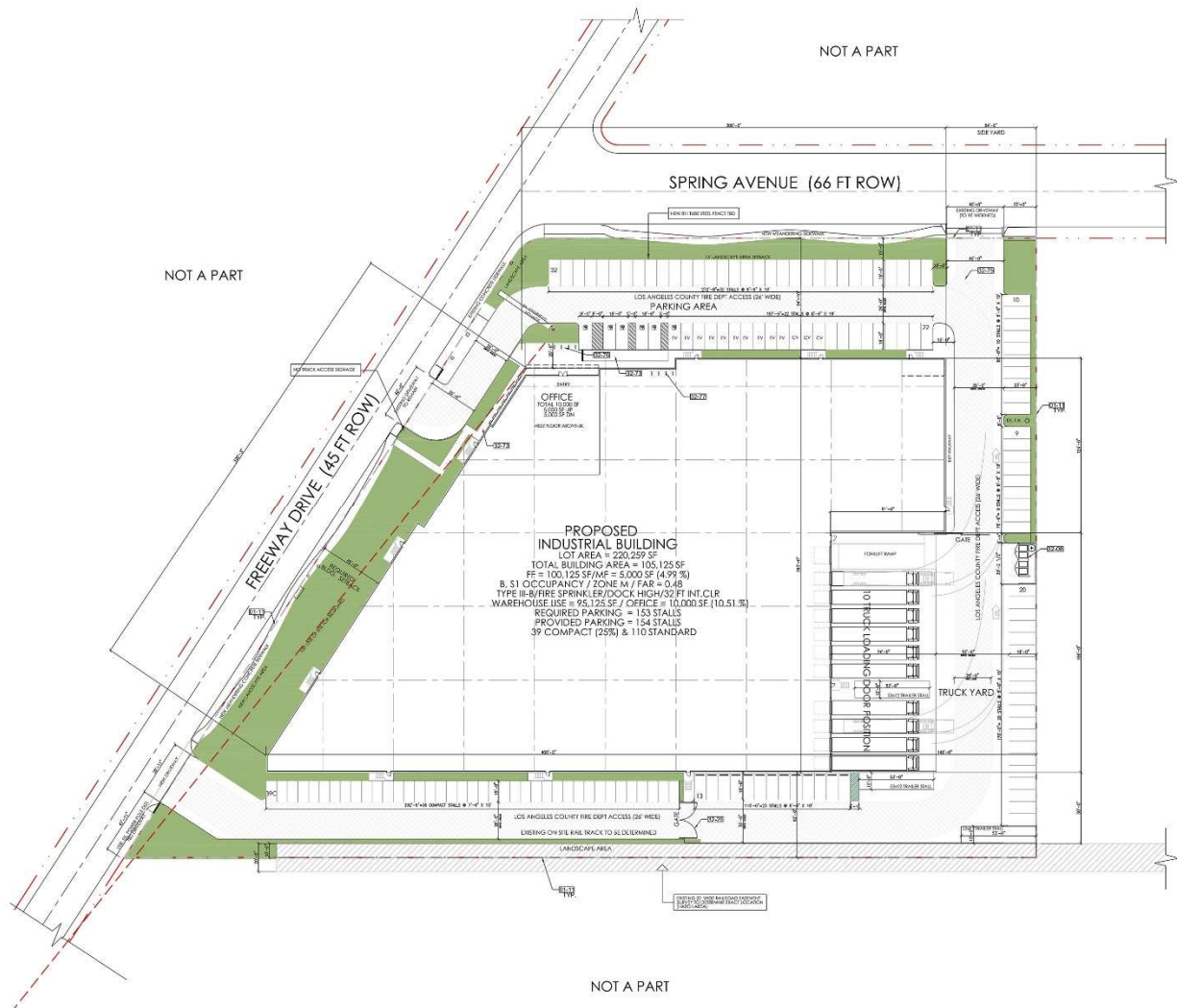
<sup>10</sup> AO Architecture. *Entitlement Review Package Rexford Industrial Development 13711 Freeway Drive*. December 14, 2022.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

<sup>14</sup> The Natelson Company. *Employment Density Study, Summary Report*. October 31, 2002.



**EXHIBIT 2-5**  
**SITE PLAN**  
SOURCE: AO ARCHITECTURE





**Oblique aerial looking northeast.**



**View looking east along Freeway Drive.**

**EXHIBIT 2-6**  
**BUILDING ELEVATIONS**  
SOURCE: AO ARCHITECTURE

- *Grading and Site Preparation.* The project site will be prepared for the construction of the proposed development. The typical heavy equipment used during this construction phase would include bulldozers, offroad trucks, back-hoes, and trenching equipment. The site will undergo final grading during this phase as well which would take approximately one month to complete.
- *Construction.* The new building will be constructed during this phase. The typical heavy equipment used during this construction phase would include offroad trucks, cranes, and fork-lifts. This phase would take approximately six months to complete.
- *Paving and Finishing.* This concluding phase will involve the finishing of the new building, the paving of the parking areas and hardscape, and the completion of other on-site improvements. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment. This phase would take approximately two months to complete.

## 2.6 DISCRETIONARY ACTIONS

A *Discretionary Action* is an action taken by a government agency (for this project, the government agency is the City of Santa Fe Springs) that calls for an exercise of judgment in deciding whether to approve a project. Discretionary approvals required as part of the proposed project's implementation include the following:

- approval of a Development Plan Approval (DPA 1002);
- The approval of this Mitigated Negative Declaration (MND); and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).

Other ministerial permits and approvals may be deemed necessary, including but not limited to demolition permits, temporary street closure and encroachment permits, grading permits, excavation permits, foundation permits, building permits, and utility connections. Other permits and approvals that may be required of other agencies include a National Pollution Discharge Elimination System (NPDES) permit, permit from the Regional Water Quality Control Board, and utility installation and connection approvals from utility companies.



## SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the IS analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this IS include the following:

Aesthetics (Section 3.1);  
Agricultural & Forestry (Section 3.2);  
Air Quality (Section 3.3);  
Biological Resources (Section 3.4);  
Cultural Resources (Section 3.5);  
Energy (Section 3.6);  
Geology & Soils (Section 3.7);  
Greenhouse Gas Emissions; (Section 3.8);  
Hazards & Hazardous Materials (Section 3.9);  
Hydrology & Water Quality (Section 3.10);  
Land Use & Planning (Section 3.11);

Mineral Resources (Section 3.12);  
Noise (Section 3.13);  
Population & Housing (Section 3.14);  
Public Services (Section 3.15);  
Recreation (Section 3.16);  
Transportation (Section 3.17);  
Tribal Cultural Resources (Section 3.18);  
Utilities (Section 3.19);  
Wildfire (Section 3.20); and,  
Mandatory Findings of Significance (Section 3.21).

### 3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?			✗	
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✗
C. Except as provided in Public Resources Code Section 21099, would the project 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?			✗	
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✗		

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on aesthetics if it results in any of the following:

- The proposed project would have an adverse effect on a scenic vista, except as provided in PRC Sec. 21099.
- The proposed project would have an adverse effect on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- The proposed project would 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. or,
- The proposed project would, except as provided in Public Resources Code Section 21099, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The evaluation of aesthetics and aesthetic impacts is generally subjective, and it typically requires the identification of key visual features in the area and their importance. The characterization of aesthetic impacts involves establishing the existing visual characteristics including visual resources and scenic vistas that are unique to the area. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), and existing light and glare characteristics (e.g., nighttime illumination). Changes to the existing aesthetic environment associated with the proposed project's implementation are identified and *qualitatively*

evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. The project-related impacts are then compared to the context of the existing setting, using the threshold criteria discussed above.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? • Less Than Significant Impact.*

The City of Santa Fe Springs General Plan does not identify any protected view sheds in the City nor is the project site located within any of the City designated scenic corridors. Major physiographic features within the surrounding area include the San Gabriel River, 4.0 miles west of the project site; the San Gabriel Mountains, located 20.22 miles to the north; and the Puente Hills, 6.56 miles to the northeast.<sup>15</sup> No residential neighborhoods that would potentially be impacted to a loss in views are located adjacent to the project site (the project site is located in the midst of an industrial area). A residential neighborhood located north of the I-5 Freeway is approximately 3,700 feet to the northwest of the project site, west of Carmenita Road. A second neighborhood in La Mirada is located approximately 4,500 feet to the northeast. Finally, another neighborhood is located in Cerritos, approximately 2,150 feet to the south, in the City of Cerritos. Given the distance of these units from the project site and the low height of the new building, compared to the high elevation of the surrounding hills and mountains, no views would be completely obstructed. *As a result, the proposed project will have a less than significant impact.*<sup>16</sup>

**B.** *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.*

The project site and the surrounding developed properties are currently occupied by industrial development. There are no rock outcroppings or historic buildings located on-site. According to the California Department of Transportation, there are no designated scenic highways and there are no State or County designated scenic highways in the vicinity of the project site.<sup>17</sup> Lastly, the project site does not contain any buildings listed in the State or National register (refer to Section 3.5). No mature street trees will be removed. *As a result, no impacts will occur.*

**C.** *Except as provided in Public Resources Code Section 21099, would the project 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 new building will replace an existing trucking facility (Martinez Trucking, Inc.). The existing use occupies an existing 82,086 square foot building that will be demolished to accommodate the new building. The existing building occupies the easterly portion of the site while the westerly portion of the site is used for truck parking and maneuvering areas. This existing building is an older tilt-up concrete tilt up building. The implementation of the proposed project will not result in any aesthetic or visual degradation of the site

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<sup>15</sup> Google Earth. Website accessed July 15, 2022.

<sup>16</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted January 15, 2023

<sup>17</sup> California Department of Transportation. *Official Designated Scenic Highways*. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

or surrounding areas. Once complete, the proposed building will feature grey, white, and brown walls with grey colored accents. The project will also dedicate approximately 6% of the site area to drought-tolerant landscaping. The project site is located within an urban area and is surrounded on all sides by development. The project site is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOV). The project will not conflict with applicable zoning and other regulations governing scenic quality as determined by City staff in its review of the proposed project's conformity with City building and zoning requirements. The proposed project's conformity with the M-2 zoning designation is discussed in Section 3-11.

The proposed project is also located in a Freeway Overlay Zone (FOZ) The FOZ recognizes that, due to the unique impacts imposed on the properties located in close proximity to the Santa Ana Freeway, an application of standards related to design and quality of improvements are warranted to ensure orderly and consistent development. The principal purpose of the Freeway Overlay Zone includes the following:

- (A) To present a positive community identity reflected through the portion of the regional transportation system that traverses the City;
- (B) To establish and maintain a high quality aesthetic appearance, efficient access, and optimum functionality for specially designated properties located adjacent to, directly abutting the freeway, or directly abutting a street adjacent to the freeway through the implementation of design standards as established by this zoning overlay;
- (C) To stimulate continued investment and reinvestment in the properties and businesses within this exceptional location as well as attract uses that benefit from direct regional access and freeway visibility;
- (D) To encourage a creative approach in a development of land and improvements adjacent to the freeway and to allow variety of industrial and commercial uses while maintaining high standards of design and quality of improvements to preserve the quality of life and economic vitality for the city's businesses and residents;
- (E) To establish a basis for reviewing and evaluating projects on a case-by-case basis to ensure high levels of design and quality developments are maintained adjacent to the freeway and to ensure that they achieve the intent of the Freeway Overlay Zone and design standards; and
- (F) To provide a means for requiring review and action on development plans for properties that are within the proximity of a freeway (either directly abutting or separated by a frontage road) by Planning Commission or other necessary approval bodies. The Freeway Overlay Zone is intended to address the special circumstances and potential impacts created by the existence or expansion of a freeway that traverses the community.

The FOV requirements further indicate that the City must ensure that all new developments located within the FOV meet the following requirements:

- (1) The location, siting, and arrangement of uses, buildings, structures and facilities shall be coordinated in such a manner as to provide for efficiency, convenience, safety, and a high standard of design in the proposed development as well as to provide for compatibility with adjoining properties and surrounding areas.



- (2) The location size and quality of design of landscaping, architectural walls, signs and other design features shall be compatible with other uses, buildings, structures, and facilities within the proposed development as well as with adjoining properties and surrounding areas.
- (3) The proposed development shall be in conformance with the overall purposes and objectives of the Santa Fe Springs Zoning Ordinance and is consistent with the goals, policies, and programs of the General Plan.

The proposed project will conform to these requirements. *As a result, the impacts will be less than significant.*

**D.** *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less than Significant Impact with Mitigation.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land use or driver's vision. The exterior building façade would consist of mostly non-reflective materials, such as concrete tilt-up walls. As a result, no daytime glare-related impacts are anticipated. Nighttime glare and illumination have the potential to result in potentially significant impacts to sensitive receptors. Many sources of light contribute to the ambient nighttime lighting conditions. These sources of nighttime light include streetlights, security lighting, wall packs, and vehicular headlights.

The site contains artificial lighting under existing conditions and the proposed project will not introduce nighttime lighting that could potentially impact sensitive receptors. The project site is located within an industrial area. No light sensitive land uses are located in the immediate area. The predominant source of light impacts will be related to the surface parking lot and building lighting associated with the building. Because of the project site's proximity to the Santa Ana Freeway, the following mitigation is required in order to minimize the potential light and glare spill over impacts to the greatest extent possible:

- The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant and submitted to the Planning Department for review and approval. As part of the building permit process as required by the City's Municipal Code. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.

*The mitigation identified above would reduce the potential impacts to levels that are less than significant with mitigation.*

## MITIGATION MEASURES

Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

*Mitigation Measure No. 1 (Aesthetic Impacts).* The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant and submitted to the Planning Department for review and approval. As part of the building permit process as required by the City's Municipal Code. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.



### 3.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				×
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?				×
C. Would the project 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))?				×
D. Would the project result in the loss of forest land or conversion of forest land to non-forest use?				×
E. Would the project 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?				×

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on agriculture and forestry resources if it results in any of the following:

- The proposed project would 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.
- The proposed project would conflict with existing zoning for agricultural use, or a Williamson Act contract.
- The proposed project would 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)).
- The proposed project would result in the loss of forest land or conversion of forest land to non-forest use.
- The proposed project would 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.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important

Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this analysis. The highest rated Important Farmland is Prime Farmland. The California Land Conservation Act of 1965, or the Williamson Act, allows a city or county governments to preserve agricultural land or open space through contracts with landowners. The County has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.***

According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>18</sup> The entire City is urban and there are no areas within the City that are classified as “Prime Farmland”. The project site is not presently being used for farming activities and no agricultural uses are located on-site. The implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses. *As a result, no impacts will occur.*

**B. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? • No Impact.***

The project site is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOV). No loss in land zoned for/or permitting agricultural activities or farmland production will occur as part of the proposed project's implementation. Furthermore, there are no agricultural uses located within the site that would be affected by the project's implementation. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.<sup>19</sup> *As a result, no impacts will result.*

**C. *Would the project 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 City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City. The project site is zoned as Heavy Manufacturing (M-2) within the Freeway

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<sup>18</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010*.

<sup>19</sup> California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf)

Overlay Zone (FOV). The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not provide for any forest land preservation.<sup>20</sup> *As a result, no impacts will result.*

**D.** *Would the project result in the loss of forest land or conversion of forest land to non-forest use? • No Impact*

No forest lands are located within or in the vicinity of the project site. As a result, no loss or conversion of forest lands to urban uses would result from the proposed project's implementation. *As a result, no impacts will occur.*

**E.** *Would the project 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.*

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located near farmland or forest land. *As a result, no impacts will result.*

## MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation and no mitigation is required.

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<sup>20</sup> City of Santa Fe Springs Municipal Code. *Title XV, Land Usage*. Chapter 155, Code 155.211 Principal Permitted Uses.

### 3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✗
B. Would the project 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?			✗	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✗	
D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✗	

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on air quality if it results in any of the following:

- The proposed project would conflict with or obstruct implementation of the applicable air quality plan.
- The proposed project would 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.
- The proposed project would expose sensitive receptors to substantial pollutant concentrations.
- The proposed project would result in other emissions (such as those leading to odors adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O<sub>3</sub>)*: a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)*: a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen oxide (NO<sub>x</sub>)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen oxides are formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO<sub>2</sub>)*: a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM<sub>10</sub> and PM<sub>2.5</sub>* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen oxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day reactive organic compounds;
- 55 pounds per day of nitrogen oxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

### A. *Would the project conflict with, or obstruct implementation of, the applicable air quality plan?* • *No Impact.*

The project site is located within the South Coast Air Basin, which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). <sup>21</sup> The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour PM<sub>2.5</sub> Federal health standard and a proposed plan of action to reduce ground-level Ozone. The primary criteria pollutants that remain non-

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<sup>21</sup> South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Adopted March 2017.

attainment in the local area include PM<sub>2.5</sub> and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook.<sup>22</sup> The Air Quality Handbook refers to the following criteria to determine a project's conformity with the AQMP:<sup>23</sup>

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the most recent adopted Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Santa Fe Springs is projected to have 62,000 jobs by 2040, an increase of 4,000 new jobs through the year 2040.<sup>24</sup> According to the State of California Employment Development Department, the City's current unemployment rate is 4.7 percent. The proposed project, once operational, will add up to 69 employees assuming one employee for every 1,518 square feet<sup>25</sup> The number of new jobs is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. *As a result, no impacts related to the implementation of the AQMP are anticipated.*

**B. *Would the project 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 proposed project will take approximately eleven months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* Demolition of the current onsite improvements will occur during this phase. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment. This phase would take approximately two months to complete.
- *Grading and Site Preparation.* The project site will be prepared for the construction of the proposed development. The typical heavy equipment used during this construction phase would include

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<sup>22</sup> South Coast Air Quality Management District. *Air Quality Analysis Handbook*. 1993.

<sup>23</sup> Ibid.

<sup>24</sup> Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2020-2045*. September 3, 2020.

<sup>25</sup> The Natelson Company, Inc. *Summary Report Employment Density Study*. October 31, 2001.

bulldozers, offroad trucks, back-hoes, and trenching equipment. The site will undergo final grading during this phase as well which would take approximately one month to complete.

- *Construction.* The new building will be constructed during this phase. The typical heavy equipment used during this construction phase would include offroad trucks, cranes, and fork-lifts. This phase would take approximately six months to complete.
- *Paving and Finishing.* This concluding phase will involve the finishing of the new development, the paving of the parking areas and hardscape, and the completion of other on-site improvements. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment. This phase would take approximately two months to complete.

The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0). As shown in Table 3-1, daily construction emissions would not exceed the SCAQMD significance thresholds.

**Table 3-1**  
**Estimated Daily Construction Emissions**

Construction Emissions	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>48.73*</b>	<b>13.91</b>	<b>15.78</b>	<b>0.03</b>	<b>7.78</b>	<b>3.98</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

\*Assumed low VOC content paint

Source: CalEEMod V. 2020.4.0.

Due to the size and nature of the proposed development, the project will be required to comply with the South Coast Air Quality Management District's (SCAQMD) *Warehouse Actions and Investments to Reduce Emissions* (WAIRE) Program (Rule 2305). The WAIRE program requires occupied warehouses, that have 100,000 square-feet or more of indoor floor space to comply to its requirements which aim to reduce nitrogen oxide and diesel emissions associated with warehouses. The WAIRE Program is an indirect source rule that regulates warehouse facilities so as to reduce emissions from the goods movement industry. [Rule 316](#) establishes fees to fund Rule 2305 compliance activities. Rule 2305 applies to warehouses with at least 100,000 square feet of indoor floor space in a single building. Warehouse owners will be required to submit an informational report on their buildings (Warehouse Operators Notification), and warehouse operators will also be required to submit reports about facility operations and compliance approaches (Initial Site Information Report and Annual WAIRE Report). The proposed project will be required to submit its initial report (Phase 3) in 2024.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. The operational long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V.2020.4.0 computer model. Table 3-2 depicts the operational emissions generated by the proposed project. No credit was taken for the existing use that occupies the site.



**Table 3-2**  
**Estimated Operational Emissions in lbs./day**

Emission Source	ROG	NO <sub>2</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	2.99	1.16	6.82	0.02	0.70	0.49
Daily Thresholds	55	55	550	150	150	55
Significant Impact	No	No	No	No	No	No

Source: CalEEMod V. 2020.4.0.

As indicated in Table 3-2, the projected long-term emissions are well below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for Ozone and particulate matter, the Applicant will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.<sup>26</sup> The contractors will be responsible for being familiar with and implementing any pertinent best available control measures. *Therefore, less than significant impacts will occur.*

**C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less Than Significant Impact.**

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.<sup>27</sup> The project site is located in the midst of an industrial area. The nearest residential neighborhood north of the I-5 Freeway is located approximately 3,700 feet to the northwest of the project site, west of Carmenita Road. A second neighborhood in La Mirada is located approximately 4,500 feet to the northeast. Finally, another neighborhood is located in Cerritos, approximately 2,150 feet to the south, in the City of Cerritos. The locations of the aforementioned sensitive receptors are shown in Exhibit 3-1.

The proposed project would require the demolition of the existing on-site improvements, followed by grading, construction, paving, landscaping and finishing. The following applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions will be adhered to during the construction and demolition phases:

- Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the applicable procedures outlined in the SCAQMD's Rules and Regulations.
- Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune.
- All trucks associated with construction activities shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the

<sup>26</sup> South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

<sup>27</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2004.



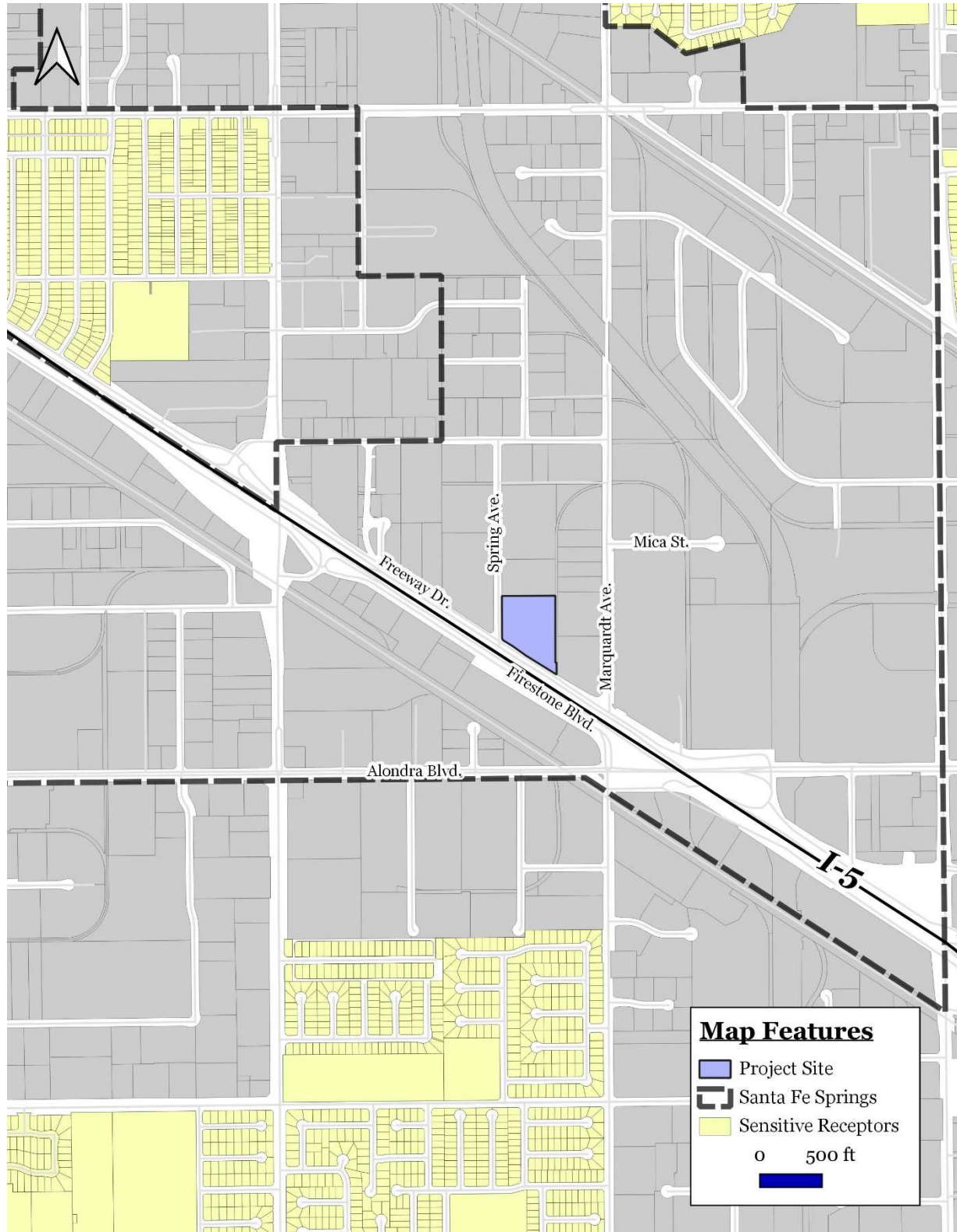
prevention of such material spilling onto public streets and roads.

- The project shall comply with SCAQMD Rule 402 that limits the generation of airborne pollutants that would cause injury, detriment, or result in a nuisance.

The proposed project would be a warehouse distribution project and, as a result no toxic chemicals will be manufactured within the proposed facility. The proposed project will contain 10 truck high loading docks. As indicated in the traffic analysis, the proposed project is anticipated to generate a net new 59 daily trips with 6 AM peak hour truck trips and 28 PM peak hour truck trips. This volume of truck traffic would not result in any significant amount of diesel particulate (DPM) emissions or concentrations that would lead to a health risk. Furthermore, the receiving area and loading areas are surrounded by roadways and other industrial uses. No sensitive receptors are located adjacent to, or within 2,000 feet from the Proposed project site. The quantity of truck traffic would not lead to the creation of a “hot spot.”

The Air Toxics [Hot Spots] Act requires that each local Air Pollution Control District or Air Quality Management District determine which facilities will be required to prepare a health risk assessment (HRA). As defined under the Act, a HRA includes a comprehensive analysis of the dispersion of hazardous substances in the environment, their potential for human exposure, and a quantitative assessment of both individual and population-wide health risks associated with those levels of exposure. Senate Bill 1731, which amends the "Hot Spots" Program, requires the Office of Environmental Health Hazard Assessment (OEHHA) to adopt risk assessment guidelines for the program using a full public review process. The modelling protocols outlined by the OEHHA do not apply to this project (refer Notice of “Adoption of Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments 2015”) given that the project is not subject to a 1401 Permit. The proposed project will not be subject to the requirements of a Rule 1401 Permit (New Source Review of Toxic Air Contaminants) at this time. This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants.

The proposed use the project site is located in Southern California and the majority (if not all) of the diesel trucks travelling to and from the proposed project will be employing *clean diesel trucks* to reduce diesel particulates. The U.S. trucking fleet is transitioning to newer clean diesel technology which translates into fuel savings, lower greenhouse gas emissions and a reduction in diesel particulate emissions. This newest generation of clean diesel trucks will have NOx emissions that are 99 percent lower than older generations of larger trucks along with 98 percent fewer diesel particulate emissions, resulting in significant clean air benefits. Beginning in 2011, all heavy-duty diesel trucks sold had to meet NOx emissions of no more than 0.20 grams per brake horsepower hour (g/BHP-hr.). This is in addition to particulate emissions levels of no more than 0.01 g/HP-hr. established in 2007. The new more restrictive emissions requirements, together with the SCAQMD’s regulations limiting truck idling times to 5 minutes will mitigate potential impacts related to truck diesel emissions. While the use of “clean diesel” trucks were not identified as a mitigation, all heavy-duty trucks sold in California since 2011 must meet NOx emissions of no more than 0.20 grams per brake horsepower hour (g/BHP-hr.). California will also require new trucks to be zero-emissions in 2040.



**EXHIBIT 3-1**  
**SENSITIVE RECEPTORS – AIR QUALITY**  
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

Adherence to additional mandatory Rule 403 regulations would reduce fugitive dust emissions by approximately 50% to levels that are less than significant. Rule 403 requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls as well as mandatory SCAQMD regulations governing fugitive dust (Rule 403) and odors (Rule 1401). In addition, future truck drivers visiting the site during the project's construction must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. These regulations will reduce the particulate emissions by as much as 50%. *As a result, the impacts will be less than significant.*

**D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)? • Less Than Significant Impact.**

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.<sup>28</sup> All truck drivers that may visit the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Furthermore, adherence to SCAQMD Rule 402 Nuisance Odors will minimize odors generated during daily activities. *Adherence to the existing SCAQMD regulations governing “nuisance odors” will reduce potential impacts to levels that are less than significant.*

## MITIGATION MEASURES

The following applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions will be adhered to during the construction and demolition phases:

*Standard Regulation No. 2 (Air Quality).* Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the applicable procedures outlined in the SCAQMD's Rules and Regulations.

*Standard Regulation No. No. 3 (Air Quality).* Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune.

*Standard Regulation No. 4 (Air Quality).* All trucks associated with construction activities shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

*Standard Regulation No. 5 (Air Quality).* The project shall comply with SCAQMD Rule 402 that limits the generation of airborne pollutants that would cause injury, detriment, or result in a nuisance.

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<sup>28</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9.* As amended 2017.

### 3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				×
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				×
C. Would the project 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?				×
D. Would the project 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?				×
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		×		
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				×

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- The proposed project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
- The proposed project would 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.

- The proposed project would 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.
- The proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- The proposed project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Sensitive biological resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by either, or both, the federal and state government resource agencies as threatened or endangered. Species listed as threatened include those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction. Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered.

**A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.***

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the Whittier Quadrangle indicates that there are seven threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).<sup>29</sup> These species include:

- The *California Gnatcatcher* which is not likely to be found on-site due to the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.
- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.
- The *Santa Ana Sucker* will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site.<sup>30</sup> The nearest body of water is the San Gabriel River, located approximately 4.0 miles to the west of the project site.
- The *Bank Swallow* lives in a riparian habitat. The nearest body of water is the San Gabriel River,

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<sup>29</sup> California Department of Fish and Wildlife. *Bios Viewer*. <https://wildlife.ca.gov/Data/BIOS>

<sup>30</sup> Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on January 15, 2023



located approximately 4.0 miles to the west of the project site. This river is channelized and extends through an urban area. Additionally, the current level of development around the project site is not an ideal environment for the Bank Swallow.

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is slim due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.
- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.<sup>31</sup> As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons.

The proposed project will have no impact on the aforementioned species because the project site is developed and is located in the midst of an urban area and does not include any of the aforementioned habitats. *As a result, no impacts will occur from proposed project's implementation.*

**B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? • No Impact.**

The project site is developed and disturbed and does not include any streams, wetland habitat, or riparian vegetation. The U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper classifies the San Gabriel River, located more than 4.0 miles to the west, as R4SBCx, being an artificial riverine with water flowing only part of the year, completely dewatered at low tide, has water absent at the end of the growing season in most years and was excavated and channelized by humans.<sup>32</sup> In addition, there are no sensitive natural communities identified near or on the project site.<sup>33</sup> *As a result, no impacts will occur from proposed project's implementation.*

**C. Would the project 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.**

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations. The site in its entirety is disturbed. Additionally, no offsite wetland habitats would be affected by the proposed development since the project's construction would be limited to the proposed project site. *As a result, no impacts will occur from proposed project's implementation.*

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<sup>31</sup> County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles.* [http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App\\_C\\_Bio.pdf](http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf).

<sup>32</sup> United States Fish and Wildlife Service. *National Wetlands Inventory.* <https://www.fws.gov/Wetlands/data/Mapper.html>

<sup>33</sup> California Department of Fish and Wildlife. *Natural Communities List.* <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline>

**D. *Would the project 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?* • No Impact.**

The project site has no utility as a wildlife migration corridor due to the proposed project site location in the midst of an urban area. According to the Los Angeles County Department of Regional Planning, a wildlife corridor may be defined as:

“Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as “wildlife corridors.” Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food, and water.”<sup>34</sup>

Wildlife migration through the proposed project site is inhibited by security fencing, surrounding development, utility lines, and major roadways. Future development of the site will require the removal of limited disturbed ground cover consisting of common grasses and other ruderal overgrowth within the project boundary. *Given the disturbed character of the project site, no impacts will occur.*

**E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* • Less than Significant Impact with Mitigation.**

There are five mature street trees located in the landscaped parkway area located along the east side of Springs Avenue. These trees would not be impacted by the proposed project. The existing shrubbery and ruderal vegetation located in the former rail spur area in the eastern portion of the site would be removed to accommodate the proposed project. City’s tree preservation Title 9: General Regulations; Chapter 96, Streets & Sidewalks, Street Trees; Section 96.133-serves as the ordinance. According to the aforementioned code, a permit must be obtained from the City’s Public Works Director prior to the removal and/or alteration of trees located within the public right-of-way (also known as roadside trees). Since no such trees will be removed, this tree removal permit will not be required. The project will also include drought-tolerant landscaping. The proposed project will not conflict with any local policies regarding tree preservation or tree removal.

Demolition and construction activities could adversely impact nesting birds in these street trees in the absence of mitigation. These birds common bird species 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 which is occurs between February 1 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, the following mitigation measure has been included:

- Prior to the commencement of demolition and construction activities, the City Planning Department shall verify that the Applicant has retained a qualified biologist (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 the commencement of demolition/construction activities. The active breeding season for birds is February 1–September 15. The survey will evaluate construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated

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<sup>34</sup> Los Angeles County Department of Regional Planning. *Significant Ecological Areas*.  
[http://planning.lacounty.gov/sea/local\\_and\\_site\\_specific\\_habitat\\_linkages\\_and\\_wildlife\\_corridors](http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors).

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.

*As a result, the impacts will be less than significant with mitigation.*

**F. Would the project 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 proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 4.15 miles northeast from the project site.<sup>35</sup> The proposed project's implementation will not affect the Puente Hills SEA because the proposed development will be restricted to the project site. *As a result, no impacts will occur from the proposed project's implementation.*

## MITIGATION MEASURES

Demolition and construction activities could adversely impact nesting birds in these street trees in the absence of mitigation. These birds common bird species 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 which occurs between February 1 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, the following mitigation measure has been included:

*Mitigation Measure No. 6 (Biological Resources).* Prior to the commencement of demolition and construction activities, the City Planning Department shall verify that the Applicant has retained a qualified biologist (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 the commencement of demolition/construction activities. The active breeding season for birds is February 1–September 15. The survey will evaluate 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.

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<sup>35</sup> County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map*. February 2015.



### 3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				×
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			×	
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?			×	

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.<sup>36</sup>

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.<sup>37</sup> To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In

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<sup>36</sup> U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

<sup>37</sup> U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <https://www.nps.gov/subjects/nationalregister/index.htm>. 2010.

addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The project site is not included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.<sup>38</sup>

**A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact.***

The project site is currently occupied by Martinez Trucking Inc. The property consists of one single-story building situated on the east side of the property. The building consists of office and warehouse space with two office mezzanines located on the south and west sides of the structure. The south mezzanine is currently used solely for storage, and the west mezzanine is not currently utilized. In addition to the current structure, the site is improved with concrete-paved and asphalt-paved lots and minimal landscaping. According to available historical sources, the property was formerly undeveloped land as early as 1896; developed with agricultural land by 1928; developed with a residential structure between at least 1947 and 1963; and redeveloped with the current industrial structure in 1966. While the current industrial use is 57 years old, it is a typical concrete tile up-up structure commonly found in the area.

Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). These sites structures are not located within or adjacent to the project site. The project site is not listed on the National or State Historic Register.<sup>39</sup> The proposed new construction will be limited to the project site and will not affect any existing resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. In addition, the existing buildings and/or project sites are not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).<sup>40</sup> *As a result, no impacts will occur from proposed project's implementation.*

**B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? • Less Than Significant Impact.***

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Tongva tribe has lived in this region for around 7,000 years.<sup>41</sup> Prior to Spanish contact, approximately 5,200 Gabrieleño people lived in villages throughout the Los Angeles Basin.<sup>42</sup> Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally

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<sup>38</sup> National Park Service. *National Register of Historic Places*. <https://www.nps.gov/subjects/nationalregister/index.htm>. Website accessed July 15, 2022.

<sup>39</sup> U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://focus.nps.gov/nrhp>. Secondary Source: California State Parks, Office of Historic Preservation. *Listed California Historical Resources*. Website accessed December 4, 2017.

<sup>40</sup> California Department of Parks and Recreation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources>. Website accessed on January 15, 2022.

<sup>41</sup> Tongva People of Sunland-Tujunga. *Introduction*. [http://www.lausd.k12.ca.us/Verdugo\\_HS/classes/multimedia/intro.html](http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html).

<sup>42</sup> Indigenous Mexico. *The Native Roots of Southern California*. <https://indigenousemexico.org/southwest-us/california/the-native-roots-of-southern-californians/>.

affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.<sup>43</sup> The proposed project site is not near the two village sites. The entire project site has been developed and redeveloped multiple times during that last 100 years. This development has also included repeated grading and ground disturbance. *As a result, the impacts will be less than significant.*

**C. Would the project disturb any human remains, including those interred outside of formal cemeteries? • Less than Significant Impact.**

There is one cemetery located in the immediate area. The nearest cemetery to the project site is Little Lake Cemetery, located approximately 2.72 miles northwest of the project site.<sup>44</sup> The proposed project will not affect the aforementioned cemetery. In the unlikely event that human remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage.

- In the event that human remains are discovered during grading or excavation, all excavation and grading activities shall be stopped and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage.

Adherence to this regulatory compliance measure will ensure reduce potential impacts remain less than significant. *As a result, the impact would be less than significant.*

## MITIGATION MEASURES

In the unlikely event that human remains are uncovered by construction crews, the following mitigation will be applicable:

*Mitigation Measure No. 7. (Cultural Resources)* In the event that human remains are discovered during grading or excavation, all excavation and grading activities shall be stopped and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage.

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<sup>43</sup> McCawley, William. *The First Angelinos, the Gabrielino Indians of Los Angeles*. 1996.

<sup>44</sup> Google Earth. Website accessed July 15, 2022.

### 3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✗	
B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✗	

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on energy resources if it results in any of the following:

- The proposed project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during the proposed project's construction or operation.
- The proposed project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Energy and natural gas consumption were estimated using default energy intensities by building type in CalEEMod. In addition, it was assumed the new buildings would be constructed pursuant to the 2022 CALGreen standards, which was considered in the CalEEMod inputs.

#### ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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.*

The proposed project will take approximately twelve months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* Demolition of the current onsite improvements will occur during this phase. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment.
- *Grading and Site Preparation.* The project site will be prepared for the construction of the proposed development. The typical heavy equipment used during this construction phase would include bulldozers, offroad trucks, back-hoes, and trenching equipment.
- *Construction.* The new building will be constructed during this phase. The typical heavy equipment used during this construction phase would include offroad trucks, cranes, and fork-lifts.

- *Paving and Finishing.* This concluding phase will involve the finishing of the new building, the paving of the parking areas and hardscape, and the completion of other on-site improvements. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment.

During construction, 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 2022 4.0.

Energy consumed by the proposed project, once it is operational, would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Energy and natural gas consumption was estimated using default energy intensities by building type in CalEEMod. In addition, the proposed building would be constructed pursuant to 2022 CALGreen standards, which was considered in the CalEEMod inputs. In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Table 3-3 provides an estimate of the daily energy consumption for the proposed project.

**Table 3-3**  
**Proposed Project's Energy Consumption**

Energy Type	Consumption Rate	Consumption
Electrical Consumption	4.80 kWh/sq. ft./year	1,379.4 kWh/day
Natural Gas Consumption	4.70 cu. ft./sq. ft./month	1,350.6 cu. ft.

Source: California Emissions Estimator Model (CalEEMod v. 2020.40)

It should be noted that the project would comply with all applicable Federal and State fuel efficiency standards. Furthermore, per the 2019 Title 24 Building Energy Efficiency Standards and the 2022 California Green Buildings Standards Code (CalGreen).

Interior lighting would be LED and would be compatible with ceiling types and room function. In addition, a complete lighting control system would be provided to meet Title 24 requirements, including automatic cut-off, dimming, occupancy sensing, daylighting, time clock, and demand response controls. Given the above, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment uses, and transportation. In order to prevent inefficient consumption of energy, all exterior security lighting must be motion sensor controlled. This project design feature will prevent the continuous use of lighting thus reducing energy consumption. The project will incorporate solar panels on the roof of the building as a means to further reduce energy consumption. Adherence to the above-mentioned project design feature will further reduce potential impacts. *As a result, the impacts will be less than significant.*

**B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less than Significant Impact.**

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2020. The new 2022 standards will go into effect on January 1, 2023. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The California Green Building Standards Code does not prevent local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. Standard conditions that will be designed to reduce air emissions, GHG emissions, and energy consumption will include the design and incorporation of solar energy arrays on the roof; energy star heating, cooling, and lighting devices; light colored roofing materials; landscaping within the parking areas; use of reclaimed water for irrigation; and providing an electrical vehicle charging stations all in compliance with the California Green Building Code requirements. *As a result, the potential impacts are considered to be less than significant.*

**MITIGATION MEASURES**

The analysis of energy impacts indicated that the proposed project's energy-related impacts would be less than significant. As a result, no mitigation is required.



### 3.7 GEOLOGY AND SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>A.</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			×	
<b>B.</b> Would the project result in substantial soil erosion or the loss of topsoil?			×	
<b>C.</b> Would the project 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?			×	
<b>D.</b> Would the project 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?			×	
<b>E.</b> Would the project 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?				×
<b>F.</b> Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				×

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on geology and soils if it results in any of the following:

- The proposed project would, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?
- The proposed project would result in substantial soil erosion or the loss of topsoil.
- The proposed project would 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.
- The proposed project would 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.

- The proposed project would 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.
- The proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The proposed project's potential seismic and soils risk was evaluated in terms of the site's proximity to earthquake faults and unstable soils.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides? • Less Than Significant Impact.*

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.<sup>45</sup> A map displaying the cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. No Alquist-Priolo Earthquake Fault Zones cross the City of Santa Fe Springs.<sup>46</sup>

The project site is located approximately 1,600 feet west and southwest of the concrete-lined La Canada Verde Creek at its closest point. Regional geologic mapping of the project site and vicinity indicates that near-surface native soils beneath the site consist of Quaternary-aged (Holocene) unconsolidated to slightly consolidated young alluvial fan deposits comprised of boulders, cobbles, gravel, sand and silt deposits. Based on subsurface explorations, the site is underlain by a layer of undocumented artificial fill materials (Afu) overlying Quaternary-aged (Holocene) young alluvial fan deposits (Qyf). The artificial fill encountered in our borings at the explored locations is generally about 5 feet in thickness across the site, likely associated with the existing and previous site improvements. The fill soils consist primarily of locally derived clayey silt. Localized thicker accumulations of the fill materials should be anticipated between explored locations during future earthwork construction, particularly below the existing buildings. Below the artificial fill materials, young alluvial fan deposits (Qyf) were encountered in the borings to the maximum depth explored (51.5 feet bgs). The alluvial fan deposits encountered generally consist of light brown and gray to blue gray, moist to wet, medium dense to dense, silty sand and sand, and medium stiff to hard clay, sandy clay, silty clay, silt, and sandy silt.

Groundwater was encountered in two borings at an approximate depth of 30 feet bgs during the subsurface exploration. Based on review of groundwater level data available through the State Water Resources Control Board's (SWRCB) GeoTracker website, groundwater was measured at about 21.4 to 44.6 feet bgs during groundwater monitoring performed at the site in 2008 and 2009. Based on review of information available from CGS, the historically shallowest groundwater depth at the site is approximately 8 feet bgs. However,

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<sup>45</sup> Leighton Consulting, Inc. *Geotechnical Exploration – 13711 Freeway Drive, Santa Fe Springs, CA*. April 5, 2022.

<sup>46</sup> California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

the historic high groundwater level occurred nearly 100 years ago at a time with drastically different hydrologic conditions: the rivers and creeks in the Los Angeles Basin, including the San Gabriel River, were unlined. The lining of rivers and creeks for flood control, construction of buildings and paved surfaces, and the improvement of surface drainage has significantly reduced surface infiltration. The development of groundwater from underlying aquifers resulted in lowering of the groundwater level within the aquifers and reduction of upward leakage from underlying aquifers. These changes have permanently altered the hydrologic conditions of the area, making it extremely unlikely that groundwater levels will approach the historic high levels measured prior to the lining of the rivers and creeks.<sup>47</sup>

The review of available literature indicates that no known active faults have been mapped across the site, and the site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. Therefore, a surface fault rupture hazard evaluation is not mandated for this site and the potential for surface fault rupture at the site is expected to be low. The location of the closest active faults to the site was evaluated using the United States Geological Survey (USGS) Earthquake Hazards Program National Seismic Hazard Maps. The closest active fault to the site with the potential for surface fault rupture is the Elsinore fault, located approximately 6.1 miles from the site. The San Andreas fault, which is the largest active fault in California, is approximately 38.8 miles northeast of the site on the north side of the San Gabriel Mountains.

The project site is located in an area that is subject to liquefaction as is a large portion of the surrounding area and the City is (refer to Exhibit 3-2).<sup>48</sup> Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-3) because there are no hills or mountains within the vicinity of the project site. *As a result, the potential impacts are less than significant.*

**B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.**

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by 45% Urban Land, 25% Thums, and 15% Pierview.<sup>49</sup> Urban Land – Thums-Pierview complex soils have a slight risk for erosion; however, construction activities and the placement of “permanent vegetative cover” will reduce the soil's erosion risk. The site will continue to be level and no slope failure or landslide impacts are anticipated to occur. The project applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the city's MS4. The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the Applicant will be required to obtain a grading permit and the approval of a final grading plan and erosion control plan which will further reduce the potential for adverse erosion impacts. *As a result, the impacts will be less than significant.*

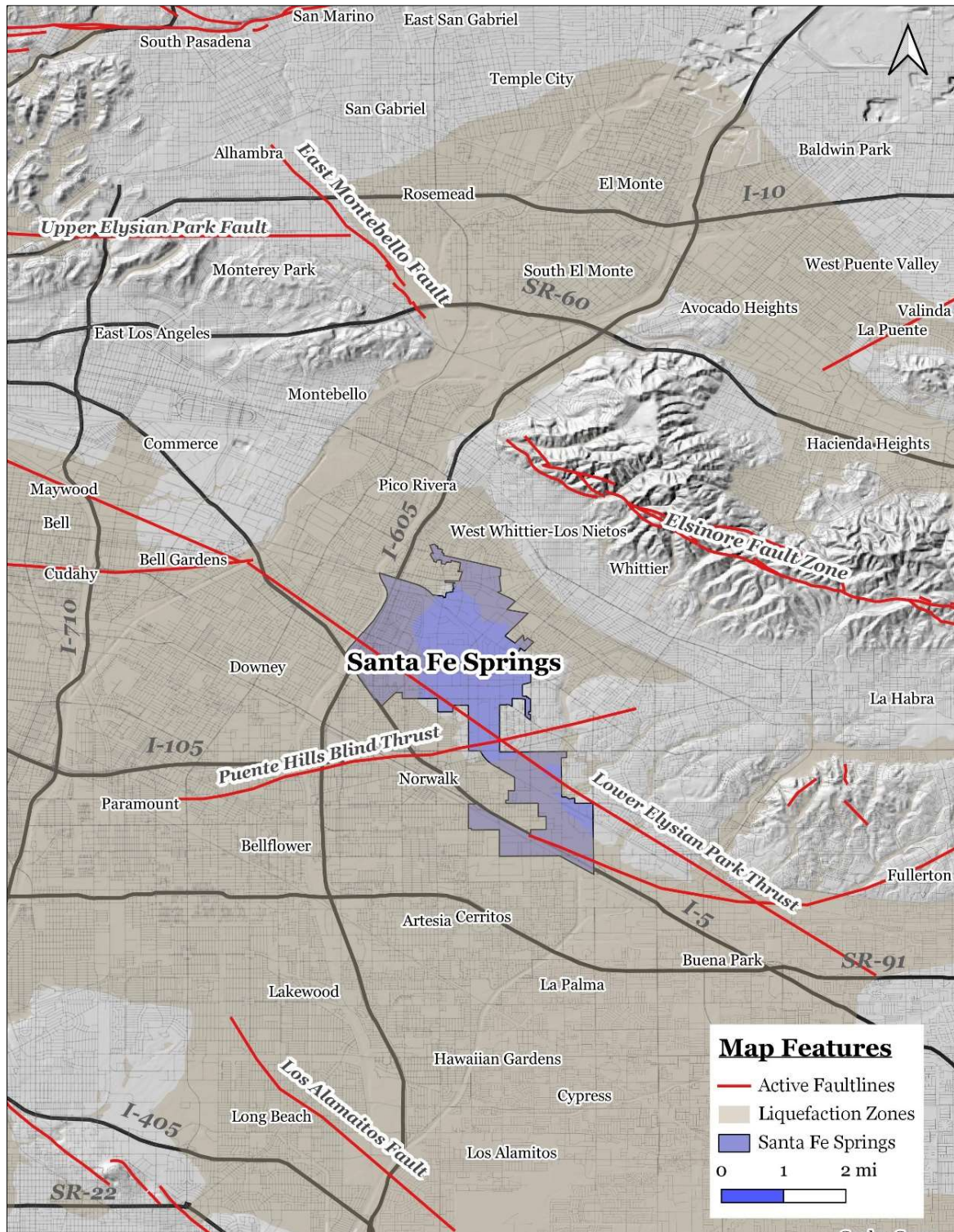
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<sup>47</sup> Leighton Consulting, Inc. *Geotechnical Exploration – 13711 Freeway Drive, Santa Fe Springs, CA*. April 5, 2022.

<sup>48</sup> United States Geological Survey. *U.S. Quaternary Faults Map*.

<sup>49</sup> United States Department of Agriculture. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>





## EXHIBIT 3-3 GEOLOGY MAP

SOURCE: UNITED STATES GEOLOGICAL SURVEY

**C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? • Less Than Significant Impact.**

Based on information obtained from the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey online database, the subject property is mapped as majorly Urban land. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. The project site is underlain by soils of various soil associations, which have various levels of clay. Slopes range from 0 to 5 percent. Soils of this association are at a moderate risk for erosion; however, the project site was previously developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, these soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the surrounding areas.<sup>50</sup> As previously mentioned, the project site is not located in an area that is subject to liquefaction (refer to Exhibit 3-2).<sup>51</sup> The soils that underlie the project site pose no threat to development; in addition, the project site will remain level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. *As a result, the potential impacts are less than significant.*<sup>52</sup>

**D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2020), creating substantial direct or indirect risks to life or property? • Less Than Significant Impact.**

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. One (1) near-surface bulk soil sample obtained during our subsurface exploration was tested for expansion potential. The test result indicates an Expansion Index (EI) value of 1 (“very low” potential for expansion). Variance in expansion potential of onsite soil is anticipated; therefore, additional testing is recommended upon completion of site grading and excavation to confirm the expansion potential presented in this report. The geotechnical report concluded that the soils onsite at foundation depth had a very low expansion potential.<sup>53</sup> *As a result, the potential impacts are considered to be less than significant.*

**E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? • No Impact.**

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. No impact associated with the use of septic tanks will occur since the new development will connect to the City’s sanitary sewer system. *As a result, no impacts will result.*

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<sup>50</sup> United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

<sup>51</sup> California Department of Conservation. *Regulatory Maps*.  
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

<sup>52</sup> Leighton Consulting, Inc. *Geotechnical Exploration – 13711 Freeway Drive, Santa Fe Springs, CA*. April 5, 2022.

<sup>53</sup> Leighton Consulting, Inc. *Geotechnical Exploration – 13711 Freeway Drive, Santa Fe Springs, CA*. April 5, 2022.

**F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • No Impact.***

According to the State of California Geological Survey, the site's geology is classified as "Alluvium" (Qal). Alluvial deposits are typically quaternary in age (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.<sup>54</sup> Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development and other on-site activities. In addition, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. The entire site has been previously disturbed and graded. The proposed project site's disturbed character would limit the likelihood of the discovery of paleontological resources during grading and excavation. Therefore, the proposed project is not anticipated to disturb any paleontological resources. *As a result, no impacts will occur.*

## **MITIGATION MEASURES**

The analysis indicated that the proposed project would not result in any geological impacts. As a result, no mitigation measures are required.

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<sup>54</sup> United States Geological Survey. *What is the Quaternary?* [http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what\\_is.html](http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html)

### 3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✗	
B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✗	

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- The proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The SCAQMD has adopted Interim GHG thresholds for development projects within the South Coast Air Basin. The project would be less than significant if project emissions are below one of the following screening thresholds:

- *Residential and Commercial land uses:* 3,000 MTCO<sub>2</sub>e per year; or,
- *Industrial land uses:* 10,000 MTCO<sub>2</sub>e per year; or,
- Based on land use type: residential: 3,500 MTCO<sub>2</sub>e per year; commercial: 1,400 MTCO<sub>2</sub>e per year; or
- Mixed use: 3,000 MTCO<sub>2</sub>e per year.

For the proposed project, the threshold that will be used is 10,000 MTCO<sub>2</sub>e per year. The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHGs that influence global warming are described below.



- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to “hold” more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth’s surface thereby affecting surface temperatures.
- *Carbon Dioxide (CO<sub>2</sub>)*. The natural production and absorption of CO<sub>2</sub> is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO<sub>2</sub> include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700’s, these activities have increased the atmospheric concentrations of CO<sub>2</sub>, with a similar percentage contribution for the increase during the period 2000 to 2010.
- *Methane (CH<sub>4</sub>)*. CH<sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO<sub>2</sub>. Methane’s lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO<sub>2</sub>, N<sub>2</sub>O, and Chlorofluorocarbons (CFCs)). CH<sub>4</sub> has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N<sub>2</sub>O)*. Concentrations of N<sub>2</sub>O also began to increase at the beginning of the industrial revolution. N<sub>2</sub>O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC)*. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth’s surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC)*. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the only significant

emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.

- *Perfluorocarbons (PFC)*. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF<sub>6</sub>)*. SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> has the highest global warming potential of any gas evaluated; 23,900 times that of CO<sub>2</sub>. SF<sub>6</sub> is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O).

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less Than Significant Impact.**

Table 3-4 summarizes annual greenhouse gas (CO<sub>2</sub>E) emissions from build-out of the proposed project under its jurisdiction is 10,000 MTCO<sub>2</sub>E per year. Table 3-4 summarizes annual greenhouse gas (CO<sub>2</sub>E) emissions from build-out of the Proposed Project. Carbon dioxide equivalent, or CO<sub>2</sub>E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-4, the CO<sub>2</sub>E total for the project is 5,241.93 pounds per day or 868.11 MTCO<sub>2</sub>E per year.

**Table 3-4  
Greenhouse Gas Emissions**

Source	GHG Emissions (Lbs./Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E (total emissions)
Total Annual Construction MTCO <sub>2</sub> E	0.00	3,040.8	0.76	3,068.93 lbs./day (267 MTCO <sub>2</sub> E)
Total Long-term Emissions	0.00	2,149.11	0.71	2,173.01 lbs./day (659 MTCO <sub>2</sub> E)
Total Construction and Long term Emissions				5,241.93 lbs./day (868.11 MTCO <sub>2</sub> E)

Source: CalEEMod V.2020. 4.0.

This translates into an annual emission rate that is below the aforementioned threshold for industrial projects. This annual figure (659 MTCO<sub>2</sub>E) conservatively does not take into account the implementation of low impact development (LID) requirements (drought tolerant landscaping, water efficient appliances, energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. The project is also an infill development within an urban area. *The impacts are less than significant.*

**B. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? • Less than Significant Impact.***

The City of Santa Fe Springs does not presently have an adopted Climate Action Plan. However, the City's General Plan includes a Conservation Element that has an air quality focus. In this section, the following policies related to air quality are identified:

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.
- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.
- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.
- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. E.O. B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.<sup>55</sup> The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any variance from the adopted City of Santa Fe Springs General Plan (Energy and Conservation Element) or the Air Quality Management Plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). *As a result, the impacts will be less than significant.*

#### **MITIGATION MEASURES**

The analysis determined that the impacts from the proposed project's implementation would be less than significant. As a result, no mitigation measures are required.

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<sup>55</sup> Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* <http://gov.ca.gov/news.php?id=18938>

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✗		
B. Would the project 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?			✗	
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✗	
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✗
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?				✗
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✗
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✗

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hazards and hazardous materials if it results in any of the following:

- The proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- The proposed project would 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.
- The proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- The proposed project would 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.

- The proposed project would result in a safety hazard or excessive noise for people residing or working in the project area 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.
- The proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- The proposed project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in a wide variety of products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact with Mitigation.***

A Phase I Site Assessment was prepared for the project site by Partner Engineering and Science, Inc. According to Regional Water Quality Control Board (RWQCB) and historical review, the subject property was occupied by Frigid Coil Inc., an assembler of air handling and HVAC equipment, from as early as 1971 to as late as 2007. Prior to that, the subject property was occupied by Philip Carey Company (also known as Miami Carey and Celotex), a manufacturer of various asbestos containing and insulation products such as cement roofing, wool, and ceramic materials. Frigid Coil Inc. occupied the entirety of the current building and utilized the current office space as an HVAC equipment assembly and manufacturing area. Frigid Coil Inc.'s operations in the warehouse included a copper coil and brazing, maintenance, parts washing, and a sheet metal shop. A former three-stage clarifier was pumped out and filled with concrete in 2007.<sup>56</sup>

Frigid Coil Inc. reported a release of arsenic, diesel, gasoline, and heating oil/fuel oil at the subject property with impacts to soil and groundwater on May 30, 2006. Due to the on-site soil, soil vapor, and groundwater contamination, a land use covenant, or deed restriction, was placed on the subject property by the RWQCB on December 28th, 2011. According to the deed restriction, the following uses are prohibited on the subject property: residential, day care center, elder care center, public or private school for persons under 21, and hospital. In addition, "no groundwater extraction at any depth without approval" or "excavation of contamination soils without agency review and approval" is permitted on the subject property. Based on this information, regulatory closure for this release was issued on January 27, 2012 by the RWQCB. According to the NFA letter, releases of total petroleum hydrocarbons (TPH) appeared "to be limited in concentration and extent", and a nearby site, identified as Lefiell Manufacturing Co at 13700 Firestone Boulevard, was considered to be a likely source of the groundwater and soil vapor contamination at the subject property. It was also the opinion of the RWQCB that VOCs in soil and soil gas did "not pose a risk to human health or to

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<sup>56</sup> Partner Science and Engineering, Inc. *Phase I Environmental Site Assessment Project No. 21-339436.1* October 8, 2021

groundwater” during the time of the report; however, it should be noted the previous elevated detections of PCE in soil vapor exceed the current DTSC HERO Note 3 threshold for commercial/industrial usage, which is considered a potential vapor intrusion concern.<sup>57</sup>

Based on the identification of soil vapor concentrations of PCE in excess of current regulatory standards, Fulcrum Resource Environment prepared a 2021 Indoor Air Investigation for the project site. The assessment collected six indoor air samples and three outdoor ambient background air samples. Samples were collected on an eight-hour time weighted average basis using flow controllers. Indoor air samples were analyzed for VOCs. All indoor air and outdoor ambient air sample results were below their respective DTSC screening levels for industrial/commercial properties, with the exception of benzene. Benzene was detected in all six indoor air samples and in all three outdoor air samples at concentrations ranging from (0.613 to 1.26 µg/m<sup>3</sup>), above the DTSC screening level for industrial/commercial properties (0.42 µg/m<sup>3</sup>). The concentrations of benzene encountered in all of the indoor air samples were only slightly above the concentrations of benzene detected in all of the outdoor (ambient) background air samples (which also exceeded screening levels). By subtracting the highest ambient air sample result (0.754 µg/m<sup>3</sup>) from the highest indoor air result (1.26 µg/m<sup>3</sup>) the resulting benzene concentration was 0.506 µg/m<sup>3</sup> which is insignificantly above the benzene indoor air screening level of 0.42 µg/m<sup>3</sup>. Additionally, results can fluctuate with humidity, wind, temperature, and seasons. Fulcrum concluded that based on the Indoor Air Investigation relative to current California DTSC regulations, the documented conditions described in the report did not represent a reportable condition, and a significant human health risk related to indoor air quality at the subject property did not appear to exist at that time.<sup>58</sup>

However, based on the slightly elevated reported concentrations of benzene encountered in all of the indoor air samples, Fulcrum conservatively recommended improving indoor air quality at the site through the use of actions to increase the building ventilation and airflow (i.e.: ensure ventilation systems operate properly, rebalance or adjust HVAC systems to increase total airflow to occupied spaces). Partner concurs with the findings and conclusions of the 2021 Indoor Air Investigation conducted by Fulcrum. Furthermore, it should be noted elevated concentrations of benzene were not identified during past onsite soil vapor and soil sampling investigations and based on the result of this investigation, the elevated concentrations of benzene detected in the indoor samples were similar to the outdoor (ambient) samples. As such, the elevated benzene concentrations detected within indoor air appear to be the result of contaminants in the ambient air and general poor air quality, and not the result of vapor intrusion. Therefore, a vapor intrusion concern was not identified as part of this assessment. Additionally, based on the lack of PCE detections in indoor air, a vapor intrusion concern related to PCE was not identified as part of this assessment. Based on the 2009 and 2010 analytical results and 2021 indoor air sampling, regulatory closure, in-place land use covenant, and because increased ventilation and air flow can be utilized to mitigate the elevated benzene concentration within the facility, the historical use of the subject property coupled with the closed release case and implementation of a land use covenant is considered to be a CREC.

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

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<sup>57</sup> Partner Science and Engineering, Inc. *Phase I Environmental Site Assessment Project No. 21-339436.1* October 8, 2021

<sup>58</sup>



The Phase I and Phase II studies did not identify any HRECs during the course of this assessment. An environmental issue refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion.

- Due to the age of the subject property building, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Readily visible suspect ACMs and painted surfaces were observed in good condition. Should these materials be replaced or disturbed, the identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.
- All future uses of the property shall comply with the current land use covenant in place.
- An Operations and Maintenance (O&M) Program should be implemented in order to safely manage the suspect ACMs and LBP located at the subject property.

*As a result, the impacts will be less than significant with Mitigation..*

**B. Would the project 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.**

The proposed use of the project site will be enclosed within a concrete tilt-up building and will not present a noise, sight, odor, light, or other environmental impact to the surrounding area. Adherence to the requirements and regulations identified in the aforementioned section will reduce the potential impacts. *As a result, the impacts would be less than significant.*

**C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.**

The closest school is Carmenita Middle School located School, located approximately 3,975 feet southwest of the project site. The proposed use of the project site will be enclosed within a concrete tilt-up building and will not present a noise, sight, odor, light, or other environmental impact to any existing or proposed schools. *As a result, the impacts would be less than significant.*

**D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? • No Impact.**

The properties to the south, southeast, and southwest is identified as an EnviroStor, VCP, Hazardous Waste & Substances Site List (Cortese). The properties, identified as Ryder Truck Rental, LeiFiell Manufacturing Company, and LeiFiell Manufacturing Co at 13700, 13750, and 13770 Firestone Boulevard is located approximately 260 feet to the south, southeast, and southwest of the subject property across the Santa Ana Freeway. This site reported a gasoline release with impacts to soil only on May 12, 1990. This case received regulatory closure by the City of Santa Fe Springs on September 28, 1992. Based on the regulatory closure coupled with reported impacts to soil only, this former release case does not represent a significant



environmental concern. This site is an active VCP site as of January 12, 2010 under EnviroStor ID Number 60001240. LeFiell Manufacturing Company (LeFiell), a tubular parts manufacturer for aerospace and military industries, has operated at this location since the late 1950's. An adjacent subsurface investigation

in 2007 indicated that soil and groundwater beneath this site was likely impacted and further investigation was warranted by the DTSC; as such, LeFiell joined the VCP in May 2009. Subsequent subsurface investigations have identified the following primary constituents of concern (COCs) in soil, soil vapor, and groundwater: PCE, TCE, 1,1,1-TCA, 1,1-DCE, 1,1-DCA, and cis-1,2-DCE. A final Removal Action Workplan (RAW) was finalized and approved by the DTSC in June 2020 for implementation. This RAW proposed the cleanup of VOCs in soil with a soil vapor extraction system and a long-term program to monitor VOCs in groundwater. According to the Fourth Quarter 2020 report, the most recent groundwater and soil vapor sampling event was conducted in December 2020 and the groundwater plume is situated throughout the central portion of the property and is situated hydrologically up-gradient to the subject property. PCE and TCE levels were detected in groundwater at levels as high as 41,000 µg/L (PCE) and 8,000 µg/L (TCE).

This project site has been identified as an up-gradient source for the soil, soil vapor, and groundwater contamination at the subject property. The proposed project would not impact the ongoing remediation of these off-site locations. *As a result, no impacts will occur.*

**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 private 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 located within two miles of a public airport or public use airport. Fullerton Airport is located approximately 7.65 miles southeast of the project site, the Long Beach Airport is located approximately 9.81 miles to the southwest, and the Joint Forces Training Base in Los Alamitos is located ten miles south of the site.<sup>59</sup> The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports and will not risk the safety of the people working in the project area. *As a result, no impacts will occur.*

**F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.**

At no time will Freeway Drive or Spring Avenue be completely closed to traffic during construction. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. All construction staging must occur on-site in accordance with City requirements. Furthermore, no street closures will occur during the proposed project's operations. *As a result, no impacts will occur.*

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<sup>59</sup> Toll-Free Airline. *Los Angeles County Public and Private Airports, California.*  
<http://www.tollfreeairline.com/california/losangeles.htm>.

**G.** *Would the project 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 not located within a “very high fire hazard severity zone.” *As a result, no impact will result.*

#### **MITIGATION MEASURES**

The Phase I and Phase II studies did not identify any HRECs during the course of this assessment. An environmental issue refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion.

*Mitigation Measure No. 8 (Hazardous Materials).* Due to the age of the subject property building, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Readily visible suspect ACMs and painted surfaces were observed in good condition. Should these materials be replaced or disturbed, the identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.

*Mitigation Measure No. 9 (Hazardous Materials).* All future uses of the property shall comply with the current land use covenant in place.

*Mitigation Measure No. 10 (Hazardous Materials).* An Operations and Maintenance (O&M) Program should be implemented in order to safely manage the suspect ACMs and LBP located at the subject property.

### 3.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			×	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				×
C. Would the project 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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, impede or redirect flood flows?			×	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				×
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			×	

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- The proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- The proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- The proposed project would 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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, impede or redirect flood flows.

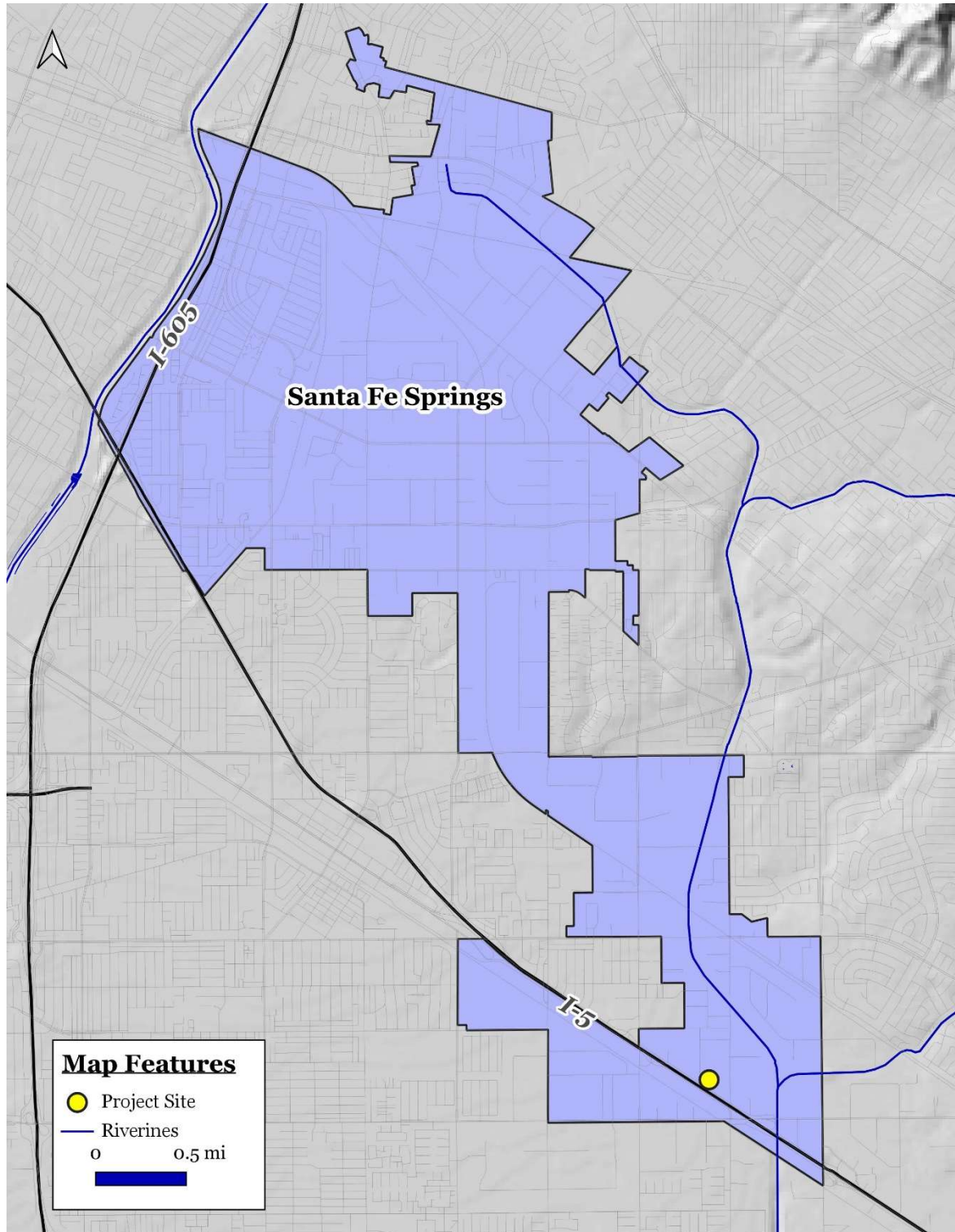
- The proposed project would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.
- The proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? • Less Than Significant Impact.***

Groundwater was encountered in two onsite borings at an approximate depth of 30 feet bgs during our subsurface exploration. Based on review of groundwater level data available through the State Water Resources Control Board's (SWRCB) GeoTracker website, groundwater was measured at about 21.4 to 44.6 feet bgs during groundwater monitoring performed at the site in 2008 and 2009. Based on review of information available from CGS, the historically shallowest groundwater depth at the site is approximately 8 feet bgs. However, the historic high groundwater level occurred nearly 100 years ago at a time with drastically different hydrologic conditions: the rivers and creeks in the Los Angeles Basin, including the San Gabriel River, were unlined. The lining of rivers and creeks for flood control, construction of buildings and paved surfaces, and the improvement of surface drainage has significantly reduced surface infiltration. The development of groundwater from underlying aquifers resulted in lowering of the groundwater level within the aquifers and reduction of upward leakage from underlying aquifers. These changes have permanently altered the hydrologic conditions of the area, making it extremely unlikely that groundwater levels will approach the historic high levels measured prior to the lining of the rivers and creeks. Fluctuations of the groundwater level, localized zones of perched water, and an increase in soil moisture, should be anticipated during and following the rainy seasons or periods of locally intense rainfall or storm water runoff, or from stormwater infiltration.

The project site is currently developed and is largely covered over in impervious surfaces. in its entirety is fully developed. The proposed project would be required to implement stormwater pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction BMPs that will be the responsibility of the Applicant to implement over the life of the project. The Applicant will also be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required by the city and will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. *By complying with this required regulation, potential impacts would remain less than significant.*



### EXHIBIT 3-3 WATER RESOURCES MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS



**B.** *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • No Impact.*

The proposed project will be connected to the City's utility lines and will not deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no direct impacts on groundwater withdrawals will occur. *As a result, no impacts will occur.*

**C.** *Would the project 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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, impede or redirect flood flows? • Less Than Significant.*

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The new building will replace an existing trucking facility (Martinez Trucking, Inc.). The existing use occupies an 82,086 square foot building that will be demolished to accommodate the new building. No grading and/or excavation extending into the local aquifer will occur. No additional undisturbed land will be affected. No drainage or riparian areas are located within the project site. The future site runoff capacity will not significantly change since the amount of impervious surfaces will not significantly change. *As a result, the potential impacts will be less than significant.*

**D.** *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? • No Impact.*

According to the City of Santa Fe Springs Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." According to the Los Angeles County Department of Public Works, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).<sup>60</sup> According to the FEMA flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X.<sup>61</sup> This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows through since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation. The Santa Fe Springs General Plan and the city's Natural Hazards Mitigation Plan indicates

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<sup>60</sup> Federal Emergency Management Agency. *Flood Zones*. <http://www.fema.gov/flood-zones>.

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<sup>61</sup> Los Angeles County Department of Public Works. *Flood Zone Determination Website*. <http://dpw.lacounty.gov/wmd/floodzone/>. Website accessed July 15, 2022.

the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the project site. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 22 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.<sup>62</sup> Lastly, the proposed project will not result in any mudslides since the project site is generally level and is not located near any slopes. *As a result, no impacts will occur.*

**E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • Less than Significant Impact***

The proposed project will be in compliance with the City of Santa Fe Springs Municipal Code that outlines the local requirements for the implementation of the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As indicated in Section 3.10.A, the proposed project would be required to implement stormwater pollution control measures pursuant to the NPDES requirements. The Applicant would also be required to prepare a WQMP utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. In addition, the Applicant must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) in order to ensure that potential water quality impacts are addressed. *The aforementioned requirements will reduce the potential impacts to levels that are less than significant.*

## **MITIGATION MEASURES**

The analysis of potential impacts related to hydrology and water quality indicated that no significant adverse impacts would result from the proposed project's approval and implementation if it remains in compliance with Santa Fe Springs Code of Ordinances. As a result, no mitigation measures are required.

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<sup>62</sup> Google Earth. Website accessed July 15, 2022.

### 3.11 LAND USE AND PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✗
B. Would the project 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?			✗	

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, acting as Lead Agency, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would physically divide an established community.
- The proposed project would 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.

#### ANALYSIS OF ENVIRONMENTAL IMPACTS

##### A. *Would the project physically divide an established community?* • No Impact.

The new building will replace an existing trucking facility (Martinez Trucking, Inc.). The existing use occupies an 82,086 square foot building that will be demolished to accommodate the new building. The existing building occupies the easterly portion of the site while the westerly portion of the site is used for truck parking and maneuvering areas. This existing building is an older tilt-up concrete tilt up building. Exhibit 2-4 includes an aerial photograph of the project site and the adjacent development. An existing digital sign located along the Freeway Drive frontage would remain. Surrounding land uses in the vicinity of the project site are described below:

- *North of the Project Site.* A mix of commercial and manufacturing uses are located north of the project site. Ross Bindery, Inc. (15310 Spring Avenue) and other manufacturing and distribution uses are located further north. This area is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOZ). The General Plan designation for this area is Freeway Commercial.<sup>63</sup>
- *South of the Project Site.* Freeway Drive extends along the project site's south side. The Santa Ana Freeway is located further south, south of Freeway Drive.<sup>64</sup>

<sup>63</sup> Google Maps. Website Accessed July 18,2022. City of Santa Fe Springs Zoning Map and General Plan Map.

<sup>64</sup> Ibid.

- *East of the Project Site.* An abandoned railroad spur track is located to the east of the site. Other light industrial uses are located further east. The General Plan designation for this area is Freeway Commercial.<sup>65</sup>
- *West of the Project Site.* Spring Street extends along the project site's west side. A corporate office and distribution facility (Mother's Nutritional Center, Inc., 13635 Freeway Drive) is located further west, on the west side of Spring Street. This area is zoned as Heavy Manufacturing (M-2) within the Freeway Overlay Zone (FOZ). The General Plan designation for this area is Freeway Commercial.

The project site is located in the midst of an industrial area. The land uses in the area are shown in Exhibit 3-4. The nearest residential neighborhood north of the I-5 Freeway is located approximately 3,700 feet to the northwest of the project site, west of Carmenita Road. A second neighborhood in La Mirada is located approximately 4,500 feet to the northeast. Finally, another neighborhood is located in Cerritos, approximately 2,150 feet to the south, in the City of Cerritos. The proposed project will not divide an established community. *As a result, no impacts will occur.*

**B.** *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.*

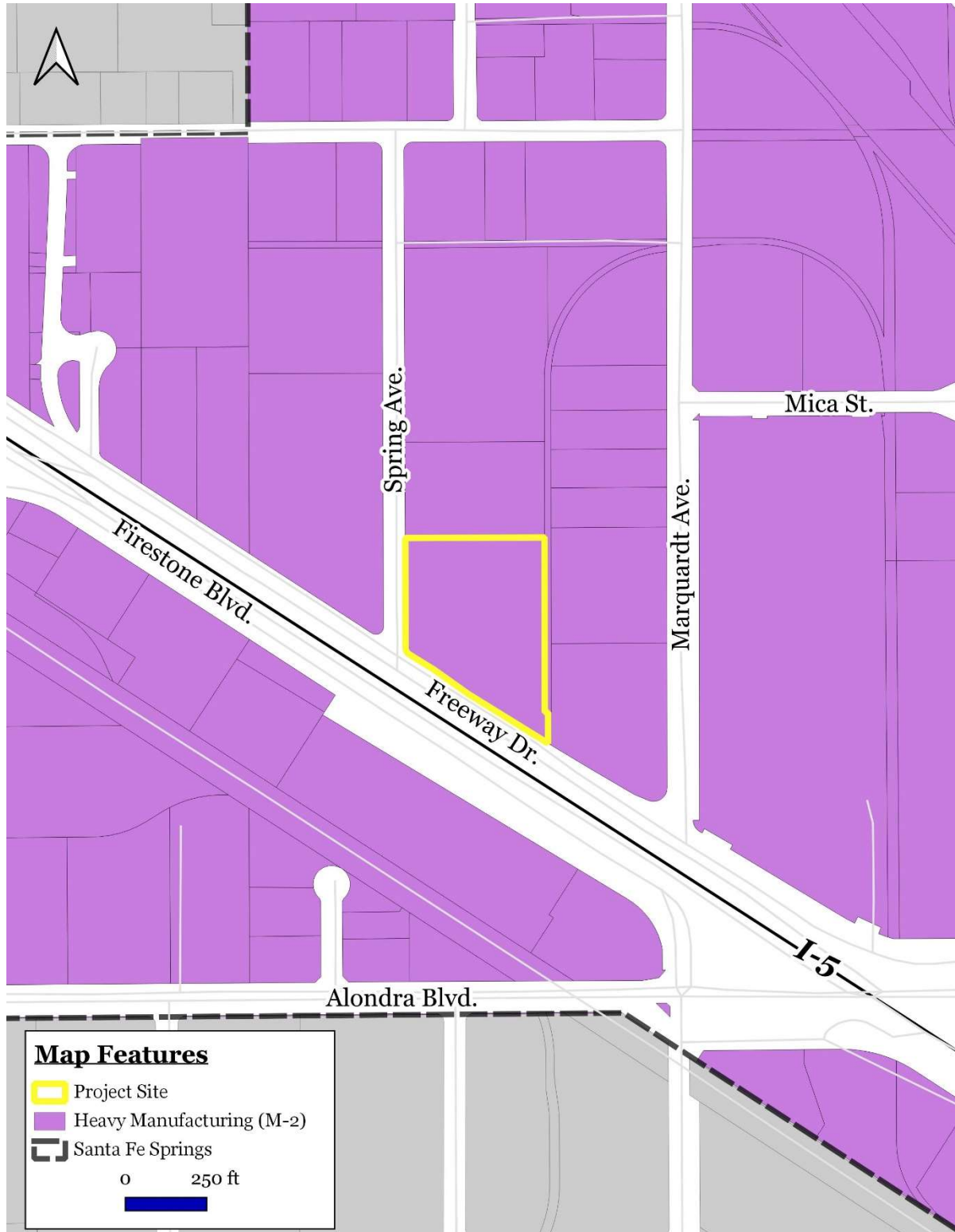
The proposed project will require the following discretionary approval: the Development Plan Approval Case No. 1002. As indicated previously, the majority of the project site is zoned as Heavy Industrial (M2) and is located in the Freeway Overlay Zone (FOV). The proposed project would involve the construction and subsequent occupancy of a new 104,890 square foot industrial building on a 220,259 square foot (5.06 acre) property. The new building would include 10,000 square feet of office uses and 94,890 square feet of manufacturing/warehouse uses. With the exception of a 5,000 square foot office mezzanine, the entire building would consist of a single-level concrete tilt-up (Type III-B) structure. The maximum building height would be 45-feet. The proposed building's floor area ratio (FAR) would be 0.48. An existing digital sign located along the Freeway Drive frontage would remain. The City's plan check and permitting process would ensure that the project complies with the applicable zoning and Municipal Code requirements. *As a result, the impacts will be less than significant.*

## MITIGATION MEASURES

The analysis determined that no land use impacts would result from the proposed project's implementation. As a result, no mitigation is required.

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<sup>65</sup> AO Architecture. *Entitlement Review Package Rexford Industrial Development 13711 Freeway Drive*. December 14, 2022.



**EXHIBIT 3-4**  
**LAND USE MAP**  
SOURCE: CITY OF SANTA FE SPRINGS

### 3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				×
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				×

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would 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.
- The proposed project would 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.

The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1)*: This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- *Mineral Resource Zone 2 (MRZ-2)*: This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- *Mineral Resource Zone 3 (MRZ-3)*: This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.
- *Mineral Resource Zone 4 (MRZ-4)*: This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.



## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in the loss of availability of a known mineral resource that would be of value is to the region and the residents of the state? • No Impact.*

According to SMARA study area maps prepared by the California Geological Survey, the City of Santa Fe Springs is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).<sup>66</sup> However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the project site is not located in an area where there are significant aggregate resources present. In addition, the project site is not located in an area with active mineral extraction activities. *As a result, no impacts will occur.*

**B.** *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.*

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located within the project site boundaries.<sup>8</sup> *As a result, no impacts will occur.*

## MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

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<sup>66</sup> California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_209/Plate%201.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf).

### 3.13 NOISE






Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			×	
B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?			×	
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 reside or working in the project area to excessive noise levels?				×

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on noise if it results in any of the following:

- The proposed project would result in 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.
- The proposed project would result in the generation of excessive ground borne vibration or ground borne noise levels.
- For a proposed 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?

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels associated with common everyday activities are illustrated in Exhibit 3-6. Noise sensitive land uses in the area are shown in Exhibit 3-7.

 <b>Serious Injury</b>	165	
	160	
	155	
	150	
 <b>Pain</b>	145	
	140	<i>sonic boom</i>
	135	
	130	
	125	<i>jet take off at 200 ft.</i>
	120	
 <b>Discomfort</b>	139	<i>music in night club interior</i>
	110	<i>motorcycle at 20 ft.</i>
	105	<i>power mower</i>
	100	
	95	<i>freight train at 50 ft.</i>
	90	<i>food blender</i>
 <b>Range of Typical Noise Levels</b>	85	<i>electric mixer, light rail train horn</i>
	80	
	75	
	70	<i>portable fan, roadway traffic at 50 ft.</i>
	65	
	60	<i>dishwasher, air conditioner</i>
	55	
	50	<i>normal conversation</i>
	45	<i>refrigerator, light traffic at 100 ft.</i>
	40	
	35	<i>library interior (quiet study area)</i>
	30	
 <b>Threshold of Hearing</b>	25	
	20	
	15	
	10	<i>rustling leaves</i>
	5	
	0	

## EXHIBIT 3-5 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project result in 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.*

The ambient noise environment within the project area is dominated by traffic noise emanating from the nearby Santa Ana Freeway located to the south of the project site. An Extec was used to conduct the noise measurements. The meter was performed using a slow response setting, with an “A” weighting. The noise meter’s height above the ground surface was five feet. A series of 100 discrete noise measurements were recorded in one single location. These measurements were taken along the east side of Norwalk Boulevard approximately 60 feet west of the project site’s western property line. The measurements were taken on a Friday morning at 9:00 AM. The results of the survey are summarized in Table 3-6. The median ambient exterior noise level ( $L_{50}$ ) was 68.3 dBA at the measurement location. The  $L_{50}$  represents the noise level that is exceeded 50% of the time (half the time the noise level exceeds this level and half the time the noise level is less than this level). As shown in Table 3-5, the average ambient noise levels were 68.67 dBA within the measurement locations.

**Table 3-5**  
**Noise Measurement Results**

Noise Metric	Noise Level (dBA) Norwalk Blvd
$L_{50}$ (Noise levels <50% of time)	68.3 dBA
$L_{75}$ (Noise levels <75% of time)	69.5 dBA
$L_{90}$ (Noise levels <90% of time)	71.1 dBA
$L_{99}$ (Noise levels <99% of time)	72.7 dBA
$L_{min}$ (Minimum Noise Level)	52.7 dBA
$L_{max}$ (Maximum Noise Level)	81.8 dBA
Average Noise Level	68.67 dBA

Source: Blodgett Baylosis Environmental Planning.

As indicated in Table 3-5, the ambient noise environment within and around the project site is typical for a site located next to a major arterial roadway along an industrial corridor. In addition, the proposed use is not considered to be a noise sensitive land use. The existing noise levels within the measurement location are below the 70 dBA thresholds for certain industrial land uses. In order to further reduce construction noise levels, the following goal listed in the Noise Element of the City’s General Plan is reiterated as a standard condition:

- Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 PM to 7:00 AM, seven days a week.

The aforementioned provision related to construction noise will apply to the proposed project. The adherence to these regulations will reduce the potential construction noise impacts to levels that are less than significant. In addition, the proposed project’s net increase in traffic (59 average daily trips) will not be great enough to result in a doubling of traffic on local streets. It typically requires a doubling in traffic

volumes to result in a discernable increase in traffic noise (between 3.0 and 5.0 dB). *As a result, the impact will be less than significant.*

**B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels? • Less Than Significant Impact.**

The project site is located in the midst of an industrial area. The nearest residential neighborhood north of the I-5 Freeway is located approximately 3,700 feet to the northwest of the project site, west of Carmenita Road. A second neighborhood in La Mirada is located approximately 4,500 feet to the northeast. Finally, another neighborhood is located in Cerritos, approximately 2,150 feet to the south, in the City of Cerritos. Noise Sensitive land uses in the area are shown in Exhibit 3-6. The noisiest phases of construction are anticipated to be 82 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one moves further away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-7.

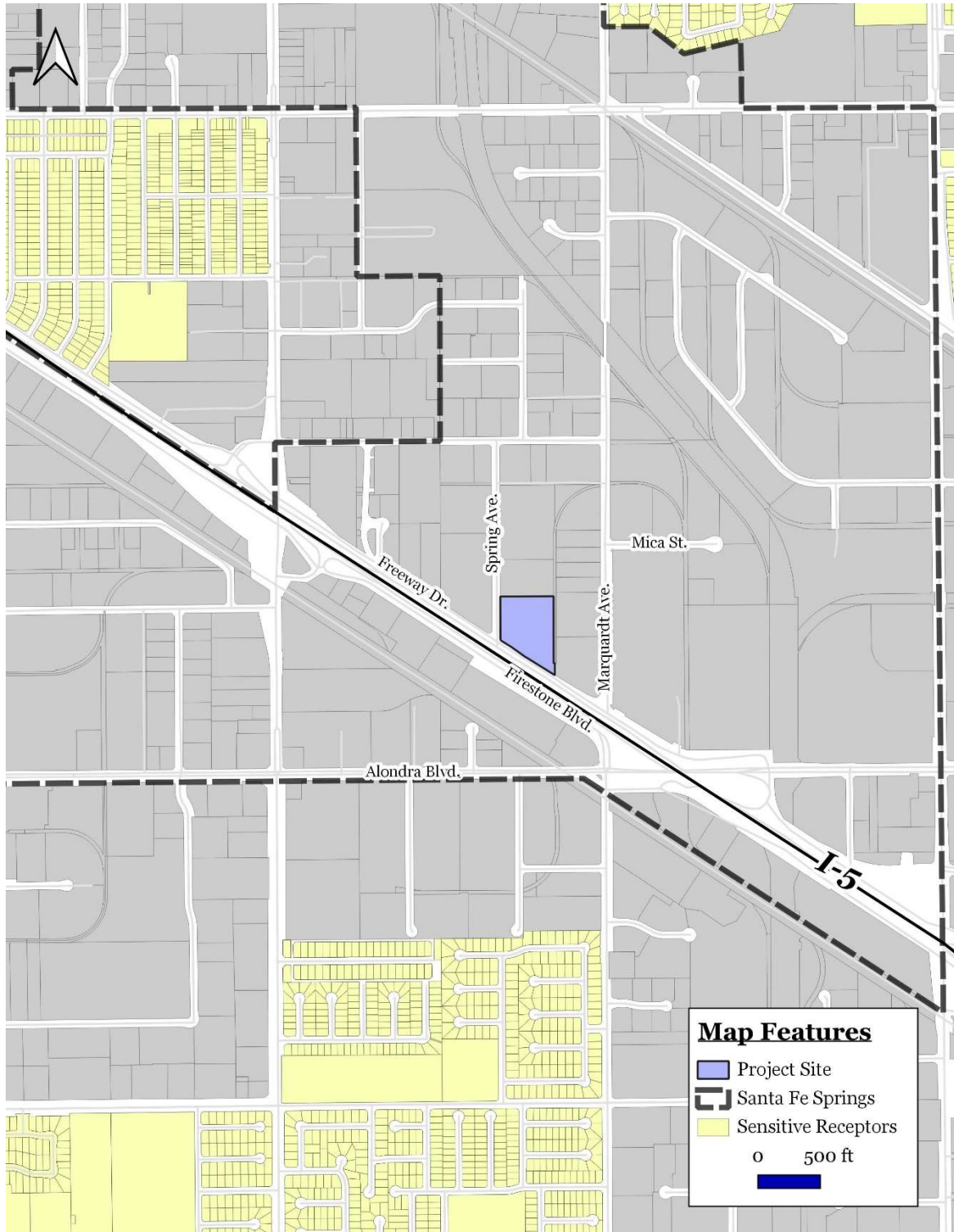
The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by the Bolt, Beranek, and Newman.<sup>67</sup> In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. Certain types of construction equipment will also potentially result in vibration. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Table 3-7 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. In this instance, no pile driving will be used. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration.

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<sup>67</sup> Design Guide for Traffic Noise Prediction. Bolt Beranek and Newman Inc., Van Nuys, California 91406. 1970





### EXHIBIT 3-6 NOISE SENSITIVE LAND USES

Source: Blodgett Baylosis Environmental Planning

			Typical noise levels 50-ft. from source			
			70	80	90	100
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)				
		Front Loaders				
		Backhoes				
		Tractors				
		Scrapers, Graders				
		Pavers				
		Trucks				
	Materials Handling Equipment	Concrete Mixers				
		Concrete Pumps				
		Cranes (Movable)				
		Cranes (Derrick)				
	Stationary Equipment	Pumps				
		Generators				
		Compressors				
Impact Equipment		Pneumatic Wrenches				
		Jack Hammers				
		Pile Drivers				
Other Equipment		Vibrators				
		Saws				

## EXHIBIT 3-7 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

**Table 3-6  
 Common Effects of Construction Vibration**

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

The future building operations will be fully enclosed within a new concrete tilt-up building. Furthermore, there are no noise sensitive receptors located adjacent to the project site. The project site is located in the midst of an industrial area. The nearest residential neighborhood north of the I-5 Freeway is located approximately 3,700 feet to the northwest of the project site, west of Carmenita Road. A second neighborhood in La Mirada is located approximately 4,500 feet to the northeast. Finally, another neighborhood is located in Cerritos, approximately 2,150 feet to the south, in the City of Cerritos. *As a result, the ground vibration impacts will be less than significant.*

**C.** *For a project located within the vicinity of an airport 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 reside or working in the project area to excessive noise levels? • No Impact.*

The project site is not located within two miles of a public airport. The closest airport to the project site is the Fullerton Muir Airport is approximately 7 miles at 4011 Commonwealth Avenue in Fullerton.<sup>68</sup> As a result, the project will not expose people working in the project area to excessive noise levels. *As a result, no impacts will occur.*

## MITIGATION MEASURES

The analysis determined that no mitigation measures would be required.

<sup>68</sup> Google Earth. Website accessed July 15, 2022.

### 3.14 POPULATION AND HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			×	
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				×

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on population and housing if it results in any of the following:

- The proposed project would 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).
- The proposed project would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

#### ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project 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)? • Less Than Significant Impact.*

The proposed project, once operational, will add up to 69 employees assuming one employee for every 1,518 square feet<sup>69</sup> This employment growth is well within SCAG's employment projections for the City of Santa Fe Springs (refer to Section 3.3.2.A). The infrastructure will serve the proposed project site only. *As a result, the impacts would be less than significant.*

**B.** *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

As previously indicated, the project site is currently occupied by a trucking use. No housing units are located on the project site and no units will be demolished. Thus, no housing or population displacement will result from the proposed project's implementation. *As a result, no impacts would occur.*

<sup>69</sup> The Natelson Company, Inc. *Summary Report Employment Density Study*. October 31, 2001.  
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## **MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and implementation and no mitigation measures are required.



### 3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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, police protection, schools, parks or other public facilities?			×	

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- The proposed project would 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, police protection, schools, parks or other public facilities.

#### ANALYSIS OF ENVIRONMENTAL IMPACTS

**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, police protection, schools, parks or other public facilities? •Less Than Significant Impact.*

#### **Fire Department**

The Santa Fe Springs Fire -Rescue Department provides fire prevention and emergency medical services within the City. The department consists of three separate divisions: Operations, Fire Prevention, and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The first response station to the site is station No. 3, located less than one mile to the northwest of the project site. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access and the project will adhere to all pertinent building and fire codes.

The proposed project will be subject to review and approval by the Santa Fe Springs Fire-Rescue Department to ensure that safety and fire prevention measures are incorporated into the project. As part of the project review process, the Santa Fe Springs Fire-Rescue Department will review the project and make recommendations for fire protection services and fire flow rates. The Applicant and/or contractors must adhere to all of the recommendations of the Santa Fe Springs Fire-Rescue Department and the Department's review of the proposed project's site and development plans. These review requirements may include, but not be limited to, any required improvements to the water system (e.g., additional hydrants), building design, equipment turn-around areas, emergency setbacks, etc. All required improvements would be provided at the expense of the Applicant. In addition, the proposed project must comply with all applicable State and local codes and ordinances related to fire protection. In addition to the aforementioned standard condition, the proposed project will not negatively impact fire protection services because the project will be constructed in accordance with the most recent fire and building codes. The proposed project will replace an older more obsolete development with a more modern development that adheres to current development standards land. As such, the project would not result in the need for a new or physically altered fire station to service the site with fire protection services. *The potential impacts are considered to be less than significant.*

### ***Police Protection***

Law enforcement services are provided by the Whittier Police Department who provide services to Santa Fe Springs under contract. The Police Services Station is located at 11576 Telegraph Road with the exception of jailing and dispatch, this Department is responsible for management of all law enforcement services within the City. The Department is staffed by both City personnel and officers of the Whittier Police Department, who provide services to Santa Fe Springs under contract. The City of Santa Fe Springs is divided into three law enforcement public service areas. Each area has a dedicated sergeant and a team of officers and public safety officers. The three area policing teams constantly monitor crime trends, problem locations and quality-of-life issues in their respective areas.<sup>70</sup>

The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Whittier Police Department to ensure it conforms to their operational requirements. In addition, the primary potential security issues will be related to vandalism and potential burglaries during off-business hours. The project Applicant must install security cameras throughout the storage facility. Adherence to the aforementioned standard conditions and regulatory compliance measures will address the proposed project's impacts. The site is developed and under existing conditions the site receives police protection services. Redevelopment of the site as proposed would not result in the need for a new or physically altered police station to service the site. *As a result, the impacts will be less than significant.*

### ***Schools***

Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. In addition, the project developer will be required to pay all required school development fees at the time of Building Permit issuance. 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. As

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<sup>70</sup> City of Santa Fe Springs. *Police Services*. [https://www.santafesprings.org/cityhall/police\\_services/default.asp](https://www.santafesprings.org/cityhall/police_services/default.asp)

*a result, the impacts will be less than significant.*

### ***Parks***

The nearest park to the project site is Ramona Park located approximately 3,700 feet to the northwest. The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any residential development that would potentially significantly increase the demand for recreational facilities and services. There are no park facilities that would be physically impacted by the proposed project. No parks are located adjacent to the proposed project site. *As a result, the impacts will be less than significant.*

### ***Other Governmental Services***

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. The proposed project will not directly increase demand for governmental services. *As a result, the impact would be less than significant.*

## **MITIGATION MEASURES**

The analysis of potential public service impacts indicated that no impacts would result from the proposed project's approval and implementation so no mitigation measures are required.

### 3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				×
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?				×

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on recreation if it results in any of the following:

- The proposed project would 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.
- The proposed project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

### ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* • *No Impact.*

The nearest park to the project site is Ramona Park located approximately 3,700 feet to the northwest. Due to the nature of the proposed project, no significant increase in the usage of city parks and recreational facilities is anticipated to occur. The proposed development would not result in any direct recreational services impacts related to potential population growth since this new employment may be drawn from the local labor pool. *As a result, there will be no impacts.*

**B.** *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* • *No Impact.*

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any development that would potentially significantly increase the demand for recreational facilities and services. *As a result, there will be no impact.*

## **MITIGATION MEASURES**

The analysis of potential impacts related to parks and recreation indicated that no adverse no impacts would result from the proposed project's approval and implementation. As a result, no mitigation measures are required.



### 3.17 TRANSPORTATION AND CIRCULATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			×	
B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			×	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				×
D. Would the project result in inadequate emergency access?				×

#### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

- The proposed project would conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- The proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The proposed project would result in inadequate emergency access.

#### ANALYSIS OF ENVIRONMENTAL IMPACTS

**A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • Less Than Significant Impact.**

EPD, Inc. conducted a VMT Screening and trip generation analysis for the proposed project. Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States. The trip generation rates for both the existing use and the proposed use are shown in Table 3-7.

**Table 3-7**  
**Project Trip Generation (PCE)**

Description/Variable	Size	Unit	Average Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project	104,890	Sq. ft.	258	20	6	26	8	20	28
Existing Use	81,473	Sq. ft.	198	15	5	20	6	15	21
Net Change	157	TSF	59	5	1	6	8	20	28

PCE = Passenger Car Equivalent KSF = 1,000 Square Feet

Table 3-7 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified at the bottom of Table 3-8. The trip generation comparison is based on PCE as the existing and proposed uses are truck-intensive uses (since any required operations analysis would use the PCE-based trip generation). As shown in Table 3-8, the project is forecast to generate 59 more daily PCE trips than the existing land use, as well as 6 more PCE trips during the AM peak hour and 28 more PCE trips during the PM peak hour. According to the Los Angeles County Public Works Transportation Impact Analysis Guidelines, projects that are required to submit a Transportation Impact Analysis and involve a discretionary action would be required. As such, peak hour intersection operations analysis is not necessary. *As a result, the potential impacts are anticipated to be less than significant.*

**B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**  
 • *Less Than Significant Impact.*

It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).<sup>71</sup> Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

The State of California Governor’s Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicles Miles Traveled (VMT). For the purpose of environmental review under CEQA, the City of Santa Fe Springs has established criteria for transportation impacts based on Vehicles Miles Traveled (VMT) for land use projects and plans which is generally consistent with the recommendations provided by OPR in the Technical Advisory. Public agencies traditionally have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the OPR’s Technical Advisory, the City of Santa Fe

<sup>71</sup> California Strategic Growth Council. <https://sgc.ca.gov/>  
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Springs has determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips;
- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of existing bus service with a frequency of service interval of 15 minutes or less during morning and evening peak hours);
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center;
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.;
- Residential projects with 100 percent affordable housing;
- Community institutions project (public library, fire station, local government);
- Local-serving hotels (e.g., non-destination hotels);
- Local-serving assembly uses (places of worship, community organizations);
- Public parking garages and parking lots;
- Assisted living or senior housing projects; and,
- Affordable, supportive, or transitional housing projects.

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of at least one criterion is sufficient for screening purposes. The proposed project *will not result* in an increase of 110 or more daily trips. As shown in Table 3-8, the project is forecast to generate 59 more daily PCE trips than the existing land use, as well as 6 more PCE trips during the AM peak hour and 6 more PCE trips during the PM peak hour. Therefore, the proposed project satisfies the screening criteria indicating that no VMT impacts would result if a project results in a net increase of 110 or less daily vehicle trips. As a result, no further VMT analysis is required for the proposed project. *Therefore, the potential impacts are considered to be less than significant.*

**C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.**

Primary vehicular access to the site will be provided by two driveway connections with the north side of Freeway Drive and a third driveway connection with the east side of Spring Avenue. The new driveways would have a curb-to-curb width of 40-feet. An internal drive aisle that would also serve as a fire access road, would extend around the north, east, and west side of the project site. Access to the truck loading and receiving area would be secured by security gates.<sup>72</sup> The project is forecast to generate 59 more daily PCE trips than the existing land use, as well as 6 more PCE trips during the AM peak hour and 28 more PCE trips during the PM peak hour. This low volume of traffic is not expected to cause any significant on-street delays or long queues. Adequate sight distance is available from the driveways along both directions on Norwalk Boulevard and Florence Avenue. *As a result, no impacts will occur.*

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<sup>72</sup> Ibid.

**D. *Would the project result in inadequate emergency access? • No Impact.***

The proposed project will not affect emergency access to the project site or to any adjacent parcels since no vehicular access is currently provided to other properties via the project site. The adjacent properties currently maintain their own fire access. At no time during construction or operation will any local streets, including Freeway Drive or Spring Avenue be closed to traffic. *As a result, no impacts will result.*

**MITIGATION MEASURES**

The analysis of potential impacts related to traffic and circulation indicated that no significant impacts would result from the proposed project's approval and implementation. As a result, no mitigation measures are required.

### 3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. 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 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)?		×		
B. 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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			×	

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- The proposed project would 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 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).
- The proposed project would 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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *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 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)? • Less Than Significant Impact with Mitigation.*

Tribal Resource is defined in the State of California Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrieleño-Tongva Nation. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered during the site’s development. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. The following mitigation is required due to the potential for disturbance of tribal cultural resources:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño-Tongva Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

*The above mitigation will reduce the impact to levels that are less than significant with mitigation impact.*



**B.** *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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. • Less Than Significant Impact.*

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrieleño-Tongva Nation and it was determined that the site may be situated in an area of high archaeological significance. However, the project site is located within an urbanized area of the city that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. *Nevertheless, the previous mitigation provided in Section 3.18.2. above, the tribal cultural impacts will be reduced to levels that are considered to be less than significant.*

## MITIGATION MEASURES

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the following mitigation measure:

*Mitigation Measure No.11 (Tribal/Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño-Tongva Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

### 3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			×	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			×	
C. Would the project 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?			×	
D. Would the project 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?			×	
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				×

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- The proposed project would require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- The proposed project would result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- The proposed project would 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.
- The proposed project would negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals.

- The proposed project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? • Less than Significant Impact.*

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Pioma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1950, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge.

The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over 5 million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.<sup>9</sup> The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 20.36 mgd. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project. *As a result, the impacts will be less than significant.*

**B.** *Would the project 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.*

As previously mentioned, water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Water in the local area is supplied by the SFSWUA. Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from the local well and disinfects this water with chlorine before distributing it to customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. As indicated in Table 3-8, the proposed project is projected to consume approximately 5,256 gallons of water on a daily basis.

**Table 3-8**  
**Water Consumption (gals/day)**

Use	Unit	Factor	Consumption
Existing Warehouse	81,473 sq. ft.	0.05 gals/day/sq. ft	4,074 gals/day
Proposed Project	104,890 sq. ft.	0.05 gals/day/sq. ft	5,256 gals/day
Net Change			1,182 gals/day

Source: Blodgett Baylosis Environmental Planning.

According to the City's 2020 Urban Water Management Plan, the City of Santa Fe Springs Water System has approximately 14,830 service connections servicing an area of approximately 8.9 square miles. Over the past five years, the city has not produced groundwater from the central basin, during a five consecutive year drought (2011 to 2016) the city met between 0 and 20 percent of its total demands with supplies from the central basin. However, the City purchased treated central basin water, meeting between 31 and 44 percent of its total demands with purchased groundwater supplies from the central basin. In addition to the proposed project, the city has a diverse water supply portfolio where water supplies may be re-apportioned during a five consecutive year drought to meet the city's water demands.<sup>73</sup> The existing water supply facilities and infrastructure will be able accommodate this additional demand. In addition, the tilt-up concrete building will be equipped with water efficient fixtures and drought tolerant plants will be planted throughout the property. *As a result, the impacts will be less than significant.*

**C. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less Than Significant Impact.**

The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over 5 million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.<sup>9</sup> The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 20.36 mgd. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project.

<sup>73</sup> City of Santa Fe Springs, 2020 Urban Water Management Plan. Department of Public Works, Utilities Services Division. July 2021.

**Table 3-9**  
**Wastewater Consumption (gals/day)**

Use	Unit	Factor	Consumption
Existing Warehouse	81,473 sq. ft.	0.03 gals/day/sq. ft	2,444 gals/day
Proposed Project	104,890 sq. ft.	0.03 gals/day/sq. ft	3,154 gals/day
Net Change			710 gals/day

Source: Blodgett Baylosis Environmental Planning.

As indicated in Table 3-9, the proposed project is projected to consume approximately 3,154 gallons of water on a daily basis. The project will connect to an existing 15-inch sewer line located along Freeway Drive. The existing sewer lines have sufficient capacity to accommodate the projected flows and adequate sewage collection and treatment are currently available. *As a result, the impacts will be less than significant.*

**D. Would the project 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.**

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. Trash collection is provided by CR&R Inc. for disposal into area landfills. Waste is then transferred to either the Mesquite Regional Landfill in Imperial County or to the nearby materials recovery facilities (MRFs). The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day. The Puente Hills Transfer Station and MRF is able to accept 4,440 tons per day of solid waste. Table 3-10 indicates the net increased solid waste generation for the proposed project which would be 211 pounds per day.

**Table 3-10**  
**Solid Waste Generation (pounds/day)**

Use	Unit	Factor	Generation
Existing Warehouse	81,473 sq. ft.	8.93 lbs./day/1,000 sq. ft.	728 lbs./day
Proposed Project	104,890 sq. ft.	8.93 lbs./day/1,000 sq. ft.	939 lbs./day
Net Change			211 lbs./day

Source: Blodgett Baylosis Environmental Planning.

*Given the remaining capacity at area landfills, the impacts will be less than significant.*

- E.** *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*
- *No Impact.*

The proposed project, like all other development in Los Angeles County and the City of Santa Fe Springs, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts are anticipated.

## **MITIGATION MEASURES**

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and implementation. As a result, no mitigation is required.



### 3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				×
B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?				×
C. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?				×
D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?				×

### THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on wildfire risk and hazards if it results in any of the following:

- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.

## ANALYSIS OF ENVIRONMENTAL IMPACTS

**A.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The project site and surrounding areas is located in an urbanized area. The proposed project would not result in a closure or alteration of any existing emergency response and evacuation routes that would be important in the event of a wildfire. *As a result, no impacts will occur.*

**B.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.*

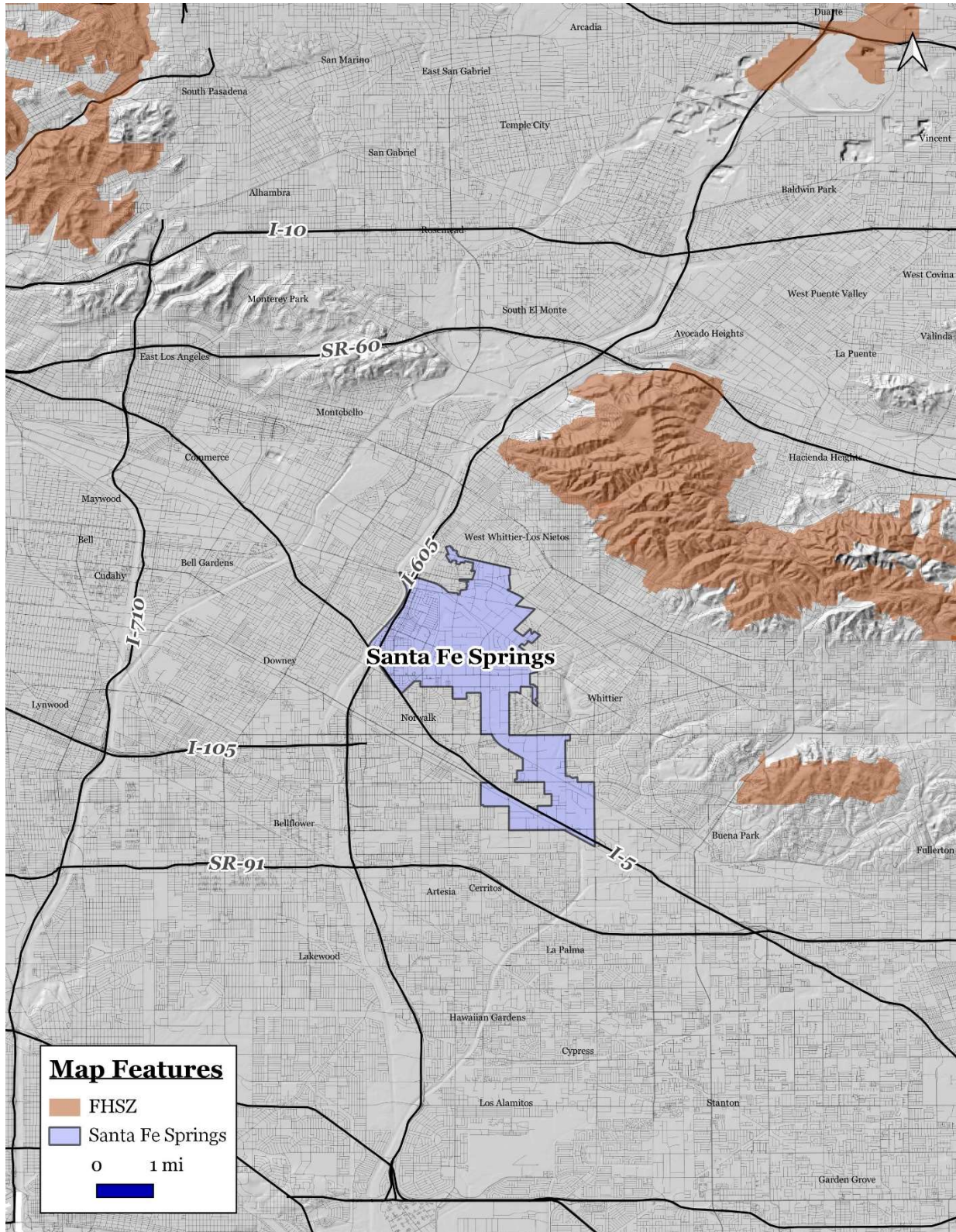
The project site and surrounding areas are relatively flat land. Furthermore, the project site and the adjacent properties are urbanized and there are no native or natural vegetation found within the project area. The project site is not located in any fire hazard severity zone (refer to Exhibit 3-8). The proposed project will not be exposed to certain criteria pollutant emissions generated by wildland fires given the project site's distance, more than 3 miles, to the nearest fire hazard severity zones. The potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire city as well as the surrounding cities and unincorporated county areas. *As a result, no impacts will occur.*

**C.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.*

The project site is not located in any fire hazard severity zone. There is no risk of wildlife within the project site or surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the current Building Code and the Fire Department's recommendations and will not exacerbate wildfire risks. *As a result, no impacts will occur.*

**D.** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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.*

The project site is not located in any fire hazard severity zone. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes. *As a result, no impacts will occur.*



**EXHIBIT 3-8**  
**FIRE HAZARD SAFETY ZONE**  
Source: CALFire



## **CUMULATIVE IMPACTS**

The analysis herein determined that the proposed project would not result in any significant adverse impacts with respect to potential wildfire. As a result, no cumulative impacts related to wildfire will occur.

## **MITIGATION MEASURES**

The analysis of utilities impacts indicated that no significant adverse impacts with respect to wildfire risk would result from the proposed project's approval and implementation. As a result, no mitigation is required.

### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	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?				×
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)?				×
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				×

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- A. The proposed project *will not* 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. *As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.*
- B. The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. *The proposed project and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.*
- C. The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. *As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.*



## SECTION 4 - CONCLUSIONS

### 4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. Pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following findings:

- A mitigation reporting or monitoring program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

Several mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

### 4.2 MITIGATION MEASURES

The following mitigation is required due to the potential for disturbance of aesthetic resources:

Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

*Mitigation Measure No. 1 (Aesthetic Impacts).* The contractors must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security to limit glare and light trespass. An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall also be prepared by the Applicant and submitted to the Planning Department for review and approval. As part of the building permit process as required by the City's Municipal Code. The proposed use must comply with Section 155.432 of the Santa Fe Springs Municipal Code.

The following applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions will be adhered to during the construction and demolition phases:

*Standard Regulation No. 2 (Air Quality).* Excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the applicable procedures outlined in the SCAQMD's Rules and Regulations.

*Standard Regulation No. No. 3 (Air Quality).* Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune.

*Standard Regulation No. 4 (Air Quality).* All trucks associated with construction activities shall comply



with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

*Standard Regulation No. 5 (Air Quality).* The project shall comply with SCAQMD Rule 402 that limits the generation of airborne pollutants that would cause injury, detriment, or result in a nuisance.

Demolition and construction activities could adversely impact nesting birds in these street trees in the absence of mitigation. These birds common bird species 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 which occurs between February 1 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, the following mitigation measure has been included:

*Mitigation Measure No. 6 (Biological Resources).* Prior to the commencement of demolition and construction activities, the City Planning Department shall verify that the Applicant has retained a qualified biologist (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 the commencement of demolition/construction activities. The active breeding season for birds is February 1–September 15. The survey will evaluate 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.

In the unlikely event that human remains are uncovered by construction crews, the following mitigation will be applicable:

*Mitigation Measure No. 7. (Cultural Resources)* In the event that human remains are discovered during grading or excavation, all excavation and grading activities shall be stopped and the Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage.

The Phase I and Phase II studies did not identify any HRECs during the course of this assessment. An environmental issue refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion.

*Mitigation Measure No. 8 (Hazardous Materials).* Due to the age of the subject property building, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Readily visible suspect ACMs and painted surfaces were observed in good condition. Should these materials be replaced or disturbed, the identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.

*Mitigation Measure No. 9 (Hazardous Materials).* All future uses of the property shall comply with the current land use covenant in place.

*Mitigation Measure No. 10 (Hazardous Materials).* An Operations and Maintenance (O&M) Program should be implemented in order to safely manage the suspect ACMs and LBP located at the subject property.

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the following mitigation measure:

*Mitigation Measure No.11 (Tribal/Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño-Tongva Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

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## SECTION 5 - REFERENCES

### 5.1 PREPARERS

**Blodgett Baylosis Environmental Planning**

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### 5.2 REFERENCES

References are noted using footnotes.



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