DRAFT
ENVIRONMENTAL IMPACT REPORT
SCH# 2014101063

GLC SANTA FE SPRINGS
12345 LAKELAND ROAD & 12332 FLORENCE AVENUE
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
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FEBRUARY 5, 2015

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SECTION 1. INTRODUCTION

1.1 PURPOSE AND SCOPE OF THE EIR

The City of Santa Fe Springs (referred to hereinafter as the *Lead Agency*) is reviewing a proposal to construct a new business park development totaling approximately 1,210,800 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) and was formerly occupied by the Powerine Oil Refinery which is undergoing demolition. The proposed project will require the approval of a Conditional Use Permit (CUP No. 620) to permit the wastewater treatment facility as an interim use.

The construction and operation of the proposed project, referred to as the Goodman Logistics Center (GLC) facility is a *project* pursuant to the California Environmental Quality Act (CEQA). CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project.[1] The City of Santa Fe Springs (as Lead Agency for this project) circulated a *Notice of Preparation* (NOP) and an Initial Study for a 30-day period to inform the public and other agencies that a *Draft EIR* would be prepared for the proposed project. In addition, the NOP and the Initial Study indicated the scope and extent of the environmental analysis that should be considered in the Draft EIR. A copy of the NOP, the Initial Study, and the comment letters received following the conclusion of the 30-day review period, are included in Appendix A.

This Draft EIR will be circulated for public review for a minimum of 45 days. During this 45-day review period, agencies, the public, and other interested parties are requested to comment on the Draft EIR focusing on the environmental analysis and any identified mitigation. The City of Santa Fe Springs will respond to the individual comments received and the comments and City's responses will be incorporated into the *Final EIR*. The Final EIR will then be considered along with the project at public hearings before the Planning Commission and City Council.

1.2 OVERVIEW OF THE PROPOSED PROJECT

The proposed project involves the construction of a new business park development totaling approximately 1,210,800 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet). The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,634 square feet; Building 2 will consist of approximately 506,465 square feet; and Building 3 will consist of approximately 300,700 square feet. A detailed project description is provided in Section 2 of this Draft EIR.

[1] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

1.3 FORMAT OF THIS EIR

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the GLC facility. The analysis focused on the proposed project's impacts for a number of issue areas including aesthetics, air quality, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use, noise, public services, traffic, and utilities. This EIR consists of the following sections:

- *Section 1 Introduction and Summary* provides an overview of the environmental review process, describes the purpose of this EIR, indicates the focus of the environmental analysis, and includes a summary.

- *Section 2 Project Description* describes the proposed project and includes a discussion of the objectives the Applicant and the Lead Agency seek to accomplish with the implementation of the proposed project. This section also indicates the discretionary actions associated with the project's approval.

- *Section 3 Environmental Analysis* evaluates the impacts associated with the proposed project's construction and subsequent operation. The analysis considers the existing conditions with respect to the issue being discussed, the potential impacts related to the project's construction and subsequent operation, the level of the potential impact weighed against thresholds considered to represent a significant adverse impact, and measures that will be effective in reducing or eliminating a potential impact.

- *Section 4 Mandatory CEQA Considerations* discusses the manner in which the proposed project will contribute to long-term impacts, growth-inducing impacts (ways the project may encourage additional growth and development in the area), and cumulative impacts.

- *Section 5 Alternatives Analysis* discusses the alternatives that were considered as part of the planning process and compares the environmental impacts of each.

- *Section 6 References* lists those individuals involved in this document's preparation and the primary references consulted in the analysis.

- The *Appendices* include a copy of the Initial Study, the Notice of Preparation (NOP), the responses to the NOP. The Traffic Report is also provided as a separate volume.

1.4 FOCUS OF ENVIRONMENTAL ANALYSIS

As part of the environmental review for the proposed project, the Lead Agency prepared and circulated an Initial Study that included a preliminary evaluation of potential impacts associated with the project's construction and subsequent operation. The Initial Study provided the basis for determining the nature and scope of the environmental analysis that should be undertaken as part of this EIR's preparation.

The environmental analysis in this EIR focuses on those issues where it was determined, as part of the Initial Study's preparation, that there was a potential for significant environmental impacts in the absence of mitigation. Under CEQA, a significant effect on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a proposed project. This EIR considers those issues that were identified in the Initial Study as being potentially significant. The issues the Initial Study determined would require analysis in the EIR are summarized in Table 1-1 provided below and on the following pages.

Table 1-1
Issues Requiring Analysis in the Draft EIR

Initial Study Section (refer to Appendix A)	Description of Determination
Aesthetic Impact (Subsection C).	The proposed project's potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
Air Quality Impact (Subsection A).	The proposed project's potential for conflicting with or obstructing the implementation of the applicable air quality plan.
Air Quality Impact (Subsection B).	The proposed project's potential for violating any air quality standard or contributes substantially to an existing or projected air quality violation.
Air Quality Impact (Subsection C).	The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).
Air Quality Impact (Subsection D).	The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations.
Air Quality Impact (Subsection E).	The proposed project's potential for creating objectionable odors affecting a substantial number of people.
Cultural Resources Impacts (Subsection A).	The proposed project's potential for causing a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines.
Cultural Resources Impacts (Subsection B).	The proposed project's potential for causing a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.
Geology Impacts (Subsection A).	The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.
Greenhouse Gas Emissions Impact (Subsection A).	The proposed project's potential for generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
Greenhouse Gas Emissions Impact (Subsection B)	The proposed project's potential to increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.
Hazardous Materials Impacts (Subsection A)	The proposed project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Table 1-1
Issues Requiring Analysis in the Draft EIR (continued)

Initial Study Section (refer to Appendix A)	Description of Determination
Hazardous Materials Impacts (Subsection B)	The proposed project's potential to create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
Hazardous Materials Impacts (Subsection C)	The proposed project's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
Hazardous Materials Impacts (Subsection D)	The proposed project's potential for being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.
Hydrology and Water Quality Impact (Subsection A).	The proposed project's potential for violating any water quality standards or waste discharge requirements.
Hydrology and Water Quality Impact (Subsection B).	The proposed project's potential for substantially depleting groundwater supplies or interfering substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
Hydrology and Water Quality Impact (Subsection E).	The proposed project's potential to create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
Hydrology and Water Quality Impact (Subsection F).	The proposed project's potential for substantially degrading water quality.
Land Use and Planning Impact (Subsection B).	The proposed project's potential for conflicting with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
Noise Impact (Subsection A).	The proposed project's potential for exposing persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
Noise Impact (Subsection B).	The proposed project's potential for exposing people to or generation of excessive ground-borne noise levels.
Noise Impact (Subsection C).	The proposed project's potential for resulting in a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project.
Noise Impact (Subsection D).	The proposed project's potential for resulting in a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the project.
Public Services Impact (Subsection A).	The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

Table 1-1
Issues Requiring Analysis in the Draft EIR (continued)

Initial Study Section (refer to Appendix A)	Description of Determination
Public Services Impact (Subsection B).	The proposed project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in police protection services.
Transportation Impact (Subsection A).	The proposed project's potential for resulting in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
Transportation Impact (Subsection B).	The proposed project's potential for exceeding, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways.
Transportation Impact (Subsection D).	The proposed project's potential for substantially increasing hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Transportation Impact (Subsection E).	The proposed project's potential to result in inadequate emergency access.
Transportation Impact (Subsection F).	The proposed project's potential for conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
Utilities Impact (Subsection A).	The proposed project's potential for exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.
Utilities Impact (Subsection B).	The proposed project's potential for requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.
Utilities Impact (Subsection C).	The proposed project's potential for requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
Utilities Impact (Subsection D).	The proposed project's potential for having insufficient water supplies available to serve the project from existing entitlements and resources, or is new or expanded entitlements needed.
Utilities Impact (Subsection E).	The proposed project's potential for having inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
Utilities Impact (Subsection F).	The proposed project's potential for being served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
Utilities Impact (Subsection G).	The proposed project's potential for not complying with Federal, State, and local statutes and regulations related to solid waste.

Source: Notice of Preparation and Initial Study. Goodman Logistics Center (GLC), 12345 Lakeland Road & 12332 Florence Avenue, Santa Fe Springs, CA. October 28, 2014.

1.5 EFFECTS FOUND TO BE NOT SIGNIFICANT

The Initial Study also determined that the proposed project would not result in significant adverse impacts for a number of issue areas, which are identified in Table 1-2. The two right-hand columns of Table 1-2 indicate the determination of the Initial Study. The Initial Study is included in Appendix A.

Table 1-2
Issues Not Requiring Further Analysis in the Draft EIR

Initial Study Section Description	No Impact	Less than Significant Impact
Aesthetics Impact (Subsection A). Would the project have a substantial adverse affect on a scenic vista?	X	
Aesthetics Impact (Subsection B). Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	X	
Agriculture and Forestry Resources Impact (Subsection 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?	X	
Agriculture and Forestry Resources Impact (Subsection B). Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?	X	
Agriculture and Forestry Resources Impact (Subsection C). Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?	X	
Agriculture and Forestry Resources Impact (Subsection D). Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?	X	
Agriculture and Forestry Resources Impact (Subsection E). Would the project involve other changes in the existing environment that, due to their location or nature, may result in the conversion of farmland to non-agricultural use or the conversion of forestland to non-forest land use?	X	
Biological Resources Impact (Subsection A). Would the project have a substantial adverse effect directly or through habitat modifications, an impact 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?	X	
Biological Resources Impact (Subsection 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 U.S. Fish and Wildlife Service?	X	
Biological Resources Impact (Subsection C). Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X	

Table 1-2
Issues Not Requiring Further Analysis in the Draft EIR

Initial Study Section Description	No Impact	Less than Significant Impact
Biological Resources Impact (Subsection D). Would the project have a substantial adverse effect in interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?	X	
Biological Resources Impact (Subsection E). Would the project have a substantial adverse effect in conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?	X	
Biological Resources Impact (Subsection F). Would the project have a substantial adverse effect by conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	X	
Cultural Resources Impact (Subsection C). Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	X	
Cultural Resources Impact (Subsection D). Would the project disturb any human remains, including those interred outside of formal cemeteries?	X	
Geology Impact (Subsection B). Would the project result in or expose people to potential impacts involving substantial soil erosion or the loss of topsoil?	X	
Geology Impact (Subsection C). Would the project result in or expose people to potential impacts involving the location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X
Geology Impact (Subsection D). Would the project result in or expose people to potential impacts involving the location on expansive soil, as defined in California Building Code (2010), creating substantial risks to life or property?	X	
Geology Impact (Subsection E). Would the project result in or expose people to potential impacts involving 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?	X	
Hazardous Materials Impact (Subsection E). Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	X	
Hazardous Materials Impact (Subsection F). Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	X	
Hazardous Materials Impact (Subsection G). Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	X	

Table 1-2
Issues Not Requiring Further Analysis in the Draft EIR

Initial Study Section Description	No Impact	Less than Significant Impact
Hazardous Materials Impact (Subsection H). Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	X	
Hydrology and Water Quality Impact (Subsection C). Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	X	
Hydrology and Water Quality Impact (Subsection D). Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?	X	
Hydrology and Water Quality Impact (Subsection G). Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X	
Hydrology and Water Quality Impact (Subsection H). Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	X	
Hydrology and Water Quality Impact (Subsection I). Would the project expose people or structures to a significant risk of flooding because of dam or levee failure?	X	
Hydrology and Water Quality Impact (Subsection J). Would the project result in inundation by seiche, tsunami, or mudflow?	X	
Land Use Impact (Subsection A). Would the project physically divide an established community, or otherwise result in an incompatible land use?	X	
Land Use Impact (Subsection C). Would the project conflict with any applicable habitat conservation or natural community conservation plan?	X	
Mineral Resources Impact (Subsection 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?	X	
Mineral Resources Impact (Subsection 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?	X	
Noise Impact (Subsection 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 expose people residing or working in the project area to excessive noise levels?	X	
Noise Impact (Subsection F). For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	X	

Table 1-2
Issues Not Requiring Further Analysis in the Draft EIR (continued)

Initial Study Section Description	No Impact	Less than Significant Impact
Population and Housing Impact (Subsection A). Would the project induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?		X
Population and Housing Impact (Subsection B). Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	X	
Population and Housing Impact (Subsection C). Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	X	
Public Services Impact (Subsection C). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in school services?		X
Public Services Impact (Subsection D). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other governmental services?	X	
Recreation Impact (Subsection 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?		X
Recreation Impact (Subsection B). Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	X	
Transportation Impact (Subsection C). Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?	X	

Source: Notice of Preparation and Initial Study. Goodman Logistics Center (GLC), 12345 Lakeland Road & 12332 Florence Avenue, Santa Fe Springs, CA. October 28, 2014.

1.6 ISSUES OF POTENTIAL CONTROVERSY

The following areas of controversy may continue to be debated as part of the review and consideration of the proposed GLC facility development:

- The proposed project will result in increased truck traffic both during the weekday and weekend periods.
- The additional traffic may affect the current levels of service at a number of local intersections though these impacts were found to be less than significant with adherence to the mitigation.

- The proposed project's operation will have the potential to generate noise that may affect nearby homes in the absence of mitigation; and,
- The ongoing demolition activities have resulted in impacts related to the generation of odors.

1.7 EXECUTIVE SUMMARY

This section summarizes the findings of this Draft EIR for each of the issue areas analyzed.

1.7.1 FINDINGS OF ENVIRONMENTAL IMPACT ANALYSIS

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the proposed GLC facility. Table 1-3 summarizes the EIR's findings.

Table 1-3
Summary of Impacts

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Aesthetic Impacts		
The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. A number of above-ground tanks and other structures are located within the project site. These above-ground improvements, and all remaining substructures, are currently being removed Lighting in the project area includes street lighting along Florence Avenue, Lakeland Road, and Bloomfield Road. Other sources of light in the area include light from vehicle headlights, signage, security lighting, and indoor lighting. Potential light sensitive receptors located in the vicinity of the project site include the single-family residences located to southwest of the site (approximately 600 feet) and the Lakeland Villa Mobile Home Park (located approximately 800 feet to the west). The direct line of sight between these light sensitive receptors and the project site are obstructed by the existing buildings located between the residences and the project site.	Because the proposed GLC facility will operate 24-hours a day, the project will include additional light sources on-site, including interior lighting, parking area lighting, lighting in the receiving areas and truck maneuvering areas, and security lighting. The GLC site is bounded by industrial land uses on the west and major roadways on the north, east, and south. In the immediate areas, the project is not expected to disturb any light sensitive land uses. As indicated previously, light sensitive land uses (homes) are located to the west and south of the site. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Lakeland Road and Norwalk Boulevard. Light trespass from the proposed site will not impact these light sensitive receptors due to their distance from the project site and the existing buildings that obstruct views of the project site. Mitigation is warranted to ensure that light trespass on nearby properties is prevented. The proposed project is not expected to result in any significant adverse impacts on sensitive receptors since the mitigation identified in the section that follows would be effective in reducing light trespass.	To reduce the potential for spill-over lighting, the following mitigation will be required: ● Exterior lighting on the buildings and in the yard area must be designed and shielded to prevent light trespass. This mitigation can be effectively implemented using shorter lighting standards and shielding. A photometric lighting plan must also be reviewed and approved by the Planning and Development Department and Police Services Department. The aforementioned mitigation will reduce the potential aesthetic impacts to levels that are less than significant. *The analysis indicated the proposed project would not result in significant adverse unmitigable light and glare impacts.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Air Quality Impacts (continued)		
Air quality within the SCAB has shown a steady improvement since monitoring was initiated and the ozone concentrations are no exception. The maximum 1-hour ozone concentration in the SCAB measured in 2002 was the lowest concentration since monitoring began. Ozone concentrations still exceed both the State and Federal clean air standards in some areas of the SCAB though the urbanized area of Los Angeles County has not experienced an exceedance of either Federal or State ozone standards. The exceedances were recorded in the San Bernardino Mountains and the Santa Clarita area. The project site was formally occupied by the Powerine Oil Refinery, which has ceased operations. The existing above ground improvements are currently being demolished. As part of the original sales agreement, the seller is responsible for the demolition and removal of the above ground improvements while the Applicant will be responsible for the removal of the below ground sub-structures. When the refinery was in operation and during the operation of the interim wastewater treatment facility, there were numerous violations of the Clean Air Act at the refinery. These violations were directly related to accidental releases or malfunctioning equipment when both activities were operational. In the past year, odors have been released from the remaining above ground storage tanks that have resulted in numerous complaints from nearby businesses and residences. Sensitive receptors located near the project site include the following: ● The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary. ● A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site. ● The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest. ● The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility is located approximately 730 feet west of the project site.	Daily construction emissions will exceed the SCAQMD significance thresholds for ROG (reactive organic gases) and NO_x (nitrogen dioxide). Therefore, the mass daily construction-related impacts associated with the proposed project would be significant. Mitigation measures have been identified that will further reduce operational air emissions. Long-term (operational) emissions refer to those air quality impacts that would occur once the proposed project is operational. These impacts would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes mobile emissions associated with vehicular traffic and stationary emissions. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The LST analysis indicated that no significant adverse impacts would result from the proposed project's implementation. The proposed project will not result in any significant adverse impacts related to an air quality impact on a sensitive receptor. The potential LST impact related to NO_x emissions will be controlled with the implementation of the required mitigation. The long term PM_{10} LST impacts will be mitigated by maintaining trucks and prohibiting idling. The proposed project will not result in the creation of any CO hot spot. Odors continue to be a problem within the site. The redevelopment of the property will involve the removal of both the above and below ground improvements associated with the former refinery and the subsequent interim use (the waste water treatment plant). The proposed project will not result in any significant adverse impacts related to the generation of odors.	The following mitigation measures will be effective in reducing potential construction-related air quality impacts: ● Unpaved construction areas shall be watered during excavation, grading, and construction, and temporary dust covers shall be used to reduce dust emissions and in order to meet SCAQMD Rule 403. Watering would reduce fugitive dust by as much as 55 percent. ● The Applicant or General Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. ● Materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage. ● All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. ● The Applicant shall ensure that trucks carrying debris are hosed off before leaving the construction site. ● The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures. The following mitigation measures will be effective in reducing potential operational air quality impacts: ● The facility will prohibit the idling of trucks while waiting to be loaded or unloaded. Signage must be posted within the entryways to the truck maneuvering and the receiving areas. *The proposed project would exceed thresholds of significance for ROG and NO2.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Cultural Resources Impacts		
Prior to European contact, the local Gabrielino Indians lived in more than 50 villages located throughout the Los Angeles Basin. 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. No village sites are known or suspected to be present within or adjacent to the project site. One archaeological site, Site CA-LAN-2809, was recorded to the north of the project site in the Village at Heritage Springs development. The artifacts encountered at the site consisted of shell and lithic artifacts. This site was heavily disturbed by past oil drilling activities. Subsurface testing was conducted to determine if this site was an intact archaeological deposit or if it had been re-deposited from anther location. The archeologist investigating the site concluded that Site CA-LAN-2809 consisted of re-deposited sediment that was imported from an unknown source. Two locations in the City are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate-(also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road. The existing remaining improvements within the project site do not meet any of the aforementioned criteria for listing on the National Register.	As indicated previously, the project site has been occupied by a refinery that operated under several business names. The Powerine Refinery closed in the mid 1990s though there were plans for an adapted reuse of this facility. None of these proposals, however, were realized. During the past several years, there have been ongoing demolition and site remediation activities that will culminate with removal of all the above ground improvements. The seller of the property is responsible for the removal of the above ground improvements, while the Applicant is responsible for the removal of the substructures. The majority of the above ground improvements have been removed from the eastern and central portion of the site, while the above ground demolition of those structures in the western portion are ongoing. As a result, no impacts on historic resources are anticipated from the proposed project. The project site has been completely disturbed and no structures that could be potentially historic remain within the project site. The project site was developed as a refinery in the 1930s. The initial development and the subsequent improvements that have occurred over the years along with the ongoing demolition and soils remediation has resulted in extensive disturbance of the on-site soils. As a result, there is a limited likelihood that archaeological resources will be encountered during the site's redevelopment. As part of future grading and excavation activities, the potential for discovering archaeological resources cannot be completely discounted. For this reason, mitigation has been identified to address any resources that may be encountered. No archaeological resources have been identified by the archival search or field survey. However, it is possible that construction activities could potentially uncover subsurface cultural deposits. In addition, the project site has been completely disturbed and no structures that could be potentially historic are present on the project site.	The following mitigation measure will be required to address potentially significant impacts. ● If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Geology Impacts		
The project site is located in the La Habra Piedmont Slope of the Los Angeles Basin, just north of the Santa Fe Springs Plain, at an elevation of between 70 feet and 80 feet above mean sea level (AMSL). The general area is located within a topographic depression located between the La Habra Piedmont and Santa Fe Springs Plain, with a slight regional slope in this area to the southeast. The La Habra Piedmont Slope is a coalescing alluvial fan derived from sediments eroding off of the Puente Hills to the north; surface sediments have been mapped as Quaternary alluvium. The nearest major fault zones include the Whittier Fault Zone approximately four miles to the northeast, and the Newport-Inglewood Fault Zone approximately 11 miles southwest. No active faults subject to the Alquist-Priolo Special Studies Zone (APSSZ) requirements are located in the City (these APSSZ faults may result in fault rupture impacts). As a result, no surface rupture impacts will likely impact the proposed project site. The Santa Fe Springs Blind Thrust Fault, which is a segment of the Puente Hills Blind Thrust Fault does extend through the City. The Puente Hills Blind Thrust Fault was responsible for the 1987 Whittier Narrows Earthquake. The California Geological Survey (CGS) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). According to the Seismic Zones Hazard Map prepared for the Santa Fe Springs 7 ½ Minute Quadrangle, the project site is located within an area where there is an elevated risk for liquefaction. The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake.	The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, no significant adverse impacts are anticipated. The project site is located within an area that may be subject to potential liquefaction risk. The Hanford Soils Association which underlies the project site is suitable for development as is evident of the existing development found within and around the project site. As a result, no impacts due to potential unstable soils are anticipated. The proposed project's implementation will involve the removal of all of the existing onsite substructures and the construction of three new concert tilt-up buildings that have a total floor area of 1,210,800 square feet. These new buildings will be constructed according to the most current California Building Code (CBC) requirements and will meet all size seismic safety regulations. As a result, post project conditions will be environmentally superior to that which presently exists.	The analysis determined that no mitigation measures are required. *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*
Greenhouse Gas Impacts		
The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. 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_2), methane (CH_4), and nitrous oxide (N_2O). 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.	The CO_2E total for the project is 37,377 pounds per day or 16.95 $MTCO_2E$ tons per day or 6,187 metric tons per year which is below the threshold of 7,000 for industrial uses. For industrial projects, GHG-related impacts may be found to be insignificant if they meet interim performance standards for construction and transportation-related emissions, and emit no more than 7,000 MTCO2e per year from non-transportation operational sources.	The proposed project will result in GHG emissions that will not exceed the SCAQMD's recommended thresholds of 7,000 metric tons CO_2E per year. In addition, the mitigation measures measure included in the air quality section (Section 3.2 Air Quality Impacts) and adherence to the pertinent "Recommended Actions for Climate Change." Adherence to these protocols will reduce the potential impacts to levels that are less than significant. No additional mitigation is required.

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Greenhouse Gas Impacts (continued)		
Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.	Projects that do not qualify under both criteria are presumed to have significant impacts and must prepare an EIR and implement all feasible mitigation measures. The proposed project, however, will translate into significant benefits related to greenhouse gas reductions since it will replace an older and obsolete petroleum refinery operation. The proposed GLC project is an infill development that will promote sustainable development and land use practices. The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. The project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures. The proposed project would not impede the implementation of any of the CARB's recommended actions. 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. As the proposed project would reduce its GHG emissions by 36%, the potential GHG impacts are considered to be less than significant.	*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*
Hazardous Materials Impacts		
The previous refining operations included processing crude oil into several grades of fuel including kerosene, leaded gasoline and aviation fuel, unleaded gasoline, jet fuel, high and low-sulfur diesel, fuel oil, and petroleum coke. Soil and groundwater quality beneath and in proximity to the project site has been impacted by spills and other contamination associated with the previous refinery uses. Soil and groundwater investigations, as well as proposed remedial activities have been conducted previously pursuant to a Cleanup and Abatement Order (CAO) No. 97 118 issued by the Regional Water Quality Control Board – Los Angeles Region (Water Board) to the Powerine Oil Company.	The installation of deep soil and groundwater remediation infrastructure will occur during this task. Site restoration and mass grading will then occur. As indicated previously, the RWQCB-LA is overseeing the implementation of two remedial action plans (RAPs) to clean up soil and groundwater contamination. The future development will assist in a timelier implementation of this clean-up effort. The response actions/remedial actions for the project site will be implemented in an integrated fashion to facilitate redevelopment construction, proceeding first in the eastern portion of the site and progressing westward across the former refinery property.	To ensure that future demolition activities do not result in the release of any hazardous or chemical wastes, the following mitigation measures are identified herein as a means to address this potential impact. ● Should any hazardous materials be encountered during future removal of substructures, the contractors employed by RDX shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Hazardous Materials Impacts (continued)		
The contamination that is present within the project site is a result of the historic petroleum storage and refining operations. As such, chemicals associated with these releases include *total petroleum hydrocarbons* (TPH) as various ranges of hydrocarbon weights (i.e., TPH gasoline range organics [TPHg], TPH diesel range organics [TPHd], and TPH motor oil range organics [TPHmo]), volatile organic compounds (VOCs), such as *benzene, toluene, ethylbenzene, and xylenes* (BTEX compounds), *polycyclic aromatic hydrocarbons* (PAHs), such as dibenzo(a,h)anthracene, and petroleum product additives and processing chemicals (including metals and other VOCs). The proposed project site's history of oil production, the historical presence of oil production wells on the site, and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion, and was an important consideration in the evaluation of human health risk for future receptors. There are a number of closed landfills located in the vicinity of the project site that could result in potential methane releases in the absence of mitigation methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air.	In this way, all areas of contamination on the former refinery property, including those crossing the property line between the eastern and western portions of the site will be addressed. To ensure that potential impacts related to the removal of substructures do not result in any significant adverse impacts, mitigation has been included herein. Adherence to the aforementioned mitigation measures will reduce the potential impacts to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operators will also be required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs. The project site is located within a *methane zone*. Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.	● The building contractors employed by RDX must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during removal activities. ● The proposed project site's history of oil production, the historical presence of oil production wells on the site, and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion. ● The GLC once operational, will be required to prepare and maintain an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs. The methane risk will be addressed with the implementation of the following mitigation. ● The Applicant must provide the City with an updated soils assessment to ascertain the location and extent of potential methane contamination within the soils that underlie the project site. Following the soils assessment, the Applicant will be required to install an active methane detection system should it be determined following field investigations that such devices are needed. *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*
Hydrology and Water Quality Impacts		
Information for the site area in Santa Fe Springs indicates that the depth to first-encountered groundwater within the Exposition Aquifer ranges from 75 feet to 100 feet-bgs. The Gage Aquifer consists predominantly of sands and fine gravels with an estimated thickness between 30 feet and 60 feet. In the site and the nearby area, the Santa Fe Springs Plain consists of the late Pleistocene alluvium of the Lakewood Formation.	The site's development will also result in the majority of the site being covered over in impervious surfaces (buildings, parking areas, internal roadways, etc.). The site plan, however, does provide for just under five acres of landscaping that will facilitate percolation of stormwater runoff. The post project impacts will be superior to the existing and former site conditions.	The following mitigation measures will be effective in reducing potential water quality impacts: ● The plans and specifications shall require the operator to implement the Best Management Practices (BMPs). The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Hydrology and Water Quality Impacts (continued)		
The Lakewood Formation unconformably overlies the lower Pleistocene San Pedro Formation and the Pliocene Pico Formation. The Lakewood Formation consists of interbedded clays, silts, silty sands, and sands representative of stream-type alluvial and floodplain deposits. Previous subsurface investigations conducted at the site confirm that the lithology is a vertically and laterally heterogeneous layering of such alluvial deposits. The underlying materials consist of interbedded alluvial sediments ranging in texture from poorly graded sands through fat clays. The western portion of the City was previously located within the Los Angeles River 100-year floodplain. The Los Angles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River and the Rio Hondo River located to the north of Santa Fe Springs. These improvements, completed in 2001, now provide protection for Santa Fe Springs residents in the eastern and southern portion of the City. There are no natural lakes or streams within or adjacent to the project site. No natural drainage or riparian areas remain within the project area due to the past development.	No materials will be stored outside of the buildings. In addition, the site will be maintained to ensure that any materials that may have inadvertently fallen off of trucks will be collected. The proposed project improvements will include the installation of a water clarifier to treat surface runoff prior to being conveyed to the storm drains. The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. No potable water wells are located within the project site. The excavation required for utility connections and building footings will not be deep enough to interfere with any local aquifer. Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. The previous petroleum refinery use consumed large quantities of water associated with the petroleum refining process. Additional water has been consumed as part of the above ground demolition and for the control of fugitive dust. Given the nature of the project, no significant net change in *area-wide* water consumption will occur. As a result, the potential impacts are considered to be less than significant. The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained.	● During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements. ● Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable. ● Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind. The City has a Water Conservation Ordinance that requires the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. These measures will be effective in mitigating potential impacts on groundwater resources. *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Land Use Impacts		
Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman. A number of above-ground tanks and other structures are located within the project site. These above-ground improvements are currently being removed. Land uses and development in the vicinity of the 54.69-acre project site are described below: ● Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW). ● Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW. ● Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Road ROW. ● Various industrial uses abut the project site on the west side. As mentioned previously, an approximately 2-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility. The General Plan and Zoning land use designations that are applicable to the project site is *M-2, Heavy Manufacturing*.	The General Plan designation that is applicable to the project site is *Industrial* and the site is zoned as *M-2* (Heavy Industrial). This designation permits a wide range of industrial activities. According to the City of Santa Fe Springs General Plan, the existing use is conditionally permitted within this land use designation. As a result, no Zone Change or General Plan Amendment is required as part of the proposed project's implementation. In addition, the proposed project conforms to all applicable development standards. As a result, no zone variances will be required for the proposed project. A tentative parcel map (TPM) will be required to create the three new parcels (one for each of the new buildings). As indicated previously, the proposed GLC development is consistent with the existing General Plan and Zoning Designations. No Zone Change or General Plan Amendment is required as part of the proposed project's implementation. The project will not involve the permanent closure of any existing roadways that serve an established residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community. The project site is located in the midst of an existing urbanized industrial area. As a result, no impacts are anticipated.	The analysis determined that no mitigation measures are required. *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*
Noise Impacts		
The noise environment within the project site is dominated by vehicle traffic noise along major arterial roadways such as Lakeland Road, Bloomfield Avenue, Norwalk Boulevard and Florence Avenue. To characterize ambient noise levels, a field study was conducted within the project site. During the measurement period, the dominant source of noise included traffic noise on the adjacent roadways. Secondary sources of noise were related to activities being conducted at nearby industrial establishments. Ambient noise levels during the majority of the measurement period ranged from 59.2 dBA to 62.9 dBA.	For the yard activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The majority of the loading and unloading activities would occur during the daytime periods. After hour activities during the night-time and early morning periods would largely be limited to general maintenance and cleaning.	The following mitigation measures will ensure that operational noise levels do not significantly impact noise sensitive land uses in the area: ● The Applicant shall be required to screen the building's equipment (air conditioning, refrigeration, etc.) and machinery related to the future user, as necessary to attenuate noise.

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Noise Impacts (continued)		
A computerized noise model was used to estimate the existing traffic noise levels along the three roadways that are located adjacent to the project site: Florence Avenue, Bloomfield Avenue, and Lakeland Road. Sensitive receptors located near the project site include the following: ● The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary. ● A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site. ● The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road. ● The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest. The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent roadways. According to the city's noise control requirements, the maximum permitted noise level within the M-2 zone is 90 dBA.	The proposed project will be required to adhere to the City's regulations pertaining to noise control. There are no noise sensitive receptors located within the vicinity of the p0roject site. In addition, the on-site construction activities will be required to conform to the city's noise control requirements. As a result, no significant adverse impacts are anticipated. The proposed project will be required to adhere to the City's regulations pertaining to noise control. As a result, no significant impacts with respect to a potential violation of noise control standards are envisioned. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise since it typically requires a doubling in traffic volumes to result in a perceptible change in traffic noise. As a result, the proposed project will not result in any significant adverse ground-borne noise impacts. Noise levels associated with any future construction activities would be slightly higher than the existing ambient noise levels in the project site. However, the construction noise would subside once construction of a particular project is completed. The noisiest phases of construction for commercial development are presented as 89 dBA while residential development are presented as 88 dBA Leq, both as measured at a distance of 50 feet from the construction effort. 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. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. Residential uses are located west, southwest, and north of the site. Based on spreading losses, noise levels could be on the order of 70 to 71 dBA at the homes located nearest to the project site. The noise affecting these homes will be significantly reduced due to the effect of spreading loss.	*The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Setting	Environmental Setting
Noise Impacts (continued)		
	In addition, the ambient noise levels that presently exist in the area will help to mask potential construction noise. The permissible times for development activity are from 7:00 AM to 7:00 PM. As such, no construction activities shall be permitted outside of these times. Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant.	
Public Services Impacts		
The City of Santa Fe Springs Fire 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 City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the city. The DPS is staffed by both City personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The police services contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees.	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. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation. The previous refinery operation involved numerous calls for service from the Fire Department. The Fire Department is also actively involved in the current demolition and remediation efforts. The site's redevelopment will eliminate the existing demands related to the previous and current use. Furthermore, appropriate fire access will be located throughout the site. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation. The yard area where the receiving and loading areas are located will be secured from public access. In addition, the facility will be manned by security personnel. Finally, the existing use is an attractant for vandalism. As a result, the impacts will be less than significant. The proposed project will not involve any activities or facilities that would place any additional demands on law enforcement services. As a result, no impacts on law enforcement services will result from the proposed project's implementation.	The analysis determined that no mitigation measures are required. *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Transportation and Circulation Impacts		
The following discussion provides an overview of the regional and local transportation and circulation system in the vicinity of the project site. ● *Interstate 5 (I-5)* is located approximately 1.5 miles to the west of the project site, and provides regional access to the area by connecting the City of Santa Fe Springs to adjacent cities, northerly to the greater Los Angeles area and southerly to Orange County. Within the project study area, I-5 is oriented in a northwest-southeast direction and provides access to the project site via interchanges at Telegraph Road and Bloomfield Avenue. Other nearby interchanges include Orr And Day Road/Florence Avenue, Norwalk Boulevard, Pioneer Boulevard and the I-5/I-605 confluence. The freeway currently provides three northbound and four southbound mixed-use lanes in the vicinity of the project. ● *Interstate 605 (I-605)* provides regional access to the area from Long Beach to its northerly terminus in the San Gabriel Valley. I-605 is oriented northeast-southwest through the City of Santa Fe Springs, and provides access to the site via interchanges at Telegraph Road and Florence Avenue. The freeway currently provides three (3) mixed-use lanes and one (1) HOV lane in each direction in the vicinity of the I-5/I-605 confluence near the project site. ● *Florence Avenue* is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Florence Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving east-west between the City of Downey (to the west) and unincorporated L.A. County (to the east). Florence Avenue has freeway interchanges at both I-5 and I-605, and will provide direct ingress and egress to the project on the north side of the site in the eastbound direction only.	The project trip generation was determined using standardized trip rates from the Institute of Transportation Engineer (ITE), Trip Generation, 9th Edition. ITE Codes 150 (Warehousing) and 110 (Light Industrial) were applied in the analysis to estimate the inbound and outbound traffic generated by the project. The proposed project is forecast to generate a total of 379 AM peak hour trips, and 404 PM peak hour trips. The ITE's data was used to calculate the anticipated truck mix for the proposed warehouse/light industrial use. The percent of trucks anticipated during the AM and PM peak hours was then adjusted upwardly by a Passenger Car Equivalence (PCE) ratio of 2.0 passenger cars per truck, to account for the operational impacts of trucks on the intersection ICU ratings. Project peak hour trips were therefore converted to passenger car equivalents for the intersection LOS analysis, resulting in an increase in project trips to 453 AM peak hour PCE trips and 483 PM peak hour PCE trips. Project trips were distributed to the study area roadway network using existing traffic distribution characteristics, the projected project site accessibility for trucks and passenger cars, and an analysis of the logical routes from surrounding origin and destination zones for trucks passenger car trips for each proposed project land use. Based on this method, it was determined that 40 percent of trucks (50% of PCs) will access the site on the north side via Florence Avenue, and 60 percent of trucks (50% of PCs) will access the site on the south via Lakeland Road. The project's AM and PM generated trips were then assigned to the surrounding transportation system using these distribution patterns for each of the study area intersections. The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation.	The following mitigation measures will be required to reduce the potential traffic impacts. ● The project will be required to implement those mitigation measures in design improvements identified in Table 3-20. The specific physical improvements will be applicable to the following intersections: Lakeland Road and Bloomfield Avenue, Telegraph Road and Bloomfield Avenue, and Florence Avenue at Orr and Day Road. Mitigation Measure 21 will be applicable to the remaining four intersections shown in Table 3-20. ● The project Applicant will pay an in-lieu traffic fee to be used for improvements to the City's CENTRACS traffic control system such as installation of the fiber optic cable, video detection cameras, CCTV monitoring cameras, etc. The City will supervise the design and installation of the proposed project *The analysis indicated the proposed project would not result in significant adverse unmitigable impacts with the implementation of the recommended mitigation.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Transportation and Circulation Impacts (continued)		
• *Telegraph Road* is a six-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Telegraph Road is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, and serves northwest/ southeast traffic from unincorporated L.A. County to the east, and runs adjacent to the I-5 between the Cities of Pico Rivera and Downey to the west. Telegraph Road provides sub-regional access from the San Gabriel Valley area to the project site via the freeway interchange at I-605. • *Bloomfield Avenue* is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Bloomfield Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving north/south traffic between the Cities of Norwalk (to the south) and Whittier (to the north), where Bloomfield Avenue becomes Santa Fe Springs Road. Between the central and southerly meandered city boundary lines, Bloomfield Avenue provides regional access from Orange County via the I-5 Freeway near Firestone Boulevard. The proposed project abuts Bloomfield Avenue along the easterly boundary of the project; however, no direct access to the site will be provided from Bloomfield Avenue. • *Lakeland Road* is a two-lane undivided roadway with some on-street parking along its length, and a curb-to-curb width of 64 feet. Lakeland Road is classified as a Secondary Arterial in the City of Santa Fe Springs' General Plan, serving primarily local traffic between Pioneer Boulevard to the west, and Carmenita Road to the east. Lakeland Road will provide direct access to the project on the south side of the site. Based on the anticipated land use, project trip distributions and size of the project, along with the prior consultation with the City of Santa Fe Springs, the following locations have been included in the project study area. All nine intersections are currently signalized. 1.) Bloomfield Avenue at Lakeland Road 2.) Bloomfield Avenue at Florence Avenue	The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation. A comparison of "Pre-Project" and "With Project" traffic conditions was performed in order to determine the significance of potential traffic impacts due to project on the surrounding study area intersections. Using the City's adopted significance thresholds, intersection volume-to-capacity ratios, delays, and LOS results which reflect the Year 2015 traffic conditions without the proposed GLC Santa Fe Springs project were compared with Year 2015 conditions with project traffic. Table 10 included in the traffic study summarizes this comparison to illustrate the changes in ICU, delays, and LOS at each study area intersection, and to indicate potential significant traffic impacts caused by the project's peak hour traffic during the opening year, 2015. The results summarized in Table 10 reveal that the following seven (7) study intersections would be significantly impacted during one or both of the weekday AM/PM peak hours due to the addition of the project traffic: • Bloomfield Avenue at Lakeland Road (PM peak hour); • Bloomfield Avenue at Florence Avenue (PM peak hour); • Bloomfield Avenue at Telegraph Road (AM peak hour); • Norwalk Boulevard at Florence Avenue (AM and PM peak hours); • Pioneer Boulevard at Florence Avenue (AM and PM peak hours); • Pioneer Boulevard at Telegraph Road (PM peak hour); and, • Orr And Day Road at Florence Avenue (PM peak hour).	

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Transportation and Circulation Impacts (continued)		
3.) Bloomfield Avenue at Telegraph Road 4.) Norwalk Boulevard at Lakeland Road 5.) Norwalk Boulevard at Florence Avenue 6.) Norwalk Boulevard at Telegraph Road 7.) Pioneer Boulevard at Florence Avenue 8.) Pioneer Boulevard at Telegraph Road 9.) Orr And Day Road at Florence Avenue	Based upon the findings of the impact analysis, the proposed project would not significantly impact traffic operations at the intersections of Norwalk Boulevard at Lakeland Road (Intersection #4) and Norwalk Boulevard at Telegraph Road (Intersection #6) in the Year 2015. Proposed project mitigation measures for the remaining intersection are summarized under "mitigation." The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. The nearest CMP-monitored roadways near the project are Imperial Highway and Artesia Boulevard, both located to the south of the project area. Both CMP arterials are located outside of the study area; therefore, a CMP analysis is not required for this traffic impact study. A total of nine signalized intersections were analyzed within the vicinity of the project site. Two of the nine intersections were determined to be operating at satisfactory Levels of Service (LOS) under existing (Year 2014) conditions, while the remaining seven intersections are currently operating under deficient LOS "E" or "F" conditions during one or both of the AM and PM peak hours of the day.	

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Transportation and Circulation Impacts (continued)		
	Based on the estimate trip generation, project distribution patterns, and trip assignment on the surrounding street system, weekday peak hour traffic generated by the proposed GLC Santa Fe Springs project would result in significant traffic impacts at seven (7) of the nine analyzed intersections during one or both of the AM and PM peak hours.	
Utilities Impacts		
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 Piuma 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 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. The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3½ million people. 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.	The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The future development is projected to generate 130,188 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs. 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. The proposed project's sewer laterals will tie into the existing sewer main located in Florence Avenue and Lakeland Road. The existing sewer mains have adequate capacity to accommodate the projected on-site sewer flows.	The analysis determined that no mitigation measures are required. *The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts.*

Table 1-3
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures & Significant Impacts
Utilities Impacts (continued)		
Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (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. In addition, SFSWUA receives treated groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, through the City of Whittier. Lastly, the SFSWUA also receive Metropolitan Water District of Southern California's (MWD) filtered and disinfected surface water, which is a blend of water from both the Colorado River and the State Water Project in Northern California. The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was closed on October, 2013, and closure activities at the site will take 12 to 18 months to complete. At the other closed landfills which includes the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR & R Waste & Recycling, and Serv-Wel Disposal Company.	The proposed project is projected to consume approximately 169,512 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant. The future development is projected to generate 130,188 gallons of effluent on a daily basis. The installation of modern and up-to-date plumbing fixtures in the new building will further reduce effluent generation and water consumption. As a result, no effluent treatment capacity and/or water supply commitments are required to accommodate the proposed project. The proposed project's design will accommodate the storm water runoff that is anticipated for the project site. The new improvements that will be installed as part of the proposed project's construction will be an improvement over the existing conditions. Runoff from the easterly half portion of Building 1 including the southerly portion of buildings 1 and 2 drains to catch basins at the southerly parking areas and conveyed into a proposed storm drain system and ultimately discharged to an existing 54-inch R.C.P. located north of Lakeland Road. Storage volume required for Area 2B truck yard is approximately 0.87 acre-feet with a maximum ponding depth of 1.06 foot. The majority of the disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. The future daily solid waste generation is projected to be 7,265 pounds per day. The proposed project, like all other development in 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 related to State and local statutes governing solid waste are anticipated.	

1.7.2 GROWTH-INDUCING IMPACTS

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The analysis determined that the proposed project would not influence any new development. The proposed project is the third phase of a larger development (Bloomfield Phase I and II have already been constructed). The proposed project would not lead to any indirect growth inducing impacts due to an extension of roadways and other transportation facilities, the extension of infrastructure and other improvements, or off-site public projects (treatment plants, etc). As a result, the proposed project will not result in any growth-inducing impacts. The roadway improvements (such as the three right-turn lanes are designed to accommodate the proposed project's traffic.

1.7.3 CUMULATIVE IMPACTS

The proposed project will not result in any new residential development, and as a result, no direct increase in the population or housing inventory will result from the proposed project's implementation. The proposed project will result in an increase in the local employment levels. The proposed project will employ approximately 1,000 persons (assuming one employee for every 1,000 square feet of floor area which was derived from Environmental Protection Agency [EPA] survey data.) The baseline employment levels for the year 2010 is 50,751 jobs while the 2035 projection is 51,783 jobs. The additional projected employment will account for nearly all of the new jobs projected over the next 20 years according to the aforementioned SCAG projections. However, given the City's current unemployment rate (6.5%), the additional new jobs will be a beneficial impact. The cumulative impacts related to the other issues evaluated in this EIR are summarized below:

- *Cumulative Aesthetic Impacts.* The proposed project will involve an improvement in the area's overall aesthetic quality due to the removal and replacement of the existing improvements that occupy the project site. In addition, the landscaping along the Florence Avenue, Bloomfield Avenue, and Lakeland Road frontages will be improved. The proposed project represents the last phase of development of the Bloomfield Phase I and Bloomfield Phase II developments that were completed previously by Sares Regis. As a result, no aesthetic cumulative impacts will occur.

- *Cumulative Air Quality Impacts.* The proposed project would result in air emissions and these impacts will exceed the thresholds of significance. However, the proposed project's implementation will improve the local air quality with respect to particulate and odor-related emissions that was associated with the previous refinery use.

- *Cumulative Greenhouse Gas Emissions Impacts.* The GHG emissions from the proposed project would be less than significant. Since all GHG impacts are essentially cumulative impacts, this project's cumulative impact would be reduced to a less than significant impact.

- *Cumulative Hazards and Hazardous Materials Impacts.* During construction activities, the use, storage, disposal, and transport of hazardous materials could result in unforeseen impacts in the absence of mitigation. All construction and operational activities will be required to adhere to all Federal, State, and local regulations related to the proper handling and disposal of hazardous materials. The elimination of the existing contamination will be a beneficial impact. For these reasons, potential impacts to hazards and hazardous materials are not cumulatively considerable.

- *Cumulative Hydrology and Water Quality Impacts.* Following development, the project site will be largely covered over in impervious surfaces. In addition, mitigation was required to ensure that no adverse water quality impacts will occur. Finally, the areas surrounding the project site are developed and covered over in impervious surfaces. All surface water runoff will be confined to the project site. As a result, the proposed project will not result in any cumulative impacts on hydrology and water quality.

- *Cumulative Land Use Impacts.* The proposed project is consistent with the City of Santa Fe Springs General Plan and Zoning Ordinance. The proposed project will occupy an existing industrial property that was formerly occupied by the Powerine Oil Refinery. As a result, the proposed project will not result in any cumulative land use impacts.

- *Cumulative Public Services Impacts.* The proposed project will potentially involve potential calls for emergency services from law enforcement and the fire department. The existing inactive oil refinery had a greater potential for risk of upset compared to the proposed project. In addition, the existing above-ground demolition activities have placed demands on the City of Santa Fe Springs Fire Department. Once completed, the new buildings will be secured and will be required to adhere to all pertinent safety protocols. As a result, the proposed project will not result in any cumulative impacts on fire protection and law enforcement services.

- *Cumulative Traffic Impacts.* The cumulative traffic impact was determined using an ambient growth rate that was applied to the existing traffic volumes. The analysis determined that the cumulative traffic impacts would potentially be significant. However, given the proposed project site's large size (54.69-acres), any future development within the site would lead to potentially significant impacts.

- *Cumulative Utility Impact.* The implementation of the cumulative projects may increase the need for additional utility systems in the area. Existing water lines and sewer infrastructure can accommodate the proposed project with adherence to proposed mitigation. The proposed project in combination with the cumulative projects would result in less than significant cumulative impacts to public services.

1.7.4 ALTERNATIVES ANALYSIS

CEQA requires that EIRs consider a range of project alternatives that would address a potentially significant impact. For the purposes of the proposed project's alternatives analysis, the following alternatives were considered:

- *No Project Alternative.* This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative is not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

- *Revised Land Use Alternative.* This alternative reflects the potential land use scenario if the RDX site, consisting of 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet.

- *Parcel Delivery Alternative.* Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand.

The environmentally superior alternative was the Business Park and Parcel Delivery Alternative. Overall, the impacts of this alternative are similar to those of the proposed project.

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SECTION 2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project site is located within the corporate boundaries of the City of Santa Fe Springs. The City is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana. Santa Fe Springs is bounded on the north by Whittier and the unincorporated West Whittier area, on the east by Whittier, La Mirada, and an unincorporated East Whittier area, on the south by Cerritos and Norwalk, and on the west by Pico Rivera and Downey.

Major physiographic features located in the vicinity of the City include the San Gabriel River (located approximately 4.2 miles to the west of the site) and the Puente Hills (located approximately 6.8 miles to the north of the site). Regional access to Santa Fe Springs is provided by two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.[2] Other freeways that serve the larger area include the Riverside Freeway (SR-91) and the Century Freeway (I-105). 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 proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue, in the central portion of the City of Santa Fe Springs. The project site's existing addresses include 12345 Lakeland Road and 12332 Florence Avenue.[3] The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site include 8009-022-029; 030; 031; 053; 054; 055; 056; 057; and 058.[4] A vicinity map is provided in Exhibit 2-3.

2.2 ENVIRONMENTAL SETTING

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe Springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman. The Powerine Oil Refinery opened in the 1930s and operated until 1995 when the refinery was closed. Ridgeline Energy Services will eventually operate a waste water treatment facility on an approximately 2-acre parcel located to the northwest of the project site. A number of above-ground tanks and other structures are located within the western portion of the project site. These above-ground improvements, and all remaining substructures, are currently being removed.

[2] United States Geological Survey. *The National Map [Terra Server USA]. Santa Fe Springs, California.* July 1, 1998.

[3] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[4] City of Santa Fe Springs, *Application for Development Plan Approval (DPA) [prepared for 12345 Lakeland Road and 12332 Florence Avenue.]* No Date

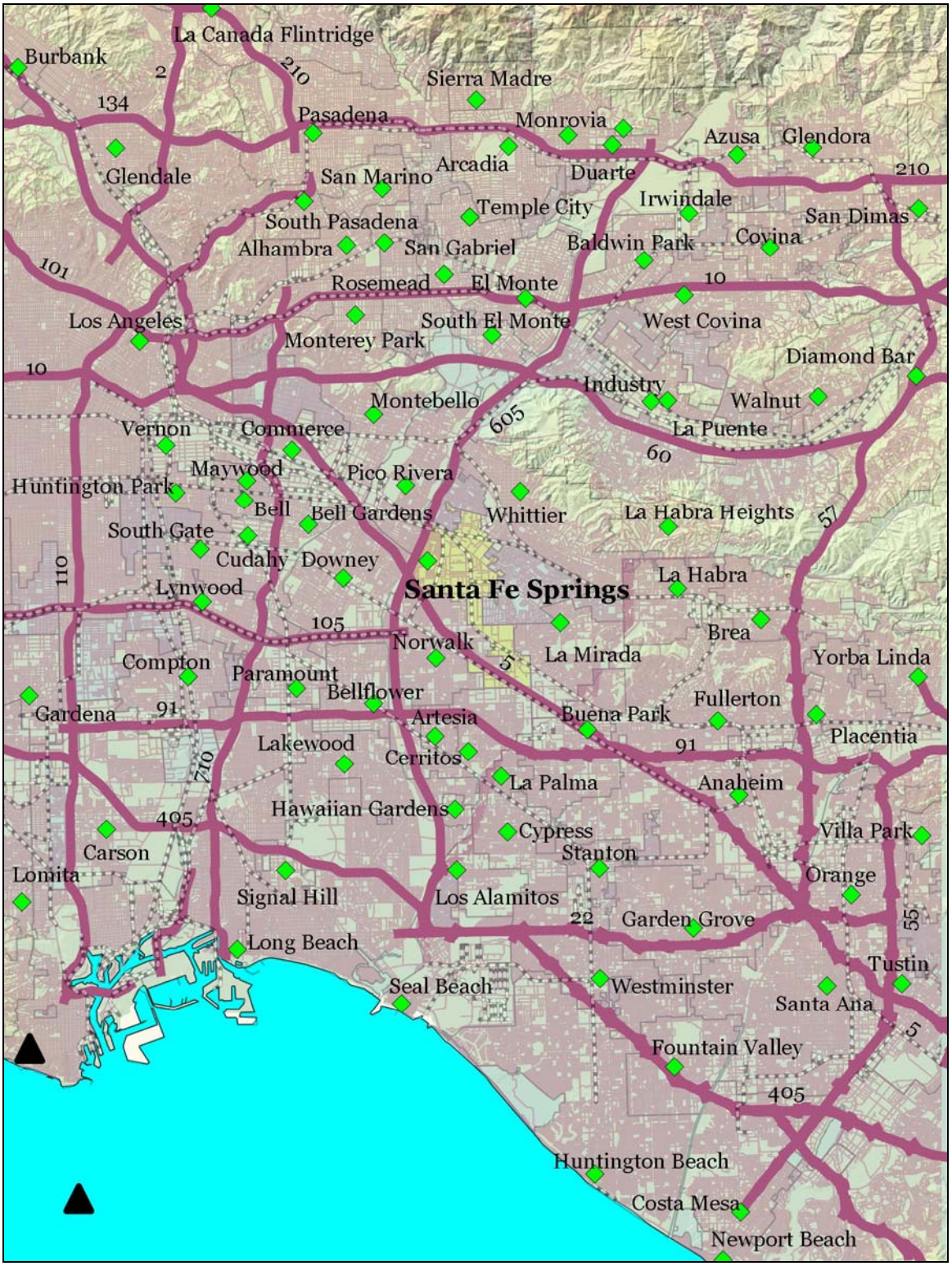


EXHIBIT 2-1
REGIONAL LOCATION MAP
SOURCE: QUANTUM GIS

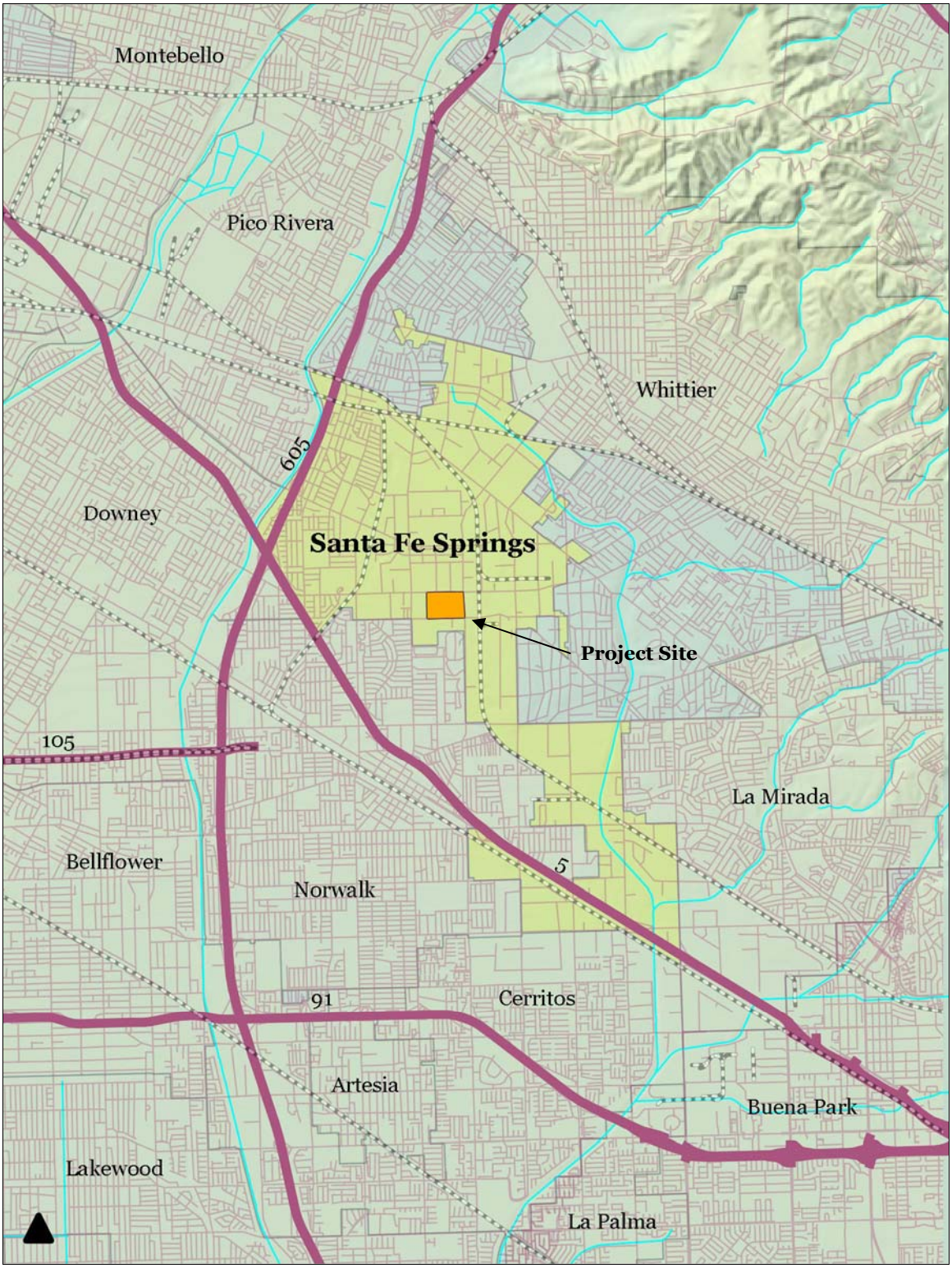


EXHIBIT 2-2
PROJECT LOCATION IN THE CITY
SOURCE: QUANTUM GIS

EXHIBIT 2-3
VICINITY MAP
SOURCE: QUANTUM GIS

Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).

- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.

- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Road ROW. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road.

- Various industrial uses abut the project site on the west side. As mentioned previously, a 2-acre parcel located to the northwest of the project site (on the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water treatment facility.[5]

The Zone designation that is applicable to the project site is *M-2, Heavy Manufacturing*.[6] The applicable General Plan designation is *Industrial*.[7] An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4. Views of the project site are shown in the photos provided in Exhibits 2-5 through 2-14. A map key of the photographs is provided.

2.3 PROJECT DESCRIPTION

2.3.1 OVERVIEW OF PROJECT'S PHYSICAL CHARACTERISTICS

The proposed project will involve the removal of the existing underground on-site improvements and any contaminated soils. The demolition and removal of the above ground structures have been underway for more than a year. The majority of the above ground structures in the eastern and west central portions of the site have been demolished and removed. In addition, Ridgeline Energy Services will continue to operate equipment in the northwestern portion of the property that will clean-up the existing contaminated groundwater. The key elements of the proposed project include the following:

- The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,634 square feet; Building 2 will consist of approximately 506,465 square feet; and Building 3 will consist of approximately 300,700 square feet.[8]

[5] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

[6] City of Santa Fe Springs. Zoning Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696

[7] City of Santa Fe Springs. General Plan Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2695

[8] Ibid.

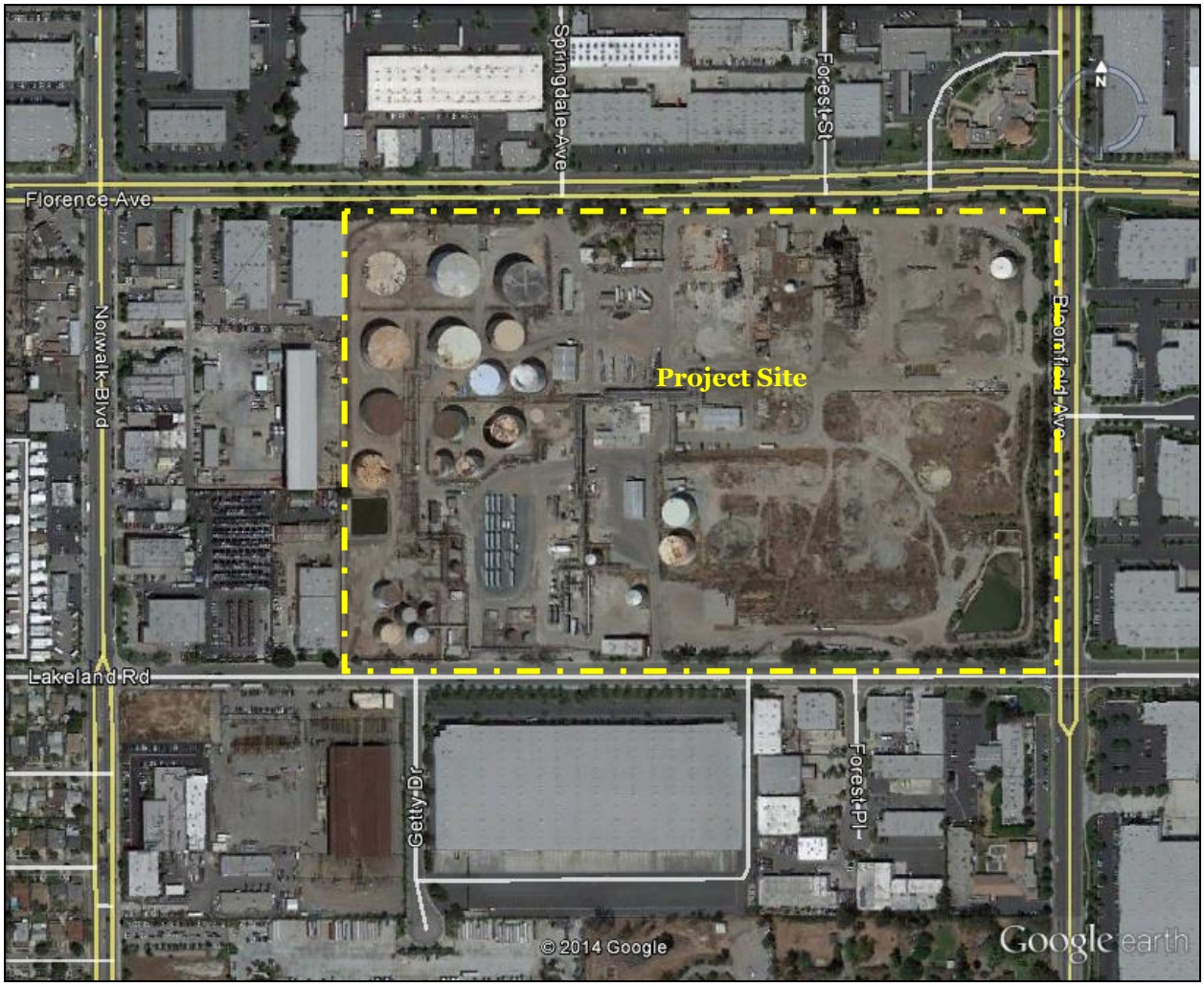
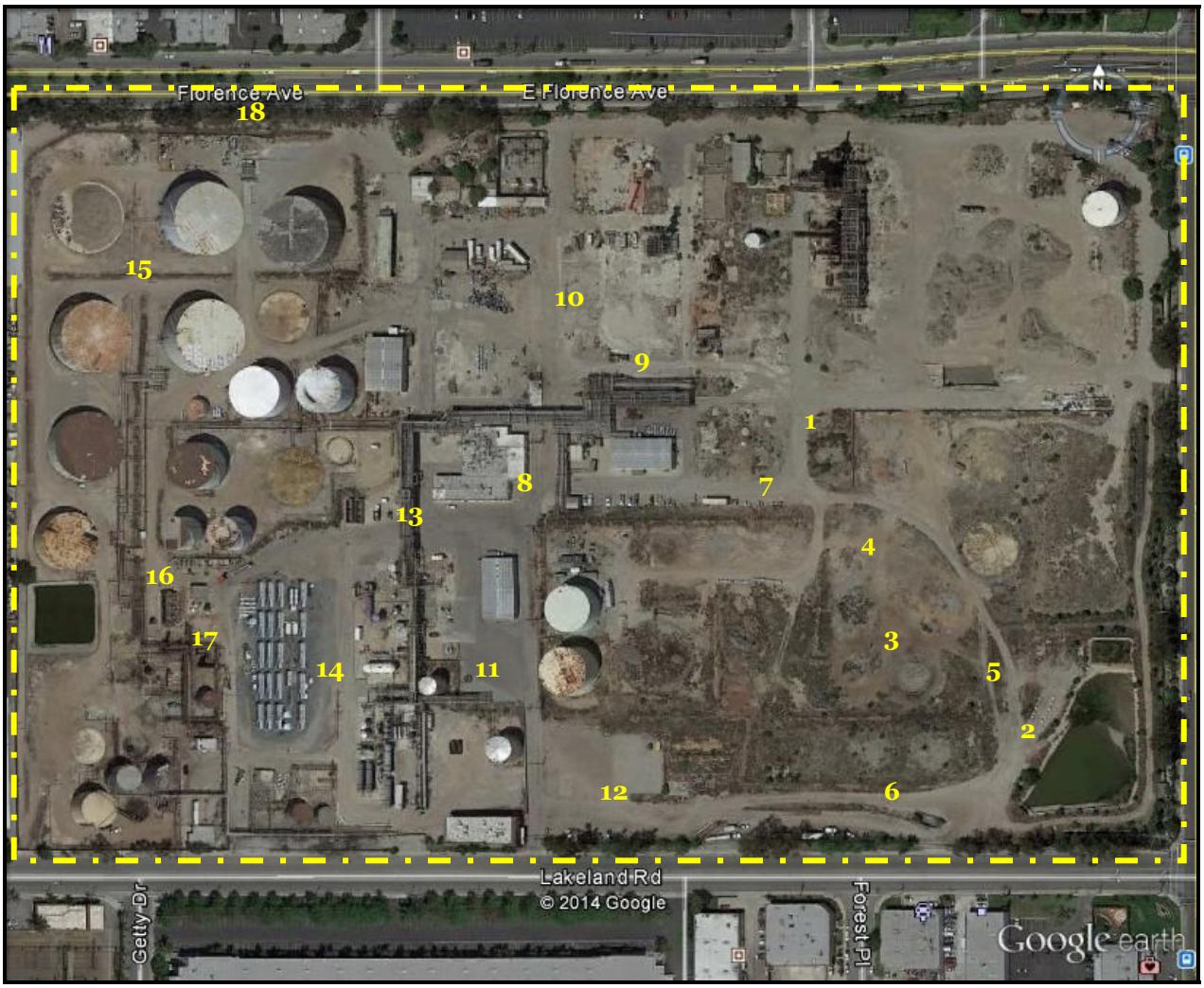


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



Note: The points on this map correspond to the 18 site photographs shown in Exhibits 2-6 through 2-14.

EXHIBIT 2-5
PHOTOGRAPH INDEX MAP
SOURCE: GOOGLE EARTH

View 1: View of the eastern portion of the project site looking east.

View 2: View of the south eastern portion of the project site looking southeast.

EXHIBIT 2-6
SITE PHOTOGRAPHS – CENTRAL PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 3: View of the eastern portion of the project site looking north.

View 4: View of the eastern portion of the project site looking northeast.

EXHIBIT 2-7
SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

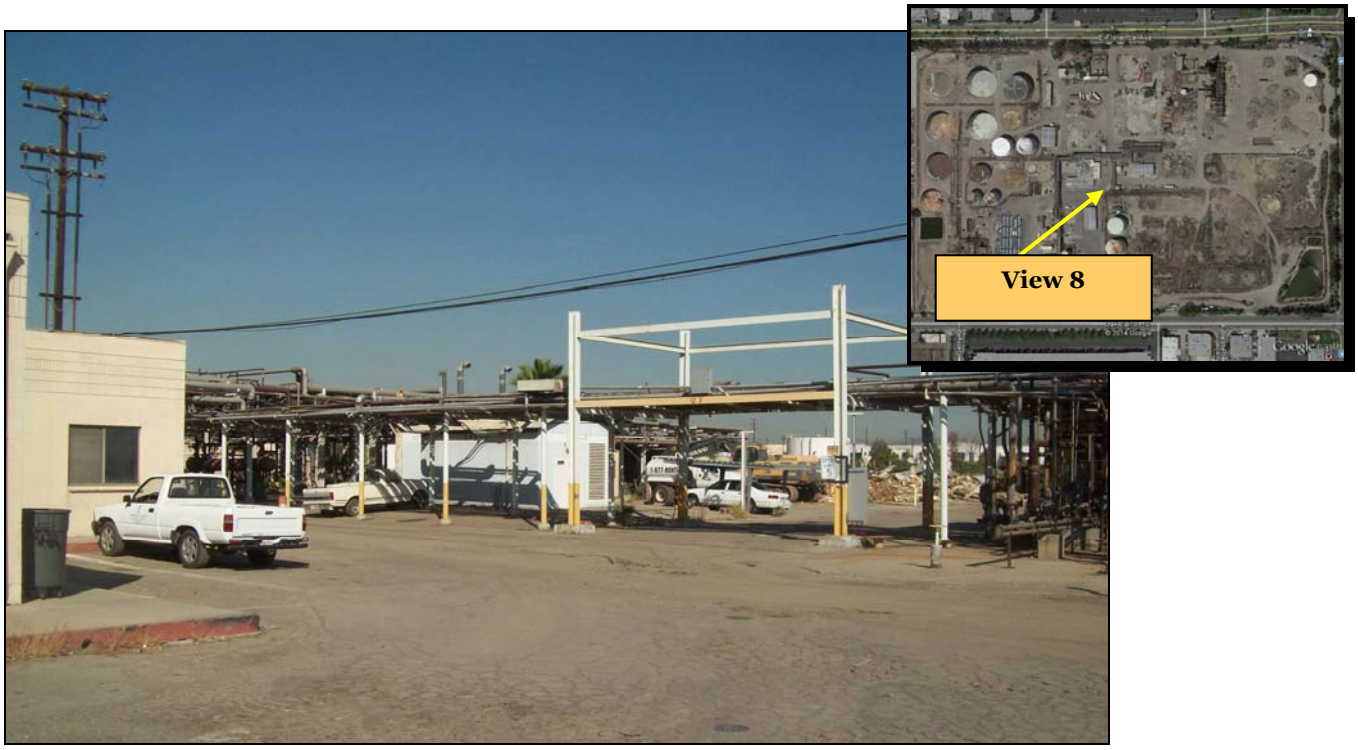
View 5: View of the eastern portion of the project site looking northeast.

View 6: View of the southeastern portion of the project site looking west.

EXHIBIT 2-8
SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 7: View of the central portion of the project site looking west.



View 8: View of the central portion of the project site looking northeast.

EXHIBIT 2-9
SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 9: View of the central portion of the project site looking southeast.

View 10: View of the central portion of the project site looking east.

EXHIBIT 2-10
SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 11: View of the central portion of the project site looking northwest.

View 12: View of the south-central portion of the project site looking west.

EXHIBIT 2-11
SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 13: View of the western portion of the project site looking west.

View 14: View of the western portion of the project site looking southeast.

EXHIBIT 2-12
SITE PHOTOGRAPHS – EASTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 15: View of the western portion of the project site looking south.

View 16: View of the western portion of the project site looking north.

EXHIBIT 2-13
SITE PHOTOGRAPHS – CENTRAL PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View 17: View of existing structural improvements in the western portion of the project site.

View 18: View of the northwestern portion of the project site looking west.

EXHIBIT 2-14
SITE PHOTOGRAPHS – WESTERN PORTION OF THE SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

- *Building 1* will be located in the eastern portion of the project site and will occupy a 16.74-acre parcel. This building will have a total floor area of 403,635 square feet. Of this total, 393,635 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 52 truck-high loading docks will be located along the building's west-facing elevation.[9]

- *Building 2* will be located in the center of the project site and will occupy a 23.12-acre parcel. This building will have a total floor area of 506,465 square feet. Of this total floor area, 496,465 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). Building 2 will contain a total of 100 truck-high loading docks with 52 loading docks provided along the east-facing elevation and 48 loading docks provide along the west-facing elevation.[10]

- *Building 3* will be located in the western portion of the project site and will occupy a 12.66-acre parcel. This building will have a total floor area of 300,700 square feet. Of this total, 290,700 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 41 truck-high loading docks will be located along the building's west-facing elevation.

- Access to the project site will be provided by a series of driveway connections with Florence Avenue and Lakeland Road. Four new driveway connections with Lakeland Road will be provided and each driveway will be designed to accommodate both trucks and private vehicles. Four driveway connections with Florence Avenue will also be provided. Two of the driveways will accommodate trucks and private vehicles while the remaining two driveways will be designed to accommodate private vehicles (no trucks) only.[11]

- Employee, vendor, and visitor parking will be provided for each of the three buildings. The surface parking areas will be located along the northern and southern portions of the new buildings. As shown in the Site Plan (refer to Exhibit 2-15), a total of approximately 1,725 parking spaces will be provided including 552 spaces for Building 1, 689 spaces for Building 2, and 415 spaces for Building 3.[12]

- Truck parking will be provided opposite the loading docks of each of the three buildings as shown in the Site Plan (refer to Exhibit 2-15). A total of approximately 286 truck parking spaces will be provided including 78 spaces for Building 1; 147 spaces for Building 2; and 61 spaces for Building 3.[13] The truck parking and loading docks will be secured from public access by gates.

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[9] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[10] Ibid.

[11] Ibid.

[12] Ibid.

[13] Ibid.

- For maximum aesthetic value, landscaping will be provided along the project site's Lakeland Road, Florence Avenue, and Bloomfield Avenue frontages. In addition, landscaping will be provided in the parking areas and next to offices.[14] Landscaping will total approximately 4.71 acres.

The location and extent of the facility's buildings are illustrated in Exhibit 2-15, which is also the conceptual site plan. Building elevations for the three buildings are provided in Exhibits 2-16 through 2-18. The project elements are summarized below in Table 2-1.

Table 2-1
Summary of the Proposed Project

Project Element	Building 1	Building 2	Building 3	Total
Site Area (Acres)	16.74 acres	23.12 acres	12.86 acres	52.72 acres
Buildings Area				
Office	5,000 sq. ft.	5,000 sq. ft.	5,000 sq. ft.	15,000 sq. ft.
Office/Mezzanine	5,000 sq. ft.	5,000 sq. ft.	5,000 sq. ft.	15,000 sq. ft.
Warehouse	393,635 sq. ft.	496,465 sq. ft.	290,700 sq. ft.	1,180,799 sq. ft.
Total Floor Area	403,635 sq. ft.	506,465 sq. ft.	300,700 sq. ft.	1,210,800 sq. ft.
Building Coverage	55.%	50%	54%	53%
Auto Parking				
Standard	109 spaces	192 spaces	158 spaces	459 spaces
Compact	111 spaces	156 spaces	75 spaces	342 spaces
ADA	11 spaces	14 spaces	8 spaces	33 spaces
Total	231 spaces	362 spaces	241 spaces	834 spaces
Truck Trailer	80 spaces	154 spaces	63 spaces	297 spaces
Landscaping				
Total Provided	95,790 sq. ft.	69,547 sq. ft.	39,763 sq. ft.	205,100 sq. ft.

Source: HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[14] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

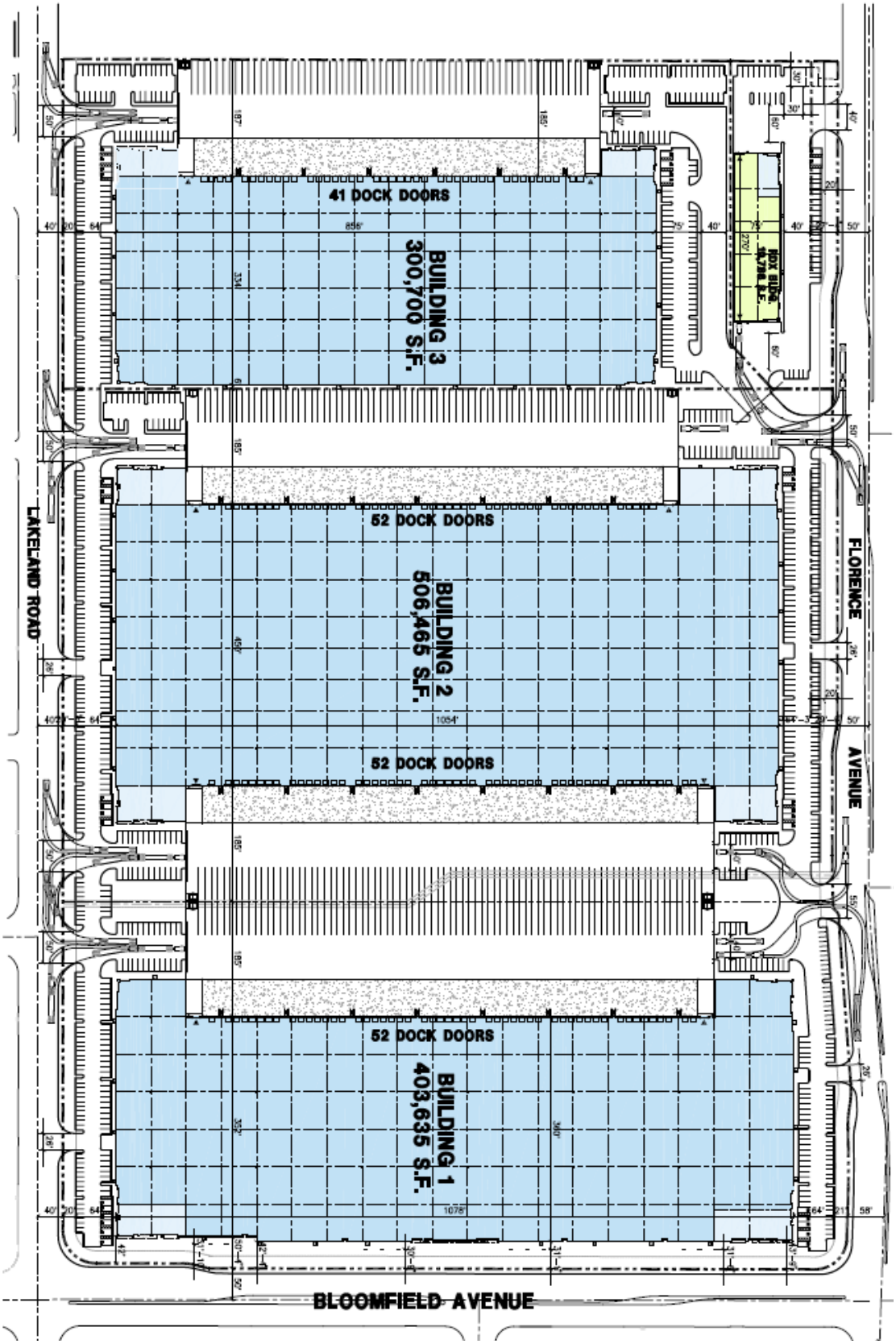

EXHIBIT 2-15
PROPOSED SITE PLAN
SOURCE: HPA ARCHITECTURE

EXHIBIT 2-16
PROPOSED BUILDING ELEVATIONS – BUILDING NO. 1
SOURCE: HPA ARCHITECTURE

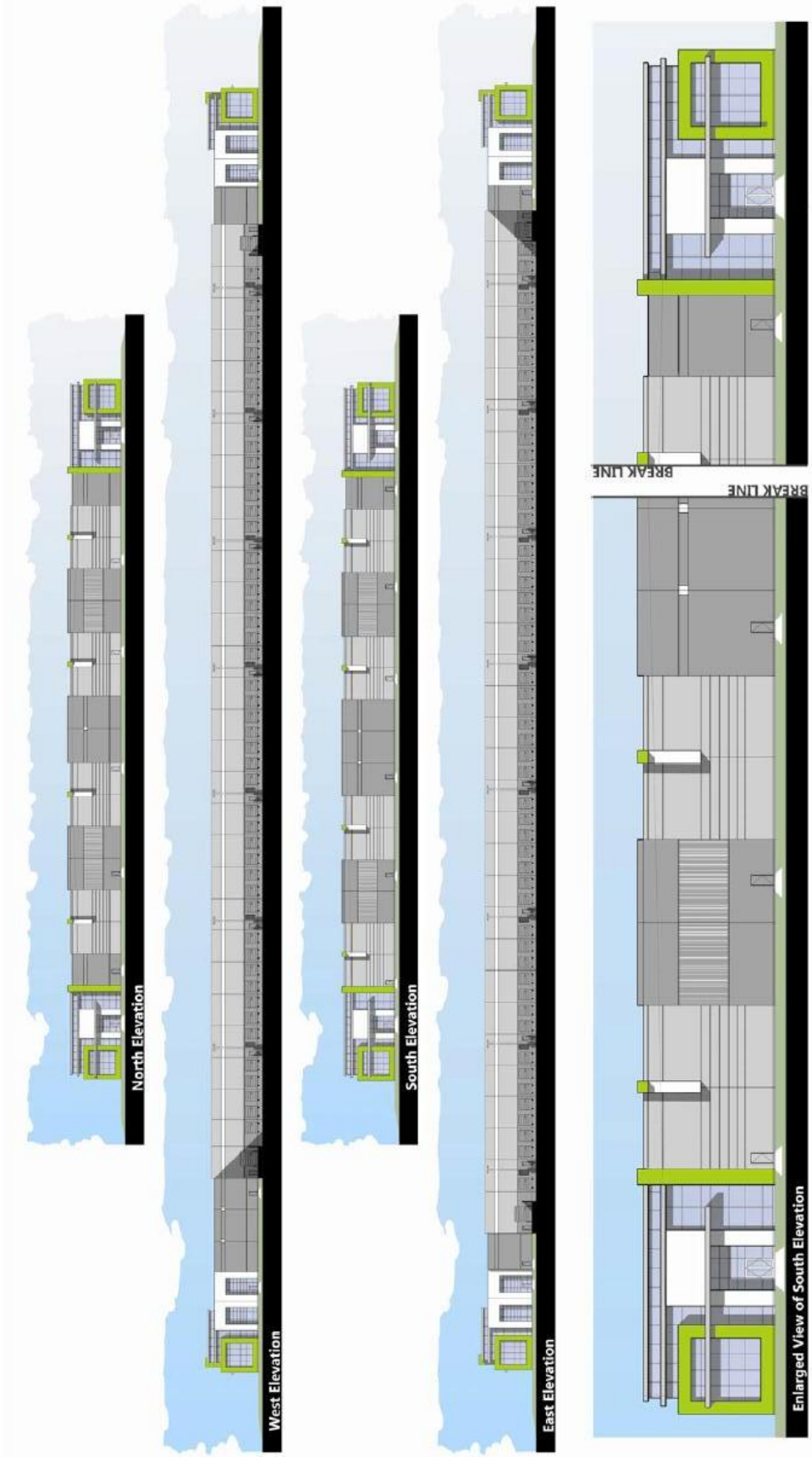

EXHIBIT 2-17
PROPOSED BUILDING ELEVATIONS – BUILDING NO. 2
SOURCE: HPA ARCHITECTURE

EXHIBIT 2-18
PROPOSED BUILDING ELEVATIONS – BUILDING NO. 3
SOURCE: HPA ARCHITECTURE

2.3.2 OVERVIEW OF OPERATIONAL CHARACTERISTICS

The proposed GLC project will be a light manufacturing and/or distribution use. Any future use will be required to conform to those uses that are permitted under the applicable M-2 zone. It is anticipated that each of the three buildings will be occupied by a single tenant. However, multiple tenants may occupy a particular building. The operating hours of the potential businesses that may ultimately occupy the project site are unknown at this time. The projected employment is estimated to be at least 1,000 jobs assuming one job for every 1,000 square feet of floor area as indicated by EPA employment generation data.

2.4 PROJECT CONSTRUCTION

The proposed project will take approximately 17 months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* This initial phase will involve the removal of the underground substructures. The seller of the property previously initiated the demolition and removal of the existing aboveground improvements. At the time of this EIR's preparation, the aboveground improvements for the eastern and central portions of the property have been completed. The seller of the project site is responsible for completing the demolition of the above-ground improvements.

- *Grading and Site Preparation.* During this phase, the entire site will undergo continued remediation and cleanup. The existing substructures will be removed during this phase. Goodman has begun removal of some of the below ground piping. This phase will take approximately two months to complete. Other activities during this phase will include final grading for the building footings and pads. The site preparation and building construction will begin with Building 1 continuing in an east-to-west sequence (Building 2 and then Building 3).

- *Building Erection.* The three new tilt-up concrete buildings will be erected during this phase. Building 1 will be ready for occupancy by the end of the 2nd quarter of 2016, Building 2 will be completed by the 4th quarter of 2016, and Building 3 will be completed by the 2nd quarter of 2017 if the Applicant stays within their anticipated timeline.

2.5 DISCRETIONARY APPROVALS

The proposed project will require the following discretionary approvals from the City of Santa Fe Springs Planning Commission:

- The project will require a Development Plan Approval (DPA) for each of the three buildings (DPA Case No. 887, DPA Case No. 888, and DPA Case No. 889);

- The project will require the approval of a Tentative Parcel Map (TPM Case No. 73063) to subdivide the property to create three individual parcels, one parcel for each of the three buildings;

- The certification of the Final EIR prepared for the proposed project; and,

- The adoption of the Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed project.

Other permits will be required as part of the proposed project's approval. These other permits will include, but may not be limited to the following:

- Encroachment permits for the proposed curb cuts for driveways;
- A Construction Stormwater Permit (State of California Water Resources Control Board);
- A General Industrial Stormwater Permit (State of California Water Resources Control Board);
- A Building Permit (City of Santa Fe Springs); and,
- An Occupancy Permit (City of Santa Fe Springs).

2.6 PROJECT OBJECTIVES

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site;
- To operate a state-of-the-art distribution facility that will serve the local market; and,
- To realize a fair return on their investment.

The City of Santa Fe Springs seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;
- To create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Santa Fe Springs General Plan.

SECTION 3. ENVIRONMENTAL ANALYSIS

This section of the EIR indicates the potential environmental impacts that may result from the construction and subsequent operation of the proposed Goodman Logistics Center (GLC) facility. The scope of the analysis is detailed herein in Section 1.4. The issue areas evaluated in this EIR include:

- Aesthetics (Section 3.1);
- Air Quality (Section 3.2);
- Cultural Resources (Section 3.3);
- Geology (Section 3.4);
- Global Warming (Section 3.5);
- Hazard Materials (Section 3.6);
- Hydrology & Water Quality (Section 3.7);
- Land Use (Section 3.8);
- Noise (Section 3.9);
- Public Services (Section 3.10);
- Traffic (Section 3.11); and,
- Utility (Section 3.12).

The analysis of environmental effects considered in this section of the EIR will assist the City of Santa Fe Springs in making a determination as to whether there is a potential for significant or adverse impacts on the environment associated with the project's implementation. The analysis of each issue area considers the following:

- The discussion of each issue begins with a section entitled *Scope of Analysis* that provides an overview of the analysis called for in the Initial Study prepared for the proposed project.

- The *Environmental Setting* describes the existing conditions with respect to the issue being analyzed and serves as the baseline against which the environmental impacts are weighed.

- The *Thresholds of Significance* indicates those criteria and standards used by the City, responsible agencies, and trustee agencies in the identification of potentially significant effects.

- The *Environmental Impacts* discussion indicates the potential short-term (construction-related) and long-term (operational) impacts for each issue analyzed.

- The *Mitigation Measures* indicates those measures and programs that will be effective in reducing or eliminating an impact.

- The analysis of each issue area concludes with *Significant Unavoidable Impacts After Mitigation* indicating whether there are any remaining unmitigable significant environmental impacts following mitigation.

3.1 AESTHETIC IMPACTS

3.1.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following aesthetic issue:

- The proposed project's potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.1.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

The primary controls with respect to light and glare include specific sections of the City of Santa Fe Springs Municipal Code that govern property maintenance and light trespass.[15] These regulations are identified below:

- *City of Santa Fe Springs Municipal Code, Section 115.432.* This section of the Municipal Code includes specific provisions regarding glare and light trespass. This section states the following, "No activity shall be permitted which causes light or glare to be transmitted or reflected in such concentrated quantities as to be detrimental or harmful to the use of surrounding properties or streets."

EXISTING CONDITIONS

Characteristics of Light Trespass and Glare

Light trespass is a form of light pollution that visually impacts light sensitive uses or activities (driving, sleeping, etc.). The most familiar example of light trespass is a floodlight which illuminates a neighbor's yard. Many people find this type of light pollution extremely intrusive and it can be a source of conflict. For this reason, care needs to be taken when installing new outdoor lighting. Essentially, light trespass is unwanted spillover lighting. In addition to being irritating, it is also wasteful, and it contributes to the problem of light pollution. Light trespass is most commonly caused by individual light fixtures though it can also be caused by poorly directed outdoor lighting, ambient building lighting, and other sources.

[15] City of Santa Fe Springs. *Municipal Code.* *http://www.Santa Fe Springscity.com/code.cfm?task=detail2&ID=20* August 2014.

Existing Sources of Lighting

Lighting in the project area includes street lighting along Florence Avenue, Lakeland Road, and Bloomfield Road. Other sources of light in the area include light from vehicle headlights, signage, security lighting, and indoor lighting.[16]

Light Sensitive Receptors

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue within an industrial area of the City. The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman. A number of above-ground tanks and other structures are located within the project site. These above-ground improvements, and all remaining substructures, are currently being removed. Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).

- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.

- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Avenue ROW. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Lakeland Road and Norwalk Boulevard.

- Various industrial uses abut the project site on the west side. As mentioned previously, a 2-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.[17]

- Potential light sensitive receptors located in the vicinity of the project site include the single-family residences located to southwest of the site (approximately 600 feet) and the Lakeland Villa Mobile Home Park (located approximately 800 feet to the west). The direct line of sight between these light sensitive receptors and the project site are obstructed by the existing buildings located between the residences and the project site.

[16] City of Santa Fe Springs. *Municipal Code*. http://www.Santa Fe Springscity.com/code.cfm?task=detail2&ID=20 August 2014.

[17] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

3.1.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse aesthetic environmental impact on aesthetics if it results in the following:

- The proposed project's potential for creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.1.4 ENVIRONMENTAL IMPACTS

3.1.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CREATING A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Because the proposed GLC facility will operate 24-hours a day, the project will include additional light sources on-site, including interior lighting, parking area lighting, lighting in the receiving areas and truck maneuvering areas, and security lighting. The GLC site is bounded by industrial land uses on the west and major roadways on the north, east, and south. In the immediate areas, the project is not expected to disturb any light sensitive land uses. As indicated previously, light sensitive land uses (homes) are located to the west and south of the site. In addition, the Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, located on the southwest corner of Lakeland Road and Norwalk Boulevard. Light trespass from the proposed site will not impact these light sensitive receptors due to their distance from the project site and the existing buildings that obstruct views of the project site.[18] Mitigation is warranted to prevent light trespass on nearby properties.

CONCLUSIONS

Light sensitive land uses (homes) are located to the west and south of the site. Lighting is not expected to impact these light sensitive receptors due to their distance from the project site and the existing buildings that obstruct views of the project site.[19] Mitigation is warranted to ensure that light trespass on nearby properties is prevented. The proposed project is not expected to result in any significant adverse impacts on sensitive receptors since the mitigation identified in the section that follows would be effective in reducing light trespass.

[18] Blodgett/Baylosis Environmental Planning. *Site Survey*. April, 2012. A second survey and site visit was completed in July 2014.

[19] Ibid.

MITIGATION

To further reduce the potential for spill-over lighting, the following mitigation will be required:

> *Mitigation Measure 1 (Light and Glare Impacts).* Exterior lighting on the buildings and in the yard area must be designed and shielded to prevent light trespass. This mitigation can be effectively implemented using shorter lighting standards and shielding. A photometric lighting plan must also be reviewed and approved by the Planning and Development Department and Police Services Department.

The aforementioned mitigation will reduce the potential aesthetic impacts to levels that are less than significant.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable light and glare impacts. As a result, the following finding may be made regarding the potential for aesthetic impacts of the proposed project:

- The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.2 AIR QUALITY IMPACTS

3.2.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for conflicting with or obstructing the implementation of the applicable air quality plan;
- The proposed project's potential for violating any air quality standard or contributing substantially to an existing or projected air quality violation;
- The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors);
- The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations; and,
- The proposed project's potential for creating objectionable odors affecting a substantial number of people.

3.2.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

Specific National ambient air quality standards (AAQS) have been promulgated by the Federal government and the California Air Resources Board (CARB) has also established ambient air quality standards for some of the pollutants regulated by the Federal government. 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 dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.[20]

The primary agencies include the United States Environmental Protection Agency (EPA), the CARB, and the SCAQMD.

- *Environmental Protection Agency (EPA).* The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the *Federal Standards).* The EPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.[21]

- *California Air Resources Board (CARB).* The CARB is part of the California Environmental Protection Agency (CALEPA) and is responsible for overseeing the implementation of the California Clean Air Act, meeting State requirements of the Federal Clean Air Act, and the establishment of State ambient air quality standards. The CARB is responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment.

- *South Coast Air Quality Management District (SCAQMD).* The SCAQMD has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives will be met.

- *City of Santa Fe Springs Zoning Ordinance.* The City's Zoning Ordinance, in Section 155.420, also includes the following requirements that govern emissions and odors:

  > "Any process which involves the creation or emission of any odors, gases, or other odorous matter shall at all times comply with the standards set by the Air Pollution Control District of

[20] South Coast Air Quality Management District. *Final 2012 Air Quality Plan.* Adopted 2012.

[21] Automobiles sold in California must meet the stricter emission standards established by the California Air Resources Board.

Los Angeles County. In no event shall odors, gases, or other odorous matter be emitted in such quantities as to be readily detectable when diluted in a ratio of one volume of odorous air to four volumes of clean air. The point of measurement shall be at the lot line or at the point of greatest concentration if further than the lot line."

REGULATED AIR CONTAMINANTS AND STANDARDS

Criteria air pollutants refer to those pollutants that are subject to both Federal and State ambient air quality standards as a means to protect public health. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific. Finally, global warming and ozone-depleting gases are not monitored, though sources of green house gas emissions are subject to Federal and regional policies that call for their eventual elimination.

The EPA established National Ambient Air Quality Standards (NAAQS) ambient air quality standards for the following air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), lead (Pb), particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The Federal standards are shown in Table 3-1. The CARB has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA. Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: sulfates, vinyl chloride, and visibility. Table 3-1 lists both the current California ambient air quality standards (AAQS) and the Federal AAQS for each criteria pollutant.

Table 3-1
National and California Ambient Air Quality Standards

Pollutants	National Standards	State Standards
Lead (Pb)	1.5 μg/m3(calendar quarter)	1.5 μg/m3 (30-day average)
Sulfur Dioxide (SO_2)	0.14 ppm (24-hour)	0.25 ppm (1-hour) 0.04 ppm (24-hour)
Carbon Monoxide (CO)	9.0 ppm(8-hour) 35 ppm(1-hour)	9.0 ppm (8-hour) 20 ppm (1-hour)
Nitrogen Dioxide (NO_2)	0.053 ppm (annual average)	0.25 ppm (1-hour)
Ozone (O_3)	0.12 ppm (1-hour)	0.09 ppm (1-hour)
Fine Particulate Matter (PM_{10})	150 μg/m3 (24-hour)	50 μg/m3 (24-hour)
Sulfate	None	25 μg/m3 (24-hour)
Visual Range	None	10 miles (8-hour) w/humidity < 70%

EFFECTS OF AIR POLLUTION

The focus of the air quality analysis provided herein is related to the potential emissions of criteria pollutants associated with future development arising as part of the proposed project's construction and subsequent operation. The criteria pollutants of special concern include the following:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 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, is produced by the incomplete combustion of hydrocarbon fuels.

- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. NO_x emissions are also a concern because of their contribution to the formation of O_3 and particulate matter.

- *Sulfur dioxide* (SO_2) is 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_{10}* refers to particulate matter less than ten microns in diameter. PM_{10} causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation.

The sources and potential health effects of the criteria pollutants are summarized in Table 3-2.

Table 3-2
Primary Sources and Effects of Criteria Pollutants

Pollutants	Emissions Source	Health Effects
Sulfur Dioxide (SO_2)	•Combustion of sulfur fossil fuels •Smelting of sulfur-bearing metal ores •Industrial processes	•Irritation of eyes •Aggravation of respiratory diseases (asthma, emphysema)
Carbon Monoxide (CO)	•Incomplete combustion of fuels and other carbon-containing substances	•Irritation of eyes •Aggravation of respiratory diseases (asthma, emphysema)
Nitrogen Dioxide (NO_2)	•Motor vehicle exhaust •High-temperature stationary combustion	•Aggravation of respiratory illness
Ozone (O_3)	•Atmospheric reaction of organic gases with nitrogen oxides in sunlight	•Irritation of eyes •Aggravation of respiratory & cardiovascular diseases
Fine Particulate Matter (PM_{10})	•Stationary combustion of solid fuels •Construction activities •Industrial processes	•Increased cough and chest discomfort •Aggravation of respiratory and cardio-respiratory diseases

Source: South Coast Air Quality Management District.

EXISTING AIR QUALITY

Regional Air Quality

Santa Fe Springs is located in the South Coast Air Basin (SCAB) of California, a 6,600 square-mile area that encompasses Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Winters within the SCAB are mild and frost is rare, as temperatures seldom fall below 28° F. Meteorological data for downtown Los Angeles between 1918 and 2005 may best characterize the local climate. During this period, the average annual maximum temperature was 74.1° F and the average annual minimum temperature was 55.9° F. The average annual daytime temperatures in the City ranged from 55.4° F to 83.2° F, with temperatures often exceeding 100° F during the summer months. Annual rainfall in the area averaged 14.95 inches during the measurement period between 1918 and 2005 though the region has experienced a prolonged drought over the past four years. The SCAB, in general, has not attained national or State standards for ozone or PM_{10}.[22]

Local Air Quality

The City is located approximately 13 miles from the Pacific Ocean and enjoys the moderating influences of the ocean.[23] Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the local mountains) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions created by a semi-permanent subtropical high-pressure cell over the Pacific Ocean also hinder dispersion by trapping cool air from the ocean near the ground with warm air from the inland areas.[24] Ambient air quality in the City may be characterized by readings taken from the monitoring station located in Receptor Area 12 (Station No. 84) in the City of Lynwood. Overall air quality has improved since 2000.

Air quality within the SCAB has shown a steady improvement since monitoring was initiated and the ozone concentrations are no exception. The maximum 1-hour ozone concentration in the SCAB measured in 2002 was the lowest concentration since monitoring began. Ozone concentrations still exceed both the State and Federal clean air standards in some areas of the SCAB though the urbanized area of Los Angeles County has not experienced an exceedance of either Federal or State ozone standards. The exceedances were recorded in the San Bernardino Mountains and the Santa Clarita area.

The project site was formally occupied by the Powerine Oil Refinery, which has ceased operations. The existing above-ground improvements are currently being demolished. As part of the original sales agreement, the seller is responsible for the demolition and removal of the above ground improvements while the Applicant will be responsible for the removal of the below ground sub-structures. When the refinery was in operation and during the operation of the interim wastewater treatment facility, there were numerous violations of the Clean Air Act at the refinery. These violations were directly related to

[22] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[23] South Coast Air Quality Management District. *Climatological Profile of Southern California*. 2000.

[24] Ibid.

accidental releases or malfunctioning equipment when both activities were operational. In the past year, odors have been released from the remaining above ground storage tanks that have resulted in numerous complaints from nearby businesses and residences.

SENSITIVE RECEPTORS

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality.[25] Sensitive receptors located near the project site include the following:

- The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary.

- A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site.

- The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest.[26]

- The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road. This use is located approximately730 feet west of the project site.

The location and extent of the sensitive receptors are indicated in Exhibit 3-1.

3.2.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- The proposed project's potential for conflicting with or obstructing the implementation of the applicable air quality plan;

- The proposed project's potential for violating any air quality standard or contributing substantially to an existing or projected air quality violation;

[25] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

[26] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

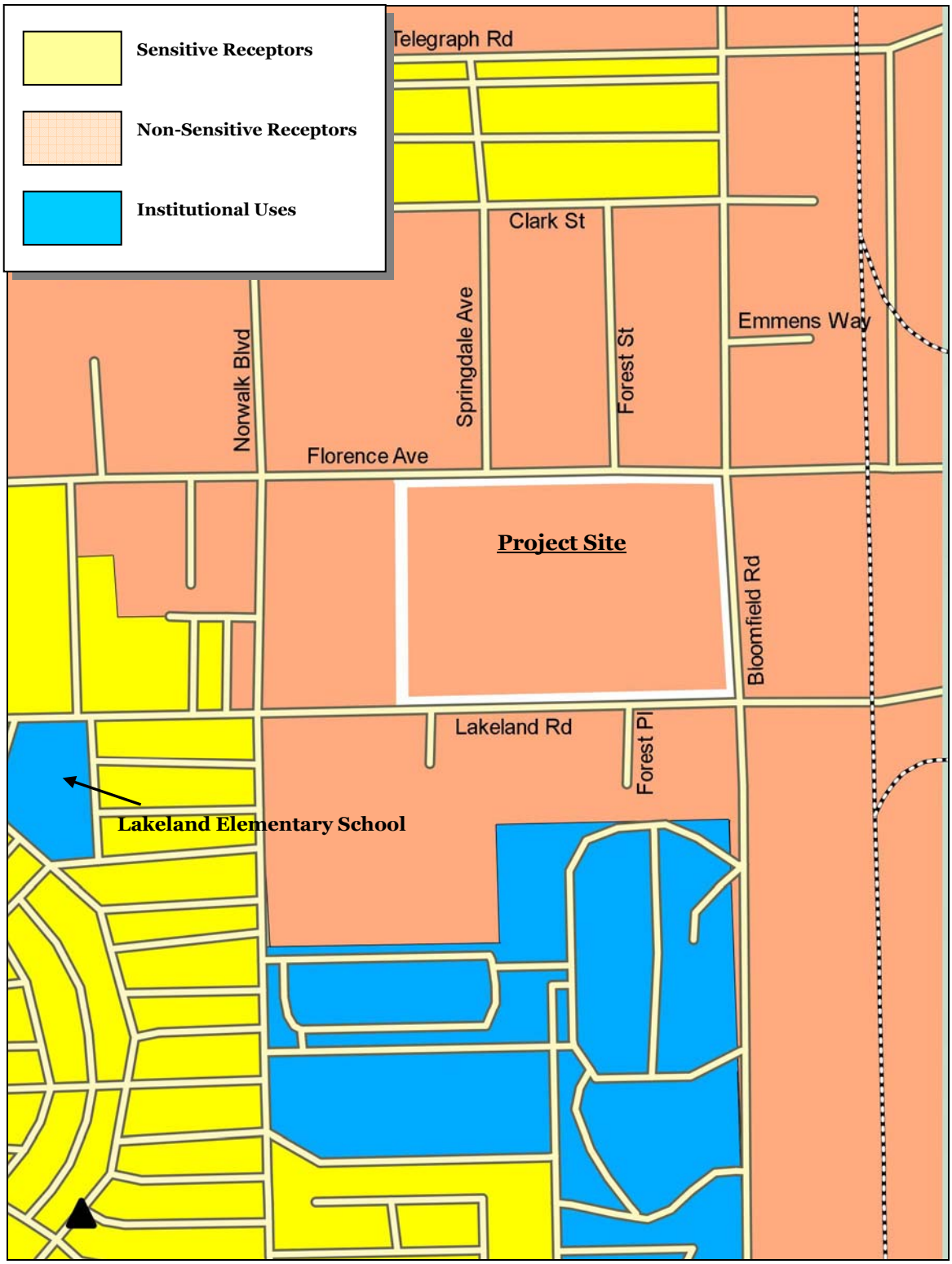

EXHIBIT 3-1
SENSITIVE RECEPTORS TO POOR AIR QUALITY

Source: Blodgett/Baylosis Environmental Planning

- The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors);

- The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations; and,

- The proposed project's potential for creating objectionable odors affecting a substantial number of people.

3.2.4 ENVIRONMENTAL IMPACTS

3.2.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH OR OBSTRUCTING THE IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Air quality in the SCAB is monitored by the SCAQMD at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[27] The AQMP will help AQMD 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 2012 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[28]

- *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.[29]

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. The proposed project will result in an increase in the local employment levels. The proposed project will employ approximately 1,000 persons (assuming

[27] South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

[28] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[29] Ibid.

one employee for every 1,000 square feet of floor area. The baseline Citywide employment levels for the year 2010 is 50,751 jobs while the 2035 projection is 51,783 jobs. The additional employment provided by the project will account for nearly all of the new jobs projected over the next 20 years according to the aforementioned SCAG projections. Given the City's current unemployment rate (6.5%) and the unemployment levels in the surrounding region, the additional new jobs will be a beneficial impact.[30]

CONCLUSIONS

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as 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 Table 3-4). 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 by the SCAG. The proposed project is consistent with the City of Santa Fe Springs Zoning and General Plan (the proposed use is a permitted use under the City's General Plan and Zoning regulations) and will not lead to any area-wide growth-inducing impacts. As a result, no significant adverse impacts related to the implementation of the AQMP are anticipated.

MITIGATION

The analysis determined that no mitigation was required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project would not have the potential for conflicting with or obstructing the implementation of the applicable air quality plan.

3.2.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR VIOLATING ANY AIR QUALITY STANDARD OR CONTRIBUTES SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION.

The potential criteria pollutant air emissions may be placed into the following two categories: short-term (construction-related) emissions and long-term (operational) emissions. The estimated daily construction emissions (shown in Table 3-3) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, the watering of active grading areas within the site and unpaved surfaces at least 3 times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint.

[30] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035.* April 2012.

Table 3-3
Estimated Daily Construction Emissions (pounds/day)

Construction Phase	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site) 2015	4.50	48.36	36.07	0.03	2.45	2.28
Demolition (off-site) 2015	0.07	0.09	1.14	--	0.16	0.04
Total Demolition (2015)	**4.57**	**48.45**	**37.21**	**0.03**	**2.61**	**2.32**
Site Preparation (on-site) 2015	5.26	56.89	42.63	0.04	21.15	12.77
Site Preparation (off-site) 2015	0.09	0.11	1.38	--	0.20	0.06
Total Preparation	**5.35**	**57.0**	**44.01**	**0.04**	**21.35**	**12.83**
Grading (on-site) 2015	6.78	79.05	50.84	0.06	11.12	6.95
Grading (off-site) 2015	0.01	0.12	1.53	--	0.23	0.06
Total Grading	**6.79**	**79.17**	**52.37**	**0.06**	**11.35**	**7.01**
Building Construction (on-site) 2015	3.66	30.03	18.74	0.03	2.12	1.99
Building Construction (off-site) 2015	4.41	22.73	60.90	0.12	7.31	2.21
Total Building Construction 2015	**8.07**	**52.76**	**179.64**	**0.15**	**4.39**	**4.20**
Building Construction (on-site) 2016	3.41	28.51	18.51	0.03	1.97	1.85
Building Construction (off-site) 2016	3.94	20.18	55.44	0.12	7.25	2.16
Total Building Construction 2016	**7.35**	**48.69**	**73.95**	**0.15**	**9.22**	**4.01**
Building Construction Bldg 2 (on-site) 2016	3.41	28.51	18.51	0.03	1.97	1.85
Building Construction Bldg 2 (off-site) 2016	3.94	20.18	55.44	0.12	7.25	2.16
Total Building Construction Bldg 2 2016	**7.35**	**48.69**	**73.95**	**0.15**	**9.22**	**4.01**
Building Construction Bldg 3 (on-site) 2016	3.41	28.51	18.51	0.03	1.97	1.85
Building Construction Bldg 3 (off-site) 2016	3.94	20.18	55.44	0.12	7.25	2.16
Total Building Construction Bldg 3 2016	**7.35**	**48.69**	**73.95**	**0.15**	**9.22**	**4.01**
Building Construction Bldg 3 (on-site) 2017	3.10	26.41	18.13	0.03	1.78	1.67
Building Construction Bldg 3 (off-site) 2017	3.56	18.38	50.89	0.12	7.22	2.13
Total Building Construction Bldg 3 2017	**6.66**	**44.79**	**69.02**	**0.15**	**9.00**	**3.80**
Paving (on-site) 2017	1.91	20.30	14.73	0.02	1.14	1.05
Paving (off-site) 2017	0.06	0.08	0.94	--	0.17	0.05
Total Paving 2017	**1.97**	**20.38**	**15.67**	**0.02**	**1.31**	**1.10**
Architectural Coatings (on-site) 2017	170.39	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site) 2017	0.41	0.52	6.41	0.01	1.15	0.31
Total Architectural Coatings 2017	**170.80**	**2.71**	**8.28**	**0.01**	**1.32**	**0.48**
Maximum Daily Emissions	**193.55**	**241.70**	**312.23**	**0.60**	**50.10**	**25.74**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod [computer program].

Airborne emissions will occur during the various development phases from the following sources:

- Activities related to ongoing land clearance, grading, and excavation will result in both equipment emissions and fugitive dust emissions. The majority of these NO_x emissions will be associated with the use of diesel-powered construction equipment and fugitive dust (PM_{10}) associated with construction.

- Equipment emissions associated with the use of construction equipment during site preparation and construction activities.

- Delivery vehicles and workers commuting to and from the construction site will generate mobile emissions. The primary pollutant is CO with secondary emissions of ROG and NO_x. As indicated previously, the use of diesel trucks and other equipment will generate large amounts of NO_x.

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD (the worksheets are included in the Appendix). The entire project construction period is expected to last for approximately three years with the last building occupied by the 2nd quarter of 2017 (refer to Section 2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4. As shown in Table 3-3, daily construction emissions will exceed the SCAQMD significance thresholds for ROG (reactive organic gases) and NO_x (nitrogen dioxide). Therefore, the mass daily construction-related impacts associated with the proposed project would be significant.

Long-term (operational) emissions refer to those air quality impacts that would occur once the proposed project is operational. These impacts would continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes mobile emissions associated with vehicular traffic and stationary emissions. The new development would have a total floor area of approximately 1,210,800 square feet, the basis for this analysis. The analysis of long-term operational impacts was completed using the CalEEMod computer model. As indicated in Table 3-4, the projected long-term emissions would be below SCAQMD thresholds considered to be a significant impact.

Table 3-4
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	31.67	--	0.13	--	--	--
Energy (lbs/day)	0.03	0.30	0.25	--	0.02	0.02
Mobile (lbs/day)	12.43	40.91	163.02	0.43	29.16	8.20
Total (lbs/day)	**44.41**	**41.20**	**163.40**	**0.43**	**29.18**	**8.22**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 3-4, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Mitigation measures will further reduce operational air emissions.

CONCLUSIONS

The daily construction emissions are anticipated to exceed the SCAQMD significance thresholds for ROG and NO_x as indicated in Table 3-3. As indicated in Table 3-4, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Mitigation measures have been identified that will further reduce operational air emissions. During and prior to the preparation of this draft EIR, ongoing demolition and removal activities of the existing above ground improvements were underway. These activities did result in airborne emissions. In addition to the fugitive dust and NO_x emissions from heavy equipment, residual materials in the above ground storage tanks contributed to odors. More significantly, when the Powerine Refinery and the interim wastewater treatment use were operational, it resulted in numerous violations of air quality standards and regulations. The proposed new GLC will eliminate the existing sources of emissions and will translate into an environmental benefit with respect to air quality.

MITIGATION

The following mitigation measures will be effective in reducing potential construction-related air quality impacts:

Mitigation Measure 2 (Construction Air Quality Impacts). Unpaved construction areas shall be watered during excavation, grading, and construction and temporary dust covers shall be used to reduce dust emissions and in order to meet SCAQMD Rule 403. Watering would reduce fugitive dust by as much as 55 percent.

Mitigation Measure 3 (Construction Air Quality Impacts). The Applicant or General Contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

Mitigation Measure 4 (Construction Air Quality Impacts). Materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure 5 (Construction Air Quality Impacts). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure 6 (Construction Air Quality Impacts). The Applicant shall ensure that trucks carrying debris are hosed off before leaving the construction site.

Mitigation Measure 7 (Construction Air Quality Impacts). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and

construction activities. The contractors would be responsible for being familiar with, and implementing any pertinent best available control measures.

The following mitigation measures will be effective in reducing potential operational air quality impacts:

Mitigation Measure 8 (Operational Air Quality Impacts). The facility will prohibit the idling of trucks while waiting to be loaded or unloaded. Signage must be posted within the entryways to the truck maneuvering and the receiving areas.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The aforementioned mitigation would reduce the potential construction-related impacts to levels that are less than significant. As a result, the following findings may be made:

- The proposed project would not have the potential for violating any air quality standard or contributes substantially to an existing or projected air quality violation.

3.2.4.3 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS IN NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS, WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS).

Refer to the analysis provided in Section 3.2.4.2 for a discussion of the air quality impacts.

CONCLUSIONS

The daily construction emissions are anticipated to exceed the SCAQMD significance thresholds for ROG and NO_x. Therefore, the mass daily construction-related impacts associated with the proposed project would require mitigation. The projected long-term emissions are below thresholds considered to represent a significant adverse impact. While the operational impacts will be less than significant, the mitigation measure proposed will further reduce operational air emissions. As indicated previously, during and prior to the preparation of this draft EIR, ongoing demolition and removal activities of the existing above ground improvements were underway. These activities did result in airborne emissions. In addition to the fugitive dust and NO_x emissions from heavy equipment, residual materials in the above ground storage tanks contributed to odors. More significantly, when the Powerine Refinery and the wastewater treatment facility were in use, it resulted in numerous violations of air quality standards and regulations. The proposed new GLC will eliminate the existing sources of emissions and will translate into an environmental benefit with respect to air quality.

MITIGATION

Refer to the analysis provided in Section 3.2.4.2 for a description of the mitigation measures that will be applicable.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).

3.2.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR EXPOSING SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations. For purposes of analysis, finished grading will not disturb more than 5 acres on any given day (also each building will be constructed in separate phases).

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 similar facilities where children or the elderly may congregate.[31] Sensitive receptors, including homes and schools in the vicinity of the proposed project site, are identified in the map previously provided in Exhibit 3-1.

For purposes of the LST analysis, the receptor distance used was 200 meters. The nearest sensitive receptors located in the vicinity of the project site include the single-family residences located to southwest of the site (approximately 700 feet), the Los Angeles Centers for Alcohol and Drug Abuse (located approximately 730 feet to the west), and the Lakeland Villa Mobile Home Park (located approximately 800 feet to the west). As indicated in Table 3-5, the proposed project would exceed LSTs for NO_2 and PM_{10} based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD.

[31] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* 2012

Table 3-5
Local Significance Thresholds Exceedance SRA 5

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_2	241.70	Construction	123	118	126	**141**	176
NO_2	41.20	Operations	123	118	126	**141**	176
CO	312.23	Construction	1,530	1,982	2,613	**4,184**	10,198
CO	163.40	Operations	1,530	1,982	2,613	**4,184**	10,198
PM_{10}	29.18	Operations	4	10	14	**22**	46
PM_{10}	50.10	Construction	14	42	58	**92**	191
$PM_{2.5}$	8.22	Operations	2	3	5	**10**	29
$PM_{2.5}$	25.74	Construction	8	10	18	**39**	120

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

As indicated in Table 3-5, the proposed project would exceed LSTs for NO_2 and PM_{10} based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. The proposed project's impact with respective to NO_x emissions during construction is related to the use of heavy construction equipment during grading, site preparation, and the construction of the new buildings. While the modeling has indicated there is a potential for an exceedance, standard mitigation measures will likely reduce the potential impacts. These measures will include the use of clean diesel fuels, low emission construction equipment, and maintaining this equipment in good operational conditions. The long-term PM_{10} emissions will be controlled by prohibiting the idling of trucks in the yard areas and the use of clean diesel fuels and equipment that will reduce particulate emissions.

The proposed project would have the potential for exposing sensitive receptors to substantial pollutant concentrations for NO_2 (construction) and PM_{10} (operational). However, the elimination of the existing onsite stationary sources of airborne pollutants will be a beneficial impact. The maintenance of the status quo will represent a significant adverse impact.

CONCLUSIONS

The proposed project will not result in any significant adverse impacts related to an air quality impact on a sensitive receptor. The potential LST impact related to NO_x emissions will be controlled with the implementation of the required mitigation. The long term PM_{10} LST impacts will be mitigated by maintaining trucks and prohibiting idling. The proposed project will not result in the creation of any CO hot spot.

MITIGATION

The analysis determined that no mitigation was required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project would have the potential for exposing sensitive receptors to substantial pollutant concentrations for NO_2 (construction) and PM_{10} (operational). However, the elimination of the existing onsite stationary sources of airborne pollutants will be a beneficial impact. The maintenance of the status quo will represent a significant adverse impact.

3.2.4.5 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CREATING OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

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.[32]

As indicated previously in Section 3.2.2, odors continue to be a problem within the site. The redevelopment of the property will involve the removal of both the above and below ground improvements associated with the former refinery and the subsequent interim use (the waste water treatment plant). In addition, the contaminated soils will also be remediated. This will result in the elimination of the existing odor sources. The new development will involve the construction and operation of new warehousing and distribution facilities. The future tenants are not specifically known at this time though the businesses will not be generating odor emissions such as those historically associated with the Powerine refinery operations. As a result, the no significant adverse odor impacts will result from the proposed project's implementation.

CONCLUSIONS

The proposed project will not result in any significant adverse impacts related to the generation of odors.

MITIGATION

The analysis determined that no mitigation was required.

[32] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004. (as amended).

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential air quality impact of the proposed project:

- The proposed project would not have the potential for creating objectionable odors affecting a substantial number of people.

3.3 CULTURAL RESOURCES IMPACTS

3.3.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the project's potential for the following impacts are evaluated in this EIR:

- The proposed project's potential for causing a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines; and,

- The proposed project's potential for causing the loss and/or a substantial adverse change in the significance of known and unknown archaeological and paleontological resources pursuant to §15064.5 of the CEQA Guidelines.

3.3.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential cultural resources impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that will serve as standard conditions with respect to potential cultural resources impacts are listed below.

- *Historic Preservation Act.* Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, *Protection of Historic Properties*, are found in 36 Code of Federal Regulations (CFR), Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places. The criteria for determining National Register Eligibility are found in 36 CFR Part 60, Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a Federal permit or if it uses Federal money. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons;

- 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 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.

● *State Regulations.* 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, that is historically or archaeologically significant. Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the importance of cultural resources. In 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. As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- The resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;

- The resources has a special and particular quality such as being the oldest of its type or the best available example of its type; and,

- The resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

PREHISTORIC SETTING

The first occupants of the Southern California migrated into the region thousands of years prior to the European discovery of the New World. The Southern California area was first occupied by Indian peoples that were the descendants of the hunting and gathering peoples that migrated from Asia into North America using the Bering Strait land bridge. The time period in which these early peoples were first established in the Southern California region is uncertain though there is archaeological evidence that a fully maritime-adapted, seafaring culture existed in Southern California at least ten thousand years ago. On the mainland, discoveries at Rancho La Brea and the recovery of artifacts at Malaga Cove on Santa Monica Bay, suggest a long history of occupation for the region.[33]

Prior to European contact, the local Gabrielino Indians lived in more than 50 villages located throughout the Los Angeles Basin. 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.[34] No village sites are known or suspected to be present within or adjacent to the project site.

One archaeological site, Site CA-LAN-2809, was recorded to the north of the project site in the Village at Heritage Springs development. The artifacts encountered at the site consisted of shell and lithic artifacts. This site was heavily disturbed by past oil drilling activities. Subsurface testing was conducted to determine if this site was an intact archaeological deposit or if it had been re-deposited from anther

[33] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

[34] Ibid.

location. The archeologist investigating the site concluded that Site CA-LAN-2809 consisted of re-deposited sediment that was imported from an unknown source. Although the shell assemblage contains elements common to such sites, it does not appear to originate from its current location.

HISTORIC-SETTING

Two locations in the City are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate-(also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.[35] Other structures and sites of historic significance are outlined in Table 3-6. The sites and structures listed in Table 3-6 are not located within or adjacent to the project site.

Table 3-6
Historic Resources in Santa Fe Springs

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

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

The existing remaining improvements within the project site do not meet any of the aforementioned criteria for listing on the National Register.

[35] U.S. Department of the Interior, National Park Service. National Register of Historic Places. www. National register of historic places. com

3.3.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project's potential for disturbing any historic resources or structures as defined in GC §15064.5 and designated on a list of qualified historic structures as approved by the City as well as those structures, due to age and architectural style, symbolize Santa Fe Spring's early development and are deemed worthy of preservation; and,

- The proposed project's potential for causing the loss and/or a substantial adverse change in the significance of known and unknown archaeological and paleontological resources pursuant to §15064.5 of the CEQA Guidelines.

3.3.4 ENVIRONMENTAL IMPACTS

3.3.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5 OF THE CEQA GUIDELINES

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. The State of California, through the State Historic Preservation Office (SHPO), also 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 guidelines and criteria that indicates 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.

Once a site, structure, or district has been determined to be eligible for listing on the National Register, certain protocols related to its preservation must be adhered to. To be considered eligible for the National Register, a property must meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. A property may be historic if it is old enough to be considered historic (generally considered to be at least 50 years old and appearing the way it did in the past). Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or,

- 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.

As indicated previously, the project site has been occupied by a refinery that operated under several business names. The Powerine Refinery closed in the mid 1990s though there were plans for an adapted reuse of this facility. None of these proposals, however, were realized. Presently, a wastewater treatment plant is being operated in the northwest corner of the property within a two acre area. During the past several years, there have been ongoing demolition and site remediation activities that will culminate with removal of all the above ground improvements. The seller of the property is responsible for the removal of the above ground improvements, while the Applicant is responsible for the removal of the substructures. The majority of the above ground improvements have been removed from the eastern and central portion of the site, while the above ground demolition of those structures in the western portion is ongoing. As a result, no impacts on historic resources are anticipated from the proposed project.

CONCLUSION

The project site has been completely disturbed and no structures that could be potentially historic remain within the project site.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts with respect to historic resources. As a result, the following finding may be made regarding the potential impacts on historic resources:

- The proposed project would not have the potential for causing a substantial adverse change in the significance of a historic resource as defined in §15064.5 of the CEQA Guidelines.

3.3.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5 OF THE CEQA GUIDELINES.

The project site was developed as a refinery in the 1930s. The initial development and the subsequent improvements that have occurred over the years along with the ongoing demolition and soils remediation has resulted in extensive disturbance of the on-site soils. As a result, there is a limited likelihood that archaeological resources will be encountered during the site's redevelopment. As part of future grading and excavation activities, the potential for discovering archaeological resources cannot be completely discounted. For this reason, mitigation has been identified to address any resources that may be encountered.

CONCLUSION

No archaeological resources have been identified by the archival search or field survey. However, it is possible that construction activities could potentially uncover subsurface cultural deposits. In addition, the project site has been completely disturbed and no structures that could be potentially historic are present on the project site.

MITIGATION MEASURES

The following mitigation measure will be required to address potentially significant impacts.

> *Mitigation Measure 9 (Cultural Resources Impacts).* If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential impacts related to archaeological resources:

- The proposed project would not have the potential for causing a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines.

3.4 GEOLOGY IMPACTS

3.4.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. Based on the results of the preliminary environmental analysis undertaken as part of the Initial Study's preparation, the project's potential for the following impacts are evaluated in this EIR:

- The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.

3.4.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential earth and geology impacts. Those regulations that will serve as standard conditions with respect to earth and geology are identified below:

- *California Geological Survey Seismic Hazard Zones Mapping Program.* The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones. The eastern two-thirds of the City have been identified as being subject to a potential liquefaction risk.

- *Alquist-Priolo Special Studies Zone.* The CGS identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone (APSSZ) indicates those faults where site specific studies and mitigation may be required. The APSSZ is delineated on United States Geological Survey (USGS) Quadrangles indicating the location and extent of potential risk.

- *City of Santa Fe Springs General Plan Safety Element.* The Safety Element must include policies and programs that will be effective in mitigating potential risk and be in conformance with the other general plan elements. The Safety Element indicates the primary seismic hazards that must be considered in future land use planning and development in the City.

GEOLOGIC AND SEISMIC SETTING

The project site is located in the La Habra Piedmont Slope of the Los Angeles Basin, just north of the Santa Fe Springs Plain, at an elevation of between 70 feet and 80 feet above mean sea level (AMSL). The general area is located within a topographic depression located between the La Habra Piedmont and Santa Fe Springs Plain, with a slight regional slope in this area to the southeast.[36] The La Habra Piedmont Slope is a coalescing alluvial fan derived from sediments eroding off Puente Hills to the north; surface sediments have been mapped as Quaternary alluvium.

The nearest major fault zones include the Whittier Fault Zone approximately 4 miles to the northeast, and the Newport-Inglewood Fault Zone approximately 11 miles southwest.[37] Faults located in the region are illustrated in Exhibit 3-2. No active faults subject to the Alquist-Priolo Special Studies Zone (APSSZ) requirements are located in the City (these APSSZ faults may result in fault rupture impacts).[38] As a result, no surface rupture impacts will likely impact the proposed project site.

The Santa Fe Springs Blind Thrust Fault, which is a segment of the Puente Hills Blind Thrust Fault, does extend through the City. The Puente Hills Blind Thrust Fault was responsible for the 1987 Whittier Narrows Earthquake. The California Geological Survey (CGS) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). According to the Seismic Zones Hazard Map prepared for the Santa Fe Springs 7 ½ Minute Quadrangle, the project site is located within an area where there is an elevated risk for liquefaction. The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake.

3.4.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.

[36] U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

[37] Ibid.

[38] Fault rupture refers to the actual vertical or lateral displacement that may occur along a fault trace in the event of an earthquake.

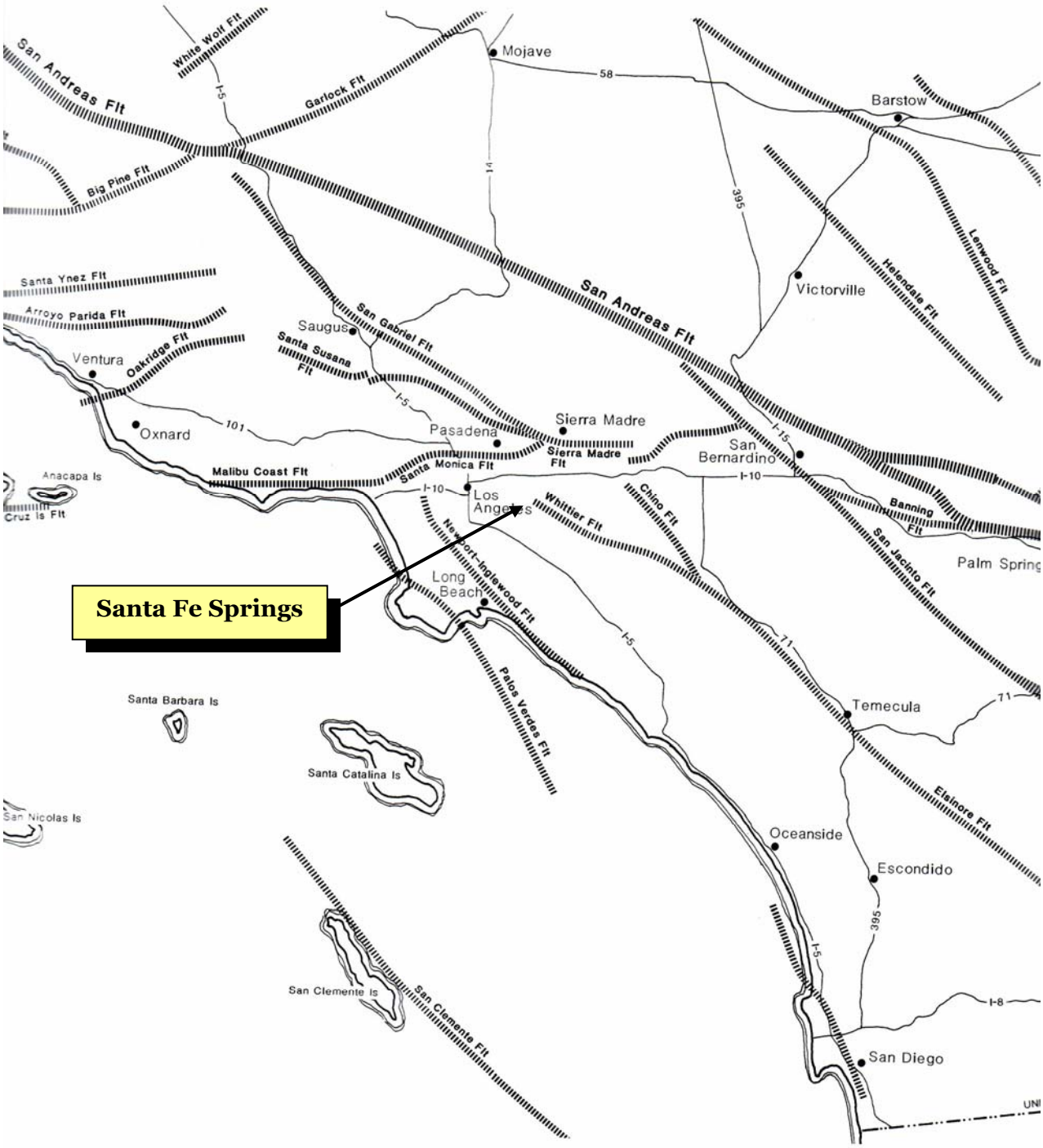

EXHIBIT 3-2
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

3.3.4 ENVIRONMENTAL IMPACTS

3.3.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5 OF THE CEQA GUIDELINES

As indicated in the environmental setting discussion, the surrounding Southern California region is bisected by numerous faults, many of which are considered to be active and many more unknown blind thrust faults are also likely to be present in the area.[39] The most probable major sources of a significant earthquake affecting the Santa Fe Springs area and the project site include the San Andreas fault zone, located approximately 38 miles to the northeast, the Sierra Madre fault zone, located approximately 25 miles to the north and northeast, the Newport-Inglewood fault located approximately 9 miles to the south and southwest, the Norwalk fault located approximately 2 miles to the south, and the Whittier fault located approximately 2 miles to the north and northeast. Other potential faults that could impact the site include previously eight unknown blind-thrust faults such as the Santa Fe Springs Blind Thrust Fault.

The project area and the proposed improvements will continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, no significant adverse impacts are anticipated.

Recent studies completed by the CGS Seismic Hazard Zones Mapping Program indicate the project area is not located within an area subject to potential slope failure.[40] However, the project site is located within an area that may be subject to potential liquefaction risk. The Hanford Soils Association which underlies the project site is suitable for development as is evident of the existing development found within and around the project site. As a result, no impacts due to potential unstable soils are anticipated.

The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the impacts are considered to be less than significant.

The proposed project's implementation will involve the removal of all of the existing onsite substructures and the construction of three new concert tilt-up buildings that have a total floor area of 1,210,800 square feet. These new buildings will be constructed according to the most current California Building Code

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[39] U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.

[40] California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones*. 1998.

(CBC) requirements and will meet all size seismic safety regulations. As a result, post project conditions will be environmentally superior to that which presently exists.

CONCLUSION

The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the impacts are considered to be less than significant.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential geological and seismic impacts:

- The proposed project's potential for resulting in or exposing people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides.

3.5 GLOBAL WARMING (GREENHOUSE GAS) IMPACTS

3.5.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues related to potential greenhouse gases:

- The proposed project's potential for resulting in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The proposed project's potential for increasing the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.5.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of Federal and State agencies involved in the development, implementation, and enforcement of regulations related to greenhouse gas emissions. The primary agencies include the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD).

- *California Natural Resources Agency.* The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. Currently, there are no Federal standards for GHG emissions and Federal regulations have not yet been promulgated. Recently, the U.S. Supreme Court ruled that the effects associated with climate change are serious and the EPA must regulate GHG as pollutants including the development of regulations for GHG emissions from new motor vehicles. A number of states, including California, have set statewide GHG emission targets. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.

- *Environmental Protection Agency (EPA).* The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards, including those related to greenhouse gas emissions.

- *California Air Resources Board (CARB).* The CARB is part of the California Environmental Protection Agency (CALEPA) and is responsible for overseeing the implementation of the

California Clean Air Act, meeting State requirements of the Federal Clean Air Act, and the establishment of the State ambient air quality standards. The CARB is responsible for the establishing emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment. The CARB also established vehicle fuel specifications.

ENVIRONMENTAL SETTING

The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. 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_2), methane (CH_4), and nitrous oxide (N_2O). 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.[41] However, emissions from fossil fuel combustion by humans have elevated the concentrations of GHG in the atmosphere to above-natural levels. Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe.

GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.

3.5.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on greenhouse gas emissions, if it results in any of the following:

- The proposed project's potential for resulting in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The proposed project's potential for increasing the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

[41] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

3.5.4 ENVIRONMENTAL IMPACTS

3.5.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR GENERATING GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

As an interim threshold based on guidance provided in the California Air Pollution Controls Officers Association (CAPCOA) CEQA and Climate Change White Paper, a non-zero threshold based on Approach 2 of the handbook would be used. *Threshold 2.5 (Unit-Based Thresholds Based on Market Capture)* establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent ($MTCO_2E$) per year for commercial and industrial projects. The CalEEMod computer model was also used to estimate the proposed project's greenhouse gas emissions. As indicated in Table 3-7, the CO_2E total for the project is 37,377 pounds per day or 16.95 metric tons per day or 6,187 metric tons per year, which is less than the annual thresholds of 7,000 metric tons per year.

Table 3-7
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Demolition 2015	4,127.19	1.11	--	4,150.68
Construction Phase - Site Preparation 2015	4,111.74	1.22	--	4,137.52
Construction Phase – Grading 2015	6,486.24	1.93	--	6,526.90
Construction Phase – Construction 2015	2,689.57	0.67	--	2,703.74
Construction Phase – Construction 2016	2,669.28	0.66	--	2,683.18
Construction Phase – Construction 2016 Bldg 2	2,669.28	0.66	--	2,683.18
Construction Phase – Construction 2016 Bldg 3	2,669.28	0.66	--	2,683.18
Construction Phase – Construction 2017 Bldg 3	2,639.80	0.64	--	2,653.44
Construction Phase – Paving 2017	2,281.05	0.69	--	2,295.73
Construction Phase – Coatings 2017	281.44	0.02	--	282.07
Long-term Area Emissions	0.26	--	--	0.28
Long-term Energy Emissions	355.14	--	--	357.30
Long-term Mobile Emissions	36,989.43	1.44	--	37,019.78
Total Long-term Emissions	**37,344.84**	**1.45**	**--**	**37,377.36**

Source: CalEEMod.

As indicated in Table 3-7, the CO_2E total for the project is 37,377 pounds per day or 16.95 $MTCO_2E$ tons per day or 6,187 metric tons per year which is above the threshold. For industrial projects, GHG-related

impacts may be found to be insignificant if they: meet interim performance standards for construction and transportation-related emissions; and emit no more than 7,000 MTCO2e per year from non-transportation operational sources. Projects that do not qualify under both criteria are presumed to have significant impacts and must prepare an EIR and implement all feasible mitigation measures

CONCLUSION

The environmental analysis indicated that the projected annual CO_2E would be 6,187 metric tons per year, while the commonly used threshold is 7,000 metric tons per year of non-mobile emissions for industrial projects. The proposed project, however, will translate into significant benefits related to greenhouse gas reductions since it will replace an older and obsolete petroleum refinery operation. The proposed GLC project is an infill development that will promote sustainable development and land use practices. As indicated in Table 3-7, the CO_2E total for the project is 37,377 pounds per day or 16.95 metric tons per day or 6,187 metric tons per year, which below the threshold of 7,000 metric tons per year. For this reason, mitigation measures have been recommended in the section that follows.

MITIGATION MEASURES

As indicated in the previous section, the proposed project will result in GHG e missions that will not exceed the SCAQMD's recommended thresholds of 7,000 metric tons CO_2E per year. In addition, the mitigation measures measured included in Section 3.2 (Air Quality Impacts) and adherence to the pertinent measures indicated in Table 3-9 (Recommended Actions for Climate Change). Adherence to these protocols will reduce the potential impacts to levels that are less than significant. No additional mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential greenhouse gas impacts:

- The proposed project will have the potential for generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Overall, the elimination of the previous use and the ongoing remediation of the site would have a beneficial impact on the environment.

3.5.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO INCREASE THE POTENTIAL FOR CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING EMISSIONS OF GREENHOUSE GASES.

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's compliance with each applicable measure are listed

below in Table 3-8. The project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.

Table 3-8
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	**Compliant.** The proposed project would facilitate new infill development in an industrial area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation, create disincentives for auto use, and implement TDM measures.	**Compliant.** As part of the proposed improvements, new sidewalks and landscaping would be installed.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	**Compliant.** The new building and the rehabilitated buildings would be required to comply with the City's low impact development (LID) guidelines where applicable. The project would also be required to install modern storm water runoff controls.	10%
Waste diversion, recycling, water efficiency, energy efficiency, and energy recovery in cooperation with public services, districts, and private entities.	**Compliant.** The project is designed to further Santa Fe Springs's AB 939 requirements. As a result, the proposed project will conform to sustainability practices related to solid waste diversion.	0.5%
Urban and rural forestry through tree planting requirements and programs, preservation of agricultural land and resources that sequester carbon, and heat island reduction programs.	**Compliant.** The project would involve the installation of additional landscaping beyond that which presently exists.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	**Compliant.** Refer to responses above.	NA
Total Reduction Percentage:		**36.0%**

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change,* updated January 22, 2010.

Table 3-9 identifies which CARB recommended actions as it applies to the proposed project. These actions are included in the State's Climate Action Plan (CAP). Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and

the project's conformity with the measure is also provided in Table 3-9. The proposed project would not impede the implementation of any of the CARB's recommended actions.

Table 3-9
Recommended Actions for Climate Change

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation?
T-1	Transportation	Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods Movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium- and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	**Yes**	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWH	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	**Yes**	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	**Yes**	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No

Table 3-9
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation?
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	**Yes**	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

CONCLUSION

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. As the proposed project

would reduce its GHG emissions by 36%, the potential GHG impacts are considered to be less than significant.

MITIGATION MEASURES

As indicated in the previous section, the proposed project will result in GHG e missions that will not exceed the SCAQMD's recommended thresholds of 7,000 metric tons CO_2E per year. In addition, the mitigation measures measured included in Section 3.2 (Air Quality Impacts) and adherence to the pertinent measures indicated in Table 3-9 (Recommended Actions for Climate Change). Adherence to these protocols will reduce the potential impacts to levels that are less than significant. No additional mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential greenhouse gas impacts:

- The proposed project will not have the potential for increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.6 HAZARDS & HAZARDOUS MATERIALS IMPACTS

3.6.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- The proposed project's potential for creating a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- The proposed project's potential for emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and,

- The proposed project's potential for being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.

3.6.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in reducing potential hazards and hazardous materials impacts. These regulations are considered to be standard conditions in that they are required regardless of whether project impact requires mitigation. Those regulations that will serve as standard conditions with respect to hazards are identified below:

- *Resource Conservation and Recovery Act (RCRA).* The California Department of Toxic Substance Control (DTSC) is authorized to implement the State's hazardous waste management program for the EPA. The EPA continues to regulate hazardous substances under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).

- *Comprehensive Environmental Response Compensation and Liability Act (CERCLA).* CERCLA, commonly known as Superfund, was enacted by Congress in 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the

environment. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986.

- *State Regulations.* The California Environmental Protection Agency (Cal-EPA) and the State Water Resources Control Board establish rules concerning the use of hazardous materials and the management of hazardous waste. Within the Cal-EPA, the Department of Toxic Substances Control (DTSC) has the primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of Title I [of the] Hazardous Waste Control Law (HWCL).

- *Assembly Bill 387 and Senate Bill 162.* AB 387 and SB 162 provide a comprehensive program to ensure that hazardous material contamination issues are adequately addressed prior to school development. The program requires the preparation of a Phase 1 Environmental Site Assessment to determine whether a release of a hazardous material has occurred on-site in the past or if there may be a naturally occurring hazardous material present within a site.

EXISTING CONDITIONS

Existing Site Characterization

The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman.[42] A number of above-ground tanks and other structures are located within the project site. These above-ground improvements are currently being demolished and removed.

The previous refining operations included processing crude oil into several grades of fuel including kerosene, leaded gasoline and aviation fuel, unleaded gasoline, jet fuel, high and low-sulfur diesel, fuel oil, and petroleum coke. Soil and groundwater quality beneath and in proximity to the project site has been impacted by spills and other contamination associated with the previous refinery uses. Soil and groundwater investigations, as well as proposed remedial activities have been conducted previously pursuant to a Cleanup and Abatement Order (CAO) No. 97 118 issued by the Regional Water Quality Control Board – Los Angeles Region (Water Board) to the Powerine Oil Company.[43]

[42] Whittier Daily News (Real Estate Section). Former Powerine oil refinery site in Santa Fe Springs sold. April 22, 2014.

[43] A chronology of the identified documented and suspected releases after 1954 can be found in Table I. A map showing areas where historical releases occurred or may have occurred is located on Figure 5. The numbering of historical releases on Figure 5 coordinates with the enumeration of the releases on Table I. Note that Table I and Figure 5 have been revised from the original refinery-wide RAP to show only historical releases associated with the Western Property, however the release feature sequential numbering is unchanged from the original refinery-wide RAP.

The contamination that is present within the project site is a result of the historic petroleum storage and refining operations. As such, chemicals associated with these releases include *total petroleum hydrocarbons* (TPH) as various ranges of hydrocarbon weights (i.e., TPH gasoline range organics [TPHg], TPH diesel range organics [TPHd], and TPH motor oil range organics [TPHmo]), volatile organic compounds (VOCs), such as *benzene, toluene, ethylbenzene, and xylenes* (BTEX compounds), *polycyclic aromatic hydrocarbons* (PAHs), such as dibenzo(a,h)anthracene, and petroleum product additives and processing chemicals (including metals and other VOCs). The subsurface characteristics of the project has been arranged according to the following major horizons for purposes of discussion:

- *Shallow Soil* (0 to 10 feet below ground surface [ft-bgs]). The shallow zone extends from ground surface to 10 ft-bgs. Based upon the findings of the baseline *human health risk assessment* (HHRA) and the HHRA Addendum, *chemicals of concern* (COCs) in the shallow soil samples include TPHg, TPHd, TPHmo, PAHs, VOCs, and metals. Soil vapor within the shallow soil exhibits BTEX compounds.[44] A number of soil samples collected in the top ten feet at the project site exhibit COC (TPHg, TPHd, TPHmo, arsenic, lead, benzene, and dibenzo[a,h]anthracene). Remediation of the upper 10 feet of soil to address these conditions and to expedite the redevelopment of the property is planned.

- *Deep Soil* (10 to approximately 90 to 100 ft-bgs). The deep soil is considered to be soil extending from 10 ft-bgs to approximately 100 ft-bgs (current depth to water table below the former refinery). COCs in deep soil include TPHg, TPHg, TPHd, TPHmo, and VOCs are present above portion of the site is greater than in the eastern portion. Historical monitoring trends suggest that groundwater quality beneath the site is improving over time; however, concentrations in the western portions continue to be substantially above the TRCs, and remedial action to address deep soil contamination for the protection of groundwater appears to be warranted. In general, the PAHs and VOCs occur in similar locations and depths as the TPH compounds, although not in all areas. Methane is also present in deep soil vapor.[45] In the deep soil, TPHg, TPHd, TPHmo, and VOCs are present above the site cleanup goals. Remediation of deep soil and groundwater during and following redevelopment of the property is planned.

- *Groundwater.* Sampling and analysis of groundwater from site wells in the fourth quarter of 2013 indicates that BTEX and methyl tert-butyl ether (MTBE) were present at concentrations exceeding the target remediation criteria (TRCs). Benzene was detected at concentrations exceeding the TRC of 1 microgram per liter (µg/L) in two wells (MW-703, 58 µg/L; and MW-704, 1,700 µg/L). Toluene was detected at a concentration exceeding the TRC of 150 µg/L in one well (MW-704, 1,600 µg/L). Ethylbenzene was detected at a concentration exceeding the TRC of 300 µg/L in one well (MW-704, 850 µg/L). Xylenes were detected at a concentration exceeding the TRC of 1,750 µg/L in one well (MW-704, 2,650 µg/L). MTBE was detected at a concentration exceeding the TRC of 13 µg/L in one well (MW-704, 420 µg/L). Contingencies are included in the Remedial Action

[44] Stantec. *REMEDIAL ACTION PLAN/RESPONSE PLAN Western Property, Former Powerine Refinery Parcels 8009-022-017, -029, -030, and -031, 12345 Lakeland Road, Santa Fe Springs, CA.* April 2, 2014.

[45] Ibid.

Plan (RAP) for deep soil and groundwater remediation systems beneath planned buildings if monitoring demonstrates a worsening of groundwater conditions warranting active remedial action in those areas.[46]

Site cleanup goals are intended to be protective of human health and the environment and groundwater. The selection of cleanup goals for the project site are based on a human health risk assessment previously conducted for the entire refinery property, and on consideration of potential threat to groundwater from deep soil and actual groundwater conditions. These cleanup goals involved choosing 1) appropriate human health-based goals for shallow soil (0-10 feet), as calculated through the use of a human health risk assessment, and 2) groundwater protection goals as assigned in published guidance documents by the Water Board.[47] To facilitate development, the RWQCB-LA has agreed to allow two phases of cleanup goals. The first will achieve site-specific human health risk-based cleanup goals to protect construction and commercial workers and expedite redevelopment activities, and the second will address protection of groundwater over the longer term. *Remediation Guidance for Petroleum and VOC-Impacted Sites*, Section II, Table 4-1 of that document specifies soil screening levels for TPH and BTEX above drinking water aquifers.[48]

The proposed project site's history of oil production and the historical presence of oil production wells on the site) and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future Site occupants from any unknown conditions related to VOCs and vapor intrusion, and was an important consideration in the evaluation of human health risk for future receptors.

Methane Risk Zones

There are a number of closed landfills located in the vicinity of the project site that could result in potential methane releases in the absence of mitigation.[49] Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. The site is located within a methane risk zone (the location and extent of these former landfills are shown in Exhibit 3-3). The section that follows (Section 3.6.4) indicates the mitigation that must be adhered to in order to eliminate the potential methane risk (refer to Mitigation No. 14).

[46] Stantec. *REMEDIAL ACTION PLAN/RESPONSE PLAN Western Property, Former Powerine Refinery Parcels 8009-022-017, -029, -030, and -031, 12345 Lakeland Road, Santa Fe Springs, CA.* April 2, 2014.

[47] Ibid.

[48] Ibid

[49] Ibid.

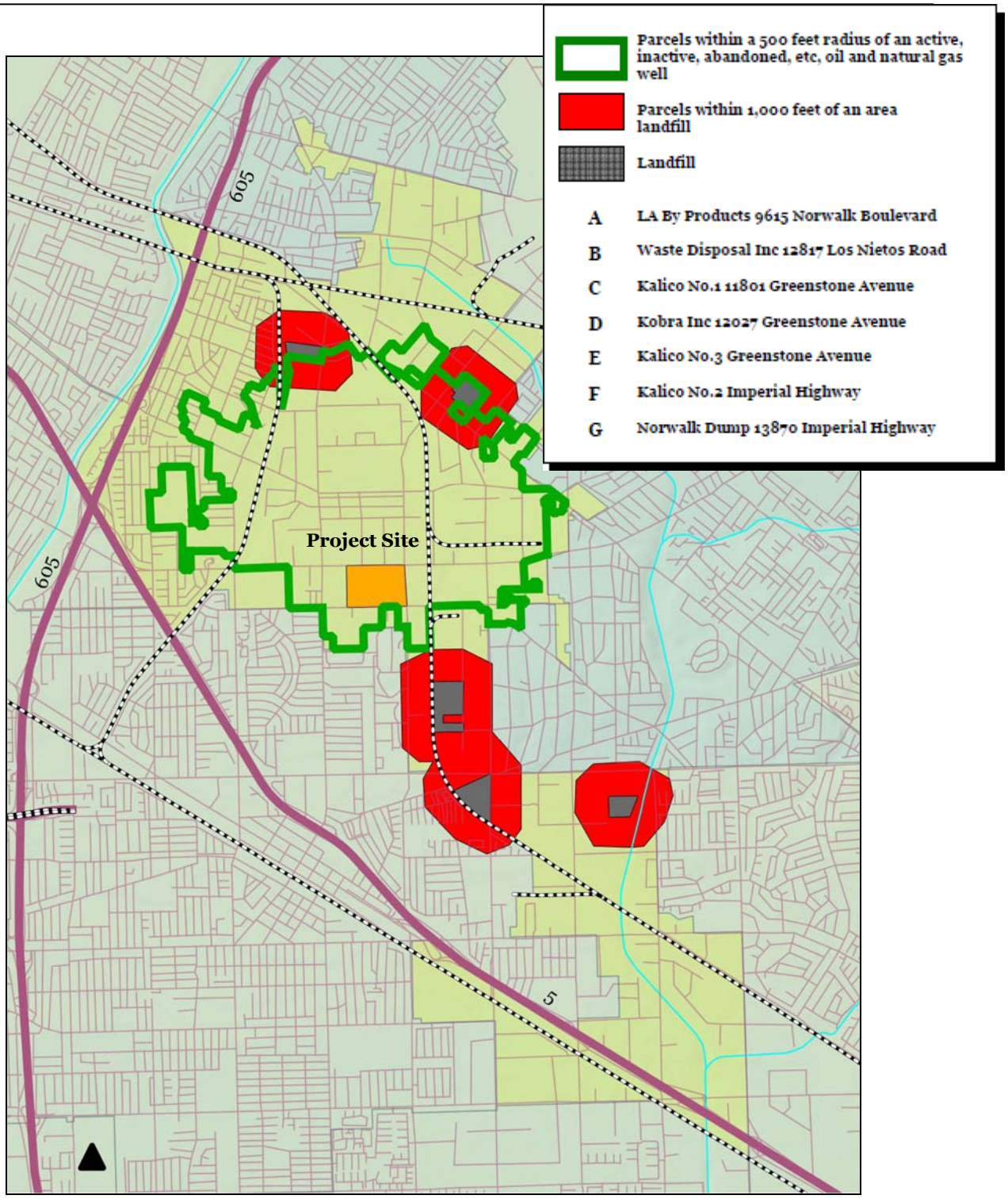

EXHIBIT 3-3
LANDFILLS AND METHANE RISK ZONE
SOURCE: CITY OF SANTA FE SPRINGS

3.6.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- The proposed project's potential for creating a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- The proposed project's potential for emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and,

- The proposed project's potential for being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.

3.6.4 ENVIRONMENTAL IMPACTS

3.6.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,635 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet. The remaining existing aboveground improvements and the substructures will be removed in their entirety prior to the construction of the new buildings. The stages of advancement on this development project are expected to follow the following general path:

- *Planning, permitting, and regulatory approval.* The initial process has been completed with the remedial action plans (RAPs) for both the eastern and western portions having been approved.

- *Demolition.* The demolition of the remaining aboveground improvements (office/lab buildings, above-ground storage tanks, piping, and concrete slabs and footings) is currently underway. The majority of the aboveground improvements located in the eastern and central portions of the site have been removed.

- *Debris Removal.* The demolition debris associated with the aboveground improvements will be sorted (hazardous, inert, etc.) and will be disposed of accordingly. This task is being completed and will be finished prior to the site's grading for the proposed project.

- *Characterization of Subsurface Conditions.* Completion of the characterization of the belowground materials (i.e., under-structure sampling, where necessary) will occur during this task.

- *Grading and Site Preparation.* Shallow soil excavation, management, profiling, and disposal/reuse of sub-surface structures will be identified. The installation of deep soil and groundwater remediation infrastructure will occur during this task. Site restoration and mass grading will then occur.

The response actions/remedial actions for the project site will be implemented in an integrated fashion to facilitate redevelopment construction, proceeding first in the eastern portion of the site and progressing westward across the former refinery property. In this way, all areas of contamination on the former refinery property, including those crossing the property line between the eastern and western portions of the site will be addressed. To ensure that potential impacts related to the removal of substructures do not result in any significant adverse impacts, mitigation has been included herein. Adherence to the aforementioned mitigation measures will reduce the potential impacts to levels that are less than significant levels.

CONCLUSION

The required mitigation will reduce the potential impacts to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operators will also be required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

MITIGATION MEASURES

To ensure that future demolition activities do not result in the release of any hazardous or chemical wastes, the following mitigation measures are identified herein as a means to address this potential impact.

Mitigation Measure 10 (Hazards & Hazardous Materials Impacts). Should any hazardous materials be encountered during future removal of substructures, the contractors employed by RDX shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

Mitigation Measure 11 (Hazards & Hazardous Materials Impacts). The building contractors employed by RDX must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during removal activities.

Mitigation Measure 12 (Hazards & Hazardous Materials Impacts). The proposed project site's history of oil production and the historical presence of oil production wells on the site) and the presence of high levels of methane in site soils will require that all buildings constructed on the site be equipped with engineering controls to mitigate methane seepage and accumulation inside occupied spaces. These controls will have the added benefit of protecting future site occupants from any unknown conditions related to VOCs and vapor intrusion.

Mitigation Measure 13 (Hazards & Hazardous Materials Impacts). The GLC once operational, will be required to prepare and maintain an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not result in the creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.

3.6.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT OR RESULT IN REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

The proposed project will involve the construction of three new concrete tilt-up buildings totaling 1,210,800 square feet. This new development will replace obsolete and no longer functioning refinery equipment. Furthermore, subsurface soils that contain byproducts of the former refinery operations will be removed as part of the ongoing remediation. As a result, the future use will not result in any additional impacts related to methane contamination.

Methane associated with old landfills in the area is not identified as being a problem at the project location. The project site is located within a *methane zone*.[50] Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air.

[50] Santa Fe Springs, City of. Methane Zones.

While the methane risk is low, to further minimize the risk, mitigation has been provided.

CONCLUSION

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operator is required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

MITIGATION MEASURES

The methane risk will be addressed with the implementation of the following mitigation.

> *Mitigation Measure 14 (Hazards & Hazardous Materials Impacts).* The Applicant must provide the City with an updated soils assessment to ascertain the location and extent of potential methane contamination within the soils that underlie the project site. Following the soils assessment, the Applicant will be required to install an active methane detection system should it be determined following field investigations that such devices are needed. The system is designed to detect specific concentrations of combustible gas within a structure and to warn the occupants using alarms when unsafe concentrations are detected. Other measures may include a gas membrane barrier constructed under the new building foundation or other devices recommended by the soils engineer, the City, or responsible agencies.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not result in the creation of 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.

3.6.4.3 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

The nearest school to the project site is the Lakeland Elementary School located approximately 850 feet to the southwest. The proposed GLC project will have a beneficial impact in that the existing hazardous conditions will be eliminated. The ongoing removal of the above ground structures and the future removal

of the substructures will translate into a beneficial impact. Finally, mitigation has been identified in the previous sections to address potential impacts related to demolition. As a result, no significant adverse impacts concerning a release of hazardous materials are anticipated.

CONCLUSION

The aforementioned mitigation will reduce the potential impacts related to demolition to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operator is required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

MITIGATION MEASURES

No additional mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not result in the generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

3.6.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR BEING LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIAL SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5, AND SUBSEQUENT POTENTIAL FOR CREATING A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.[51] Four Cortese sites are located in the City and include the following: Neville Chemical Company (12800 Imperial Highway), McKesson Chemical Company (9005 Sorenson Avenue), Waste Disposal, Inc. (12731 Los Nietos Road), and Angeles Chemical Company, Inc. (8915 Sorenson Avenue). The project site is not included on the Cortese sites listing nor will it affect any so-designated site.[52]

[51] California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

[52] Green. Managing Water-Avoiding Crisis in California. University of California Press. 2007

As indicated previously, the RWQCB-LA is overseeing the implementation of two remedial action plans (RAPs) to clean up soil and groundwater contamination. The future development will assist in a timelier implementation of this clean-up effort. As a result, no impacts will occur with respect to locating the project on a site included on a hazardous list pursuant to the government code.

CONCLUSION

The aforementioned mitigation will reduce the potential impacts related to demolition to levels that are less than significant. The GLC will comply with health and safety regulations for on-site employees, including training in safety procedures and personal protective equipment. The facility operator is required to comply with all applicable laws relating to employee health and safety. The GLC will also have an Illness and Injury Prevention Plan which outlines daily safety procedures, emergency, and accident response plans and training programs.

MITIGATION MEASURES

No further mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hazards and hazardous materials impacts:

- The proposed project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and subsequent potential for creating a significant hazard to the public or the environment.

3.7 HYDROLOGY AND WATER QUALITY IMPACTS

3.7.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following hydrology and water quality issues:

- The proposed project's potential for violating any water quality standards or waste discharge requirements;

- The proposed project's potential for substantially depleting groundwater supplies or interfering substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- The proposed project's potential to create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; and,

- The proposed project's potential for substantially degrading water quality.

3.7.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential water and hydrology impacts. Those existing regulations that will serve as standard conditions with respect to water and hydrology are summarized below and on the following page:

- *Clean Water Act*. The Clean Water Act (CWA) is the primary Federal law in the United States governing water pollution. The CWA established the symbolic goals of eliminating releases of toxic substances into the water, eliminating additional water pollution, and ensuring that surface waters would meet standards necessary for human sports and recreation. The U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into Waters of the United States under Section 404 of the CWA. Waters of the U.S. include a range of wetland environments such as lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, and wet meadows.

- *U. S. Army Corps of Engineers, Section 404.* The Federal Government's Section 404 Guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The U.S. Army Corps of Engineers must consult with the U.S. Fish and Wildlife Service (USFWS) and National Oceanic Atmospheric Administration (NOAA) when threatened or endangered species may be affected by a proposed project to determine whether issuance of Section 404 permit would jeopardize the species.

- *Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping Program.* The Federal Emergency Management Agency oversees the preparation of maps that indicates those areas where there is a potential for inundation resulting from a 100-year flood and a 500-year flood. The maps serve as the basis as to whether flood insurance is required for homeowners. The mapping program serves an additional purpose in designating those areas of the City where flood-related mitigation may be required.

- *National Pollutant Discharge Elimination System (NPDES).* The system for granting and regulating discharge permits is called the National Pollutant Discharge Elimination System (NPDES), which regulates both point and non-point sources that discharge pollutants into waters of the United States. This regulation requires operators of regulated small municipal separate storm sewer systems to obtain a NPDES permit and develop a storm water management program that will prevent pollutants from being conveyed in storm water runoff into the storm sewer systems (or from being dumped directly into the storm drains).

- *City of Santa Fe Springs General Plan.* Both the Land Use Element and the Safety Element must indicate those areas of the City where there is a potential for flooding. Where flooding has been identified, special policies, programs, or other mechanisms must be considered as a means to reduce the damaging effects of potential flooding. The existing adopted General Plan has identified the eastern two-thirds of the City as being subject to a potential flooding, though the risk has been substantially reduced through flood control improvements.

ENVIRONMENTAL SETTING

Santa Fe Springs is located within the jurisdictional boundaries of the Los Angeles Regional Water Quality Control Board (LARWQCB, Region 4). LARWQCB implements permitting requirements and discharge controls through the National Pollutant Discharge Elimination System (NPDES) permitting program in conformance with Section 402 of the Clean Water Act. These activities are guided by uses and standards expressed in the Water Quality Control Plan (WQCP) for the Los Angeles Region. The Basin Plan is organized by watershed within the entire Los Angeles basin and the city is included within the San Gabriel River watershed which receives drainage from a large area of eastern Los Angeles County.

Water quality challenges and issues in the area's watershed includes the sluicing of reservoirs, protection of groundwater recharge areas, managing trash in the upper watershed, mining and stream modifications, ambient toxicity, urban and storm water runoff quality, and non-point source loadings from nurseries and

horse stables. Of the 570 dischargers enrolled under the general industrial stormwater permit in this watershed, the largest numbers are found in the cities of Industry, Irwindale, Pomona and Santa Fe Springs.[53] The Los Angeles County Department of Public Works Flood Control District (LAFCD) has jurisdiction over major drainage and flood control improvements in Santa Fe Springs, and maintains numerous regional storm drains and flood control channels for this purpose. These regional improvements are complemented by local storm drain improvements provided by the City. No naturally occurring permanent surface water features exist within the vicinity of the project site.

The project site is located within the Santa Fe Springs Plain Subgeomorphic Province of the Los Angeles Coastal Plain at an elevation of approximately 130 to 140 feet above mean sea level (ft-amsl). This plain is a slightly rolling topographic feature sloping gently to the northeast in the vicinity of the site due to the northwest trending Santa Fe Springs–Coyote Hills anticlinal system. The site is positioned above the southern limb of the Santa Fe Springs Anticline. Petroleum accumulation associated with this anticlinal structure has resulted in substantial oil production in the Santa Fe Springs area. Prominent topographic features in the area include the Puente and Coyote Hills to the northeast, east, and southeast. The San Gabriel River is located approximately 1.75 miles west of the site and flows from north-northeast to south-southwest.

The Los Angeles Coastal Plain area is a large structural basin that has accumulated thousands of feet of sediments since Miocene time and has been tectonically active. The Los Angeles Coastal Plain generally consists of alluvial materials deposited by the Los Angeles, San Gabriel, and Santa Ana Rivers. The Santa Fe Springs Plain is comprised of the Upper Pleistocene–age Lakewood Formation. The Lakewood Formation and the underlying San Pedro Formation are folded over the anticlinal dome structure.

Several regional water-bearing units have been identified within the older alluvial fan and valley deposits of the Lakewood Formation and underlying San Pedro Formation. In the site area, the Lakewood Formation begins at ground surface, ranges from 100 to 180 ft thick, and is composed of three hydrostratigraphic units: 1) the Bellflower Aquiclude (upper unit), 2) the Exposition Aquifer, and 3) the Gage Aquifer. The Exposition and Gage aquifers consist predominantly of sands and fine gravels with discontinuous, thinly bedded silts, and clays. These aquifers have an approximate combined thickness of 100 to 150 feet, approximately half of which is saturated.

Within the site vicinity, the Bellflower Aquiclude consists of a heterogeneous mixture of clays, silty clays, silts, and extensive interbedded lenses of sandy or gravelly silts and clays and has an estimated thickness between 20 feet and 40 feet. The major water-bearing unit of interest for this investigation is the Exposition Aquifer (otherwise known as the Artesia Aquifer), the upper water bearing unit of the Lakewood Formation. The Exposition Aquifer is composed of coarse gravel, coarse to fine sand, and interbedded silts and clays with a general southwesterly dip and thickness between 40 feet and 80 feet. The Exposition Aquifer is separated from the Gage Aquifer by an unnamed aquiclude.

[53] Santa Fe Springs, City of. *Draft EIR for [the] City of Santa Fe Springs Proposed WBPA Amendment No. 2*, 2009.

Information for the site area in Santa Fe Springs indicates that the depth to first-encountered groundwater within the Exposition Aquifer ranges from 75 feet to 100 feet-bgs. The Gage Aquifer consists predominantly of sands and fine gravels with an estimated thickness between 30 feet and 60 feet.

In the site and the nearby area, the Santa Fe Springs Plain consists of the late Pleistocene alluvium of the Lakewood Formation. The Lakewood Formation unconformably overlies the lower Pleistocene San Pedro Formation and the Pliocene Pico Formation. The Lakewood Formation consists of interbedded clays, silts, silty sands, and sands representative of stream-type alluvial and floodplain deposits. Previous subsurface investigations conducted at the site confirm that the lithology is a vertically and laterally heterogeneous layering of such alluvial deposits. The underlying materials consist of interbedded alluvial sediments ranging in texture from poorly graded sands through fat clays.

FLOODING

The terms *100-year flood* and *500-year flood* are related to a statistical probability of a flood condition occurring during a period of extreme rainfall or runoff once every 100 years or 500 years. The western portion of the City was previously located within the Los Angeles River 100-year floodplain. The Los Angles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River and the Rio Hondo River located to the north of Santa Fe Springs. The height of 21 miles of existing levees was raised and modifications were made to railroad, traffic, utility and pedestrian bridges. These improvements, completed in 2001, now provide protection for Santa Fe Springs' residents in the eastern and southern portion of the City. Since the completion of this preventative measure, City property owners in the floodplain are no longer required to purchase flood insurance.[54]

ON-SITE DRAINAGE

There are no natural lakes or streams within or adjacent to the project site. As indicated previously, the project site was previously covered over in impervious surfaces associated with the pervious refinery operations. This hardscape included the existing buildings and asphalt paving. No natural drainage or riparian areas remain within the project area due to the past development.

3.7.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on hydrology and water quality, if it results in any of the following:

- The proposed project's potential for violating any water quality standards or waste discharge requirements;

[54] City of Santa Fe Springs. *General Plan Environmental Impact Report (EIR)*. 2008

- The proposed project's potential for substantially depleting groundwater supplies or interfering substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- The proposed project's potential to create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; and,

- The proposed project's potential for substantially degrading water quality.

3.7.4 ENVIRONMENTAL IMPACTS

3.7.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR VIOLATING ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS.

The implementation of the proposed project, the amount of impervious surfaces will exceed current conditions. The previous refinery use included impervious surfaces associated with the buildings, above ground tanks, asphalt surfaces, and the containment areas. As part of the ongoing above ground demolition and removal, these materials have been removed from the eastern and central portions of the site. Stockpiles of these concrete and asphalt materials are visible in the photographs included in Section 2.

The site's development will also result in the majority of the site being covered over in impervious surfaces (buildings, parking areas, internal roadways, etc.). The site plan, however, does provide for just less than 5 acres of landscaping that will facilitate percolation of stormwater runoff. According to the current stormwater runoff and Clean Water Act requirements, all surface runoff must now be impounded onsite. These regulations were not in effect at the time the previous refinery uses were in operation. As a result, the post project impacts will be superior to the existing and former site conditions.

No materials will be stored outside of the buildings. In addition, the site will be maintained to ensure that any materials that may have inadvertently fallen off of trucks will be collected. The proposed project improvements will include the installation of a water clarifier to treat surface runoff prior to being conveyed to the storm drains. While no significant adverse impacts on water quality are anticipated, the following mitigation measures will be required.

- The plans and specifications shall require the contractors to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan.

- During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

- Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.

- Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

The implementation of the aforementioned mitigation measures will ensure that the potential water quality impacts are reduced to levels that are less than significant.

CONCLUSION

The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. The implementation of the aforementioned mitigation measures will ensure that the potential water quality impacts are reduced to levels that are less than significant.

MITIGATION MEASURES

The following mitigation measures will be effective in reducing potential water quality impacts:

Mitigation Measure 15 (Water Quality Impacts). The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.

Mitigation Measure 16 (Water Quality Impacts). During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State, and Federal requirements.

Mitigation Measure 17 (Water Quality Impacts). Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.

Mitigation Measure 18 (Water Quality Impacts). Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not violate any water quality standards or waste discharge requirements.

3.7.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR SUBSTANTIALLY DEPLETING GROUNDWATER SUPPLIES OR INTERFERING SUBSTANTIALLY WITH GROUNDWATER RECHARGE IN SUCH A WAY THAT WOULD CAUSE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED).

No potable water wells are located within the project site. The excavation required for utility connections and building footings will not be deep enough to interfere with any local aquifer. Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. Given the nature of the project, no significant net change in *area-wide* water consumption will occur. The previous petroleum refinery use consumed large quantities of water associated with the petroleum refining process. Additional water has been consumed as part of the above ground demolition and for the control of fugitive dust. The proposed GLC project will consume limited quantities of water (refer to Section 3.12) that will be related to routine maintenance, landscaping, and potable consumption. In addition, mitigation has been identified in Section 3.12 that calls for the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. As a result, the potential impacts are considered to be less than significant.

CONCLUSION

Given the nature of the project, no significant net change in *area-wide* water consumption will occur. In addition, mitigation has been identified in Section 3.12 that calls for the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The City has a Water Conservation Ordinance that requires the installation of water conserving equipment and plumbing fixtures as a means to reduce water consumption. These measures will be effective in mitigating potential impacts on groundwater resources.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge in such a way eat would cause a net deficit in aquifer volume or a lowering of the local groundwater table level.

3.7.4.3 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL TO CREATE OR CONTRIBUTE RUNOFF WATER, WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Refer to Section 3.7.4.1 for the discussion of the proposed project's potential impacts on this issue area.

CONCLUSION

The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. The implementation of the aforementioned mitigation measures included under Section 3.7.4.1 will ensure that the potential water quality impacts are reduced to levels that are less than significant.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

3.7.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR SUBSTANTIALLY DEGRADING WATER QUALITY.

Refer to the discussion of the environmental impacts provided under section 3.7.4.1.

CONCLUSION

The proposed improvements will be required to conform to applicable water quality regulations and to obtain waste water discharge permits in accordance with any applicable Clean Water Act requirements. Adherence to applicable regulations and policies will ensure future development does not impact the local hydrological system and that water quality within the City is maintained. The implementation of the mitigation measures under Section 3.7.4.1 will ensure that the potential water quality impacts are reduced to levels that are less than significant.

MITIGATION MEASURES

No additional mitigation beyond that identified in Section 3.7.4.1 is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential hydrology and water quality impacts:

- The proposed project would not substantially degrading water quality.

3.8 LAND USE IMPACTS

3.8.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following land use issues:

- The proposed project's potential for conflicting with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

3.8.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations that will be applicable to any new development and these policies and regulations will be effective in further reducing potential land use impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that will serve as standard conditions with respect to land use and planning impacts are listed on the following page:

- *City of Santa Fe Springs General Plan (Land Use Element).* The State requires every City and County to prepare, adopt, and maintain a comprehensive general plan. The general plan must address seven major issue areas that include land use. The Land Use Element indicates the location and extent of permitted land uses and development. In addition, the standards for development density and population intensity for each land use designation must be clearly indicated.

- *City of Santa Fe Springs Zoning Ordinance.* The purpose of the Zoning Ordinance is to implement the land use policy of the General Plan. State law recommends the Zoning Ordinance be consistent with the General Plan since both indicate the location and extent of permitted uses. The Zoning Ordinance is more detailed with respect to specific development standards and land use.

ENVIRONMENTAL SETTING

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) that was formerly occupied by the Powerine Oil Refinery. Ridgeline Energy Services owned approximately 19.7 acres of the western portion of the project site while Goodman Santa Fe springs SPE LLC owned the remaining 35-acres of the eastern portion of the site. Furthermore, Ridgeline sold all but 2-acres of their ownership along the west portion to Goodman.[55] A number of above-ground tanks and other structures are located within the project site. These above-ground improvements are currently being removed. Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).

- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.

- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Road ROW.

- Various industrial uses abut the project site on the west side. As mentioned previously, an approximately 2-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.[56]

The existing land uses around the project site are shown in Exhibit 3-4. The General Plan and Zoning land use designations that are applicable to the project site is *M-2, Heavy Manufacturing*.[57] The applicable General Plan designation is *Industrial*.[58] The General Plan and Zoning land use designations for the site and the surrounding area are shown in Exhibits 3-5 and 3-6, respectively.

3.6.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact on land uses, if it results in any of the following:

- The proposed project's potential for conflicting with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project.

[55] Whittier Daily News (Real Estate Section). Former Powerine oil refinery site in Santa Fe Springs sold. April 22, 2014.

[56] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

[57] City of Santa Fe Springs. Zoning Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696

[58] City of Santa Fe Springs. General Plan Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2695

EXHIBIT 3-4
EXISTING LAND USES IN THE PROJECT AREA

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

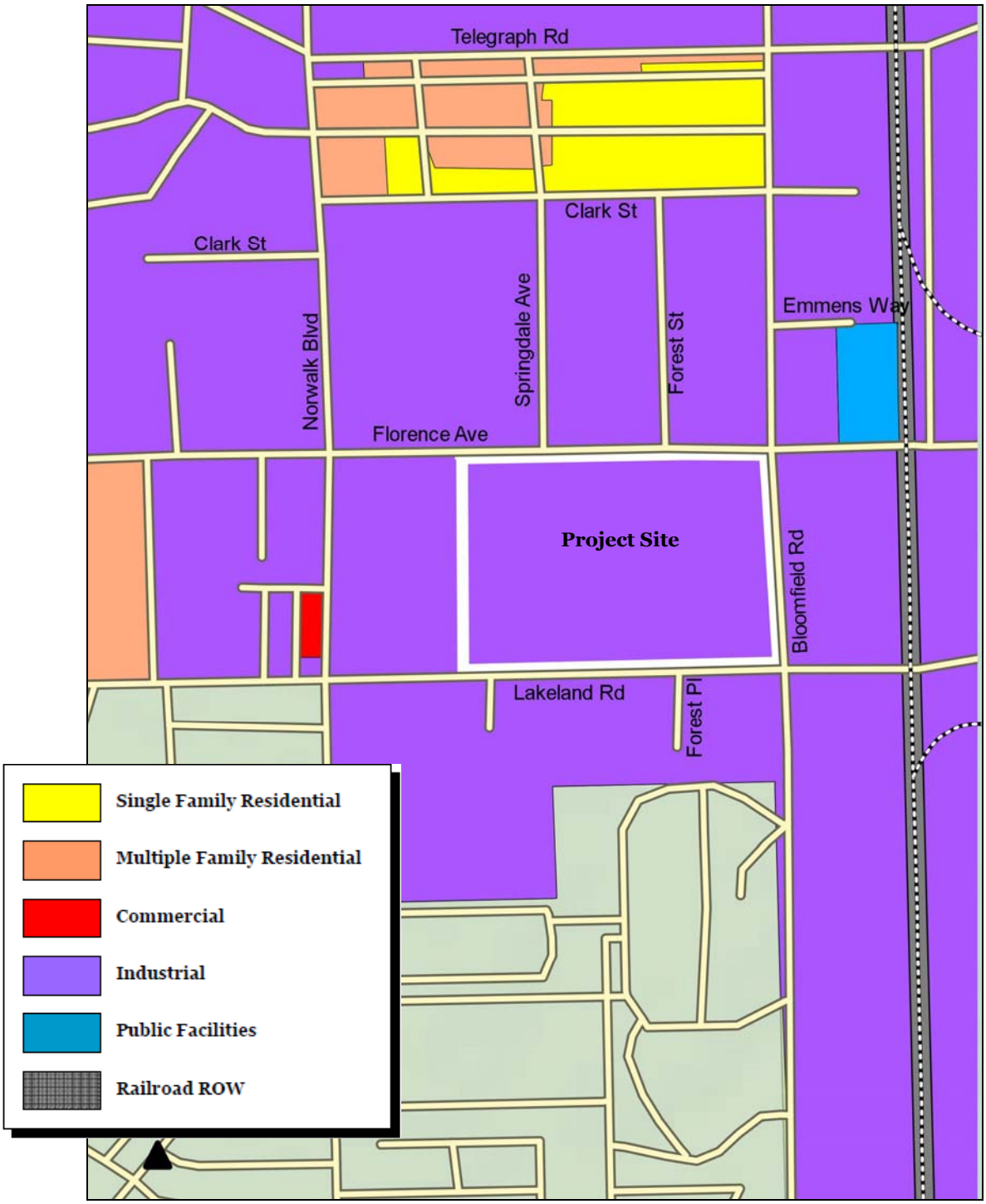

EXHIBIT 3-5
GENERAL PLAN LAND USE DESIGNATIONS

SOURCE: CITY OF SANTA FE SPRINGS

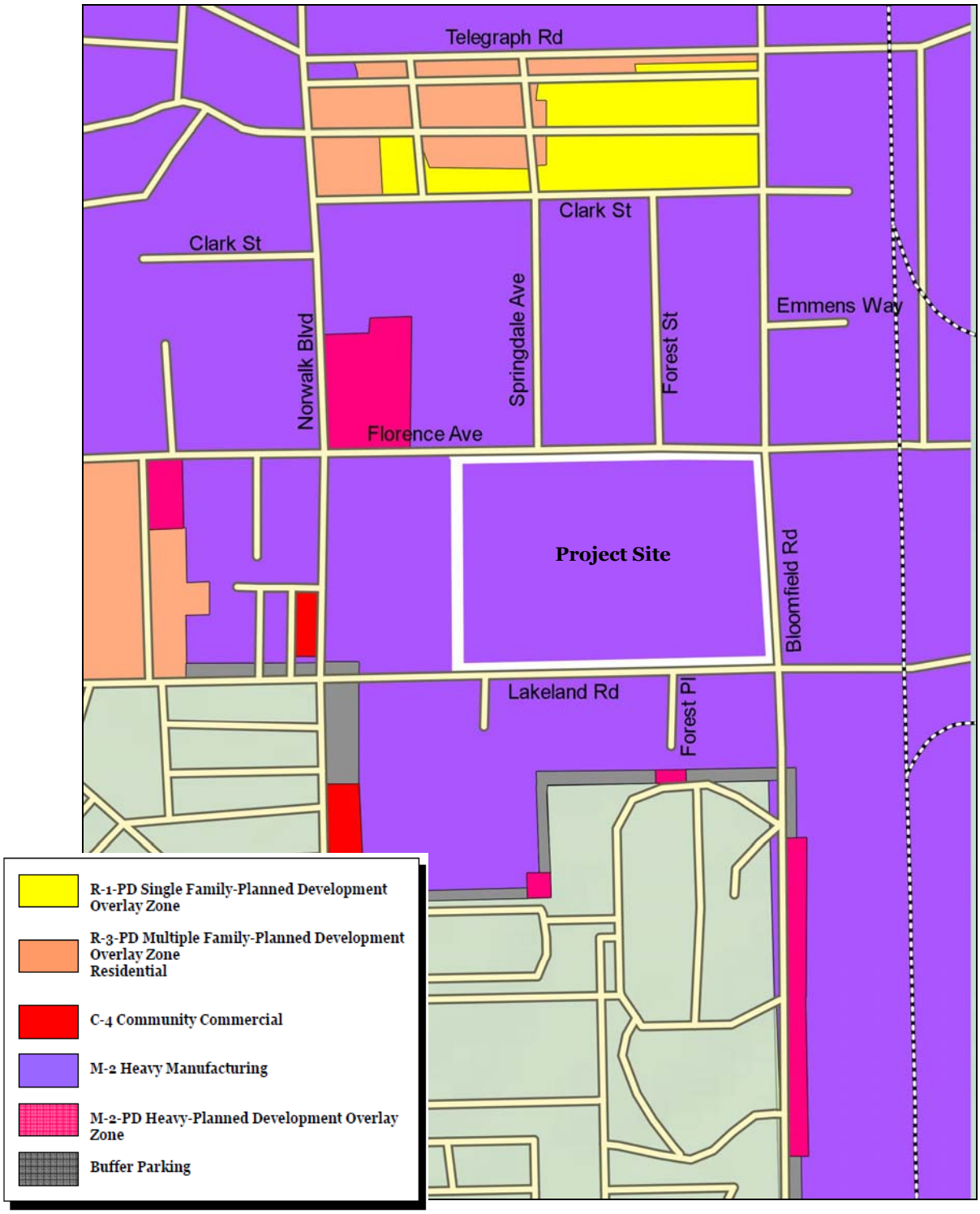

EXHIBIT 3-6
ZONING LAND USE DESIGNATIONS

SOURCE: CITY OF SANTA FE SPRINGS

3.8.4 ENVIRONMENTAL IMPACTS

3.8.4.4 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH AN APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF THE AGENCY WITH JURISDICTION OVER THE PROJECT.

The General Plan designation that is applicable to the project site is *Industrial,* and the site is zoned as *M-2* (Heavy Industrial). This designation permits a wide range of industrial activities.[59] According to the City of Santa Fe Springs General Plan, the existing use is conditionally permitted within this land use designation. As a result, no Zone Change or General Plan Amendment is required as part of the proposed project's implementation. In addition, the proposed project conforms to all applicable development standards. As a result, no zone variances will be required for the proposed project.

A tentative parcel map (TPM) will be required to create the three new parcels (one for each of the new buildings). As indicated previously, the proposed GLC development is consistent with the existing General Plan and Zoning Designations. The building's floor area ratio (FAR) and its lot coverage conform to the requirements of the City's M-2 Zone.

The project will not involve the permanent closure of any existing roadways that serve an established residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community. The project site is located in the midst of an existing urbanized industrial area. As a result, no impacts are anticipated.

CONCLUSION

No Zone Change or General Plan Amendment is required as part of the proposed project's implementation. The project will not involve the permanent closure of any existing roadways that serve an established residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community. The project site is located in the midst of an existing urbanized industrial area. As a result, no impacts are anticipated.

MITIGATION MEASURES

No mitigation is required.

[59] City of Santa Fe Springs. General Plan Land Use Map and Zoning Map. As amended 2014.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential land use impacts:

- The proposed project would not have the potential for conflicting with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

3.9 NOISE IMPACTS

3.9.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for exposing persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

- The proposed project's potential for the exposure of people to or generation of excessive ground-borne noise levels;

- The proposed project's potential for the substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project; and,

- The proposed project's potential for the substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project.

3.9.2 ENVIRONMENTAL SETTING

CHARACTERISTICS OF NOISE

Noise is most often defined as unwanted sound. The decibel (dB) scale, a logarithmic loudness scale, is most often used to quantify sound intensity in a convenient and manageable manner. Since the human ear is not equally sensitive to all frequencies within the entire noise spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity using an *A-weighting,* written as dBA. The human ear can detect changes in sound levels greater than 3 dBA under normal ambient conditions. Changes of one to three dBA are noticeable to some people under quiet conditions while changes of less than 1 dBA are only discernable by few people under controlled, extremely quiet conditions. Typical noise levels associated with various activities are noted in Exhibit 3-7.

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading losses, noise attenuates (decreases) with distance. Objects that block the line-of-sight attenuate the noise source if the receptor is located within the shadow of the blockage (such as behind a sound wall).

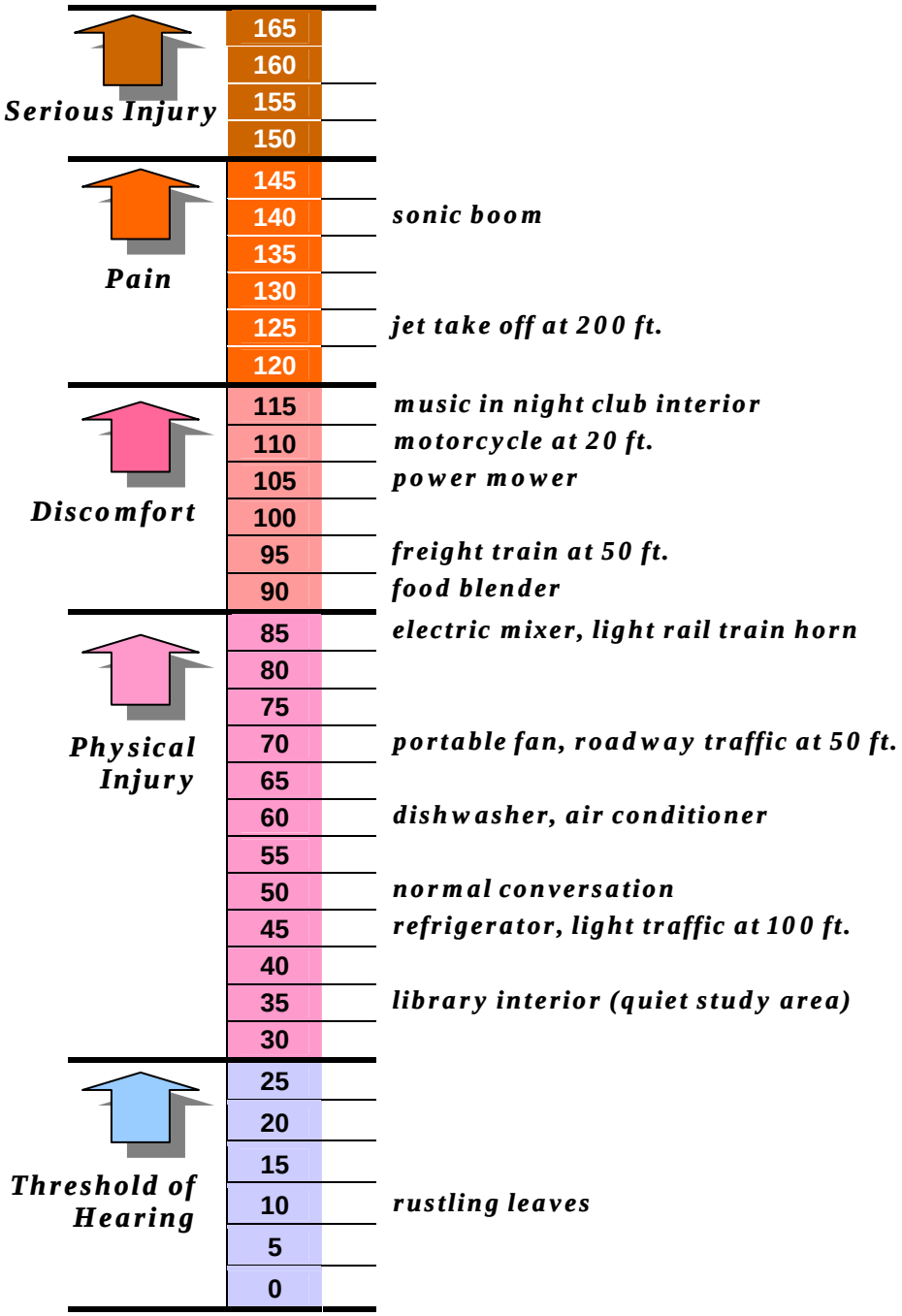

EXHIBIT 3-7
NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES
Source: Blodgett/Baylosis Environmental Planning

Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level 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. Other values that are typically noted during a noise survey include the L_{min} and L_{max} that represent the minimum and maximum noise levels obtained over a given period.

Certain receptors are more sensitive to unwanted noise during the evening and at night. As a result, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or the day/night average noise level (Ldn). The CNEL descriptor requires that an artificial increment of five dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM to take into account a person's increased sensitivity to noise during these periods. The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

REGULATORY SETTING

A number of agencies have adopted standards and recommended noise criteria to protect people in both working and home environments. Future development and activities within the project site will be subject to a number of noise control standards and regulations including the following:

- The *Federal Highway Works Administration (FHWA)* has established noise exposure standards for different land uses that apply to the planning and design of federally funded highway projects.

- The *Noise Control Act of 1972* authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound requisite to protect public welfare with an adequate margin of safety.

- The *California Motor Vehicle Code* establishes noise standards for those areas not regulated by the Federal government. State standards regulate the noise levels of motor vehicles and motorboats; establish noise impact boundaries around airports; regulate freeway noise affecting classrooms, sound transmission control and occupational noise control; and identify noise insulation standards.

- *California Administrative Code, Title 24, Building Standards, Chapter 2.35*, outlines noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings.

- The *California Occupational Noise Control Standards* contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, indicates permissible noise exposure at a

workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

- The City of Santa Fe Springs has adopted an ordinance that limits the hours of construction activities to normal weekday working hours. The permissible times for development activity are from 7:00 AM to 7:00 PM, and any noise generated by the project must fall within the permitted noise levels set forth in Section 155.424 (E) of the City of Santa Fe Springs Municipal Code.

EXISTING AMBIENT NOISE ENVIRONMENT

The noise environment within the project site is dominated by vehicle traffic noise along major arterial roadways such as Lakeland Road, Bloomfield Avenue, Norwalk Boulevard and Florence Avenue. To characterize ambient noise levels, a field study was conducted within the project site. Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. Noise monitoring included four, 15-minute noise measurements within the project site during a weekday afternoon (Wednesday 4:00 PM, November 19th 2014). The resulting noise measurements are summarized in Table 3-10.

Table 3-10
Noise Measurement Results

Noise Measurement Location	L^{10}	L^{50}	L^{90}
Location #1 Florence Ave., westernmost site frontage	74.3 dBA	67.1 dBA	62.9 dBA
Location #2 Florence Ave./Bloomfield Ave.	76.2 dBA	65.5 dBA	59.2 dBA
Location #3 Bloomfield Ave./Lakeland Rd.	71.2 dBA	62.5 dBA	59.3 dBA
Location #4 Lakeland Rd. (westernmost site frontage)	68.3 dBA	61.1 dBA	58.0 dBA

Source: Blodgett/Baylosis Environmental Planning. 2014.

During the measurement period, the dominant source of noise included traffic noise on the adjacent roadways. Secondary sources of noise were related to activities being conducted at nearby industrial establishments. Ambient noise levels during the majority of the measurement period ranged from 59.2 dBA to 62.9 dBA. The occasional passing truck resulted in noise level spikes that exceeded 70 dBA.

A computerized noise model was used to estimate the existing traffic noise levels along the three roadways that are located adjacent to the project site: Florence Avenue, Bloomfield Avenue, and Lakeland Road. The noise model indicates the distance of specific noise level contours from the roadway's centerline. Key variables used by the traffic noise model include the number of cars using the roadway, their speed, the roadway gradient, and the surrounding environment's characteristics that may affect attenuation. The results of the traffic noise analysis are shown in Table 3-11. Note that the actual distances to these contours could be less than that predicted where intervening structures break the line-of-sight to the roadway.

Table 3-11
Existing Roadway Noise Levels

Roadway	Segment	CNEL @ 50' from Ce11terline
Bloomfield Ave. (25,520 ADT)	North of Lakeland Rd.	73 dBA, CNEL
Bloomfield Ave. (23,710 ADT)	North of Florence Ave. (adjacent to site)	73 dBA, CNEL
Florence Ave. (40,710 ADT)	West of Pioneer Blvd.	75 dBA, CNEL
Florence Ave. (34,370 ADT)	East of Norwalk Blvd. (adjacent to site)	75 dBA, CNEL
Lakeland Rd. (10,530 ADT)	West of Norwalk Blvd. (adjacent to site)	69 dBA, CNEL

Certain activities are particularly sensitive to noise. These include sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration. Hospitals and convalescent homes, churches, libraries, schools, and childcare facilities are considered noise-sensitive uses. Sensitive receptors located near the project site include the following:

- The Lakeland Villa Mobile Home Park is located approximately 800 feet to the west of the project site's westernmost boundary.

- A single-family residential neighborhood is located to the southwest of the project site, on the east side of Norwalk Boulevard. This neighborhood is located approximately 825 feet from the westernmost boundary of the project site.

- The Los Angeles Centers for Alcohol and Drug Abuse (LA-CADA) which is a residential treatment and a daycare facility, is located on the southwest corner of Norwalk Boulevard and Lakeland Road. This use is located approximately730 feet west of the project site.

- The nearest school to the project site is the Lakeland Elementary School, located approximately 2,000 feet to the southwest.[60]

3.9.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

- The exposure of people to, or generation of, excessive ground-borne noise levels;

[60] Blodgett/Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project; and,

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

3.9.4 ENVIRONMENTAL IMPACTS

3.9.4.1 IMPACT ANALYSIS: THE EXPOSURE OF PERSONS TO OR THE GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Noise associated with the proposed project's operations will include traffic noise from the trucks traveling to and from the site, noise from on-site equipment loading and unloading the trucks, machinery noise associated with the sorting and baling of materials, and miscellaneous stationary noise from machinery. The majority of the noise will occur within the enclosed buildings. The exception will be the trucks maneuvering within the site as part of the loading and unloading activities. Truck back-up alarms, hydraulic motors from forklifts, and lot sweeping equipment will be audible during the day-time peak activity period.

The noise from the back-up alarms, forklifts, and lot sweeping equipment in the yard area will be attenuated by the surrounding buildings and the distance to any noise sensitive receptors. For the yard activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The majority of the loading and unloading activities would occur during the daytime periods. After hour activities during the night-time and early morning periods would largely be limited to general maintenance and cleaning. The proposed project will be required to adhere to the City's regulations pertaining to noise control.

The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent roadways. According to the city's noise control requirements, the maximum permitted noise level within the M-2 zone is 90 dBA. The proposed project's implementation will result in short-term (construction-related) emissions due to the demolition and construction activities and long-term operational noise impacts. However, there are no noise sensitive receptors located within the vicinity of the project site.[61] In addition, the on-site construction activities will be required to conform to the city's noise control requirements. As a result, no significant adverse impacts are anticipated.

[61] United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs,, California.* July 1, 1979

CONCLUSION

The proposed project will be required to adhere to the City's regulations pertaining to noise control. As a result, no significant impacts with respect to a potential violation of noise control standards are envisioned.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for exposing persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

3.9.4.2 IMPACT ANALYSIS: THE EXPOSURE OF PEOPLE TO, OR GENERATION OF, EXCESSIVE GROUND-BORNE NOISE LEVELS.

The existing and future traffic noise levels are summarized below in Exhibit 3-12. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise since it typically requires a doubling in traffic volumes to result in a perceptible change in traffic noise. As a result, the proposed project will not result in any significant adverse ground-borne noise impacts. Given the existing and future land uses and activities will not change nor will there be a substantive change in the land use (heavy industry), no significant adverse impacts are anticipated.

Table 3-12
Future Roadway Noise Levels

Roadway (Assumed ADT)	Segment	CNEL @ 50' from Centerline
Existing Noise Levels		
Bloomfield Ave. (25,520 ADT)	North of Lakeland Rd.	73 dBA, CNEL
Bloomfield Ave. (23,710 ADT)	North of Florence Ave. (adjacent to site)	73 dBA, CNEL
Florence Ave. (40,710 ADT)	West of Pioneer Blvd.	75 dBA, CNEL
Florence Ave. (34,370 ADT)	East of Norwalk Blvd. (adjacent to site)	75 dBA, CNEL
Lakeland Rd. (10,530 ADT)	West of Norwalk Blvd. (adjacent to site)	69 dBA, CNEL

Table 3-12
Future Roadway Noise Levels (continued)

Roadway	Segment	CNEL @ 50' from Centerline
Future Noise Levels		
Bloomfield Ave. (26,560 ADT)	North of Lakeland Rd.	73 dBA, CNEL
Bloomfield Ave. (24,480 ADT)	North of Florence Ave. (adjacent to site)	73 dBA, CNEL
Florence Ave. (41,810 ADT)	West of Pioneer Blvd.	75 dBA, CNEL
Florence Ave. (35,320 ADT)	East of Norwalk Blvd. (adjacent to site)	75 dBA, CNEL
Lakeland Rd. (12,430 ADT)	West of Norwalk Blvd. (adjacent to site)	70 dBA, CNEL
Change in Noise Level		
Bloomfield Ave. (1,040 ADT)	North of Lakeland Rd.	0 dBA, CNEL
Bloomfield Ave. (770 ADT)	North of Florence Ave. (adjacent to site)	0 dBA, CNEL
Florence Ave. (1,100 ADT)	West of Pioneer Blvd.	0 dBA, CNEL
Florence Ave. (950 ADT)	East of Norwalk Blvd. (adjacent to site)	0 dBA, CNEL
Lakeland Rd. (1,900 ADT)	West of Norwalk Blvd. (adjacent to site)	1 dBA, CNEL

CONCLUSION

As a result, the proposed project will not result in any significant adverse ground-borne noise impacts. Given the existing and future land uses and activities will not change nor will there be a substantive change in the land use (heavy industry), no significant adverse impacts are anticipated.

MITIGATION MEASURES

The following mitigation measures will ensure that operational noise levels do not significantly impact noise sensitive land uses in the area:

> *Mitigation Measure 19 (Operational Noise).* The Applicant shall be required to screen the building's equipment (air conditioning, refrigeration, etc.) and machinery related to the future user, as necessary to attenuate noise.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for exposing people to, or generation of, excessive ground-borne noise levels.

3.9.4.3 IMPACT ANALYSIS: THE EXPOSURE OF PERSONS TO OR THE GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Noise associated with the proposed project's operations will include traffic noise from the trucks traveling to and from the site, noise from on-site equipment loading and unloading the trucks, machinery noise, and miscellaneous stationary noise from machinery. The majority of the noise will occur within the enclosed buildings. The exception will be the trucks maneuvering within the site as part of the loading and unloading activities. Truck back-up alarms, hydraulic motors from forklifts, and equipment will be audible during the day-time peak activity period. The noise from the back-up alarms, forklifts, and lot sweeping equipment in the yard area will be attenuated by the surrounding buildings and the distance to any noise sensitive receptors.

For the yard activities to have a significant audible impact on a sensitive receptor, a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. The proposed project will be required to conform to the City of Santa Fe Spring's regulations pertaining to noise control.

CONCLUSION

The proposed project will not adversely impact any sensitive receptors since a "line of sight" would typically be required along with a shorter distance between the noise source and the receptor. Furthermore, the proposed project will not result in an audible increase in daily traffic noise levels on the adjacent street segments. Finally, the proposed project will be required to conform to the City of Santa Fe Spring's regulations pertaining to noise control. As a result, the impacts are less than significant.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for a substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project.

3.9.4.4 IMPACT ANALYSIS: A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT.

Noise levels associated with any future construction activities would be slightly higher than the existing ambient noise levels in the project site. However, the construction noise would subside once construction of a particular project is completed. Two types of noise impacts could occur during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along roadways that provide access to the project site. Even though there could be a relatively high single event noise exposure potential with passing trucks (a maximum noise level of 86 dBA at 50 feet), the increase in noise would be less than 1 dBA when averaged over a 24-hour period.

Composite construction noise is best characterized by Bolt, Beranek, and Newman that is generally referred to in assessing construction noise impacts. In this study, the noisiest phases of construction for commercial development are presented as 89 dBA while residential development are presented as 88 dBA Leq, both as measured at a distance of 50 feet from the construction effort. These values take into account both the number and types of the heavy equipment used in the project's construction. 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. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. Typical construction related noise levels are shown in Exhibit 3-8.

Residential uses are located west, southwest, and north of the site. Based on spreading losses, noise levels could be on the order of 70 to 71 dBA at the homes located nearest to the project site (i.e., the homes located to the southwest). The noise affecting these homes will be significantly reduced due to the effect of spreading loss. In addition, the ambient noise levels that presently exist in the area will help to mask potential construction noise.

The permissible times for development activity are from 7:00 AM to 7:00 PM. As such, no construction activities shall be permitted outside of these times. Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant.

CONCLUSION

Adherence to City Code requirements will ensure that any potential future construction noise impacts will be less than significant.

MITIGATION MEASURES

No additional mitigation is required.

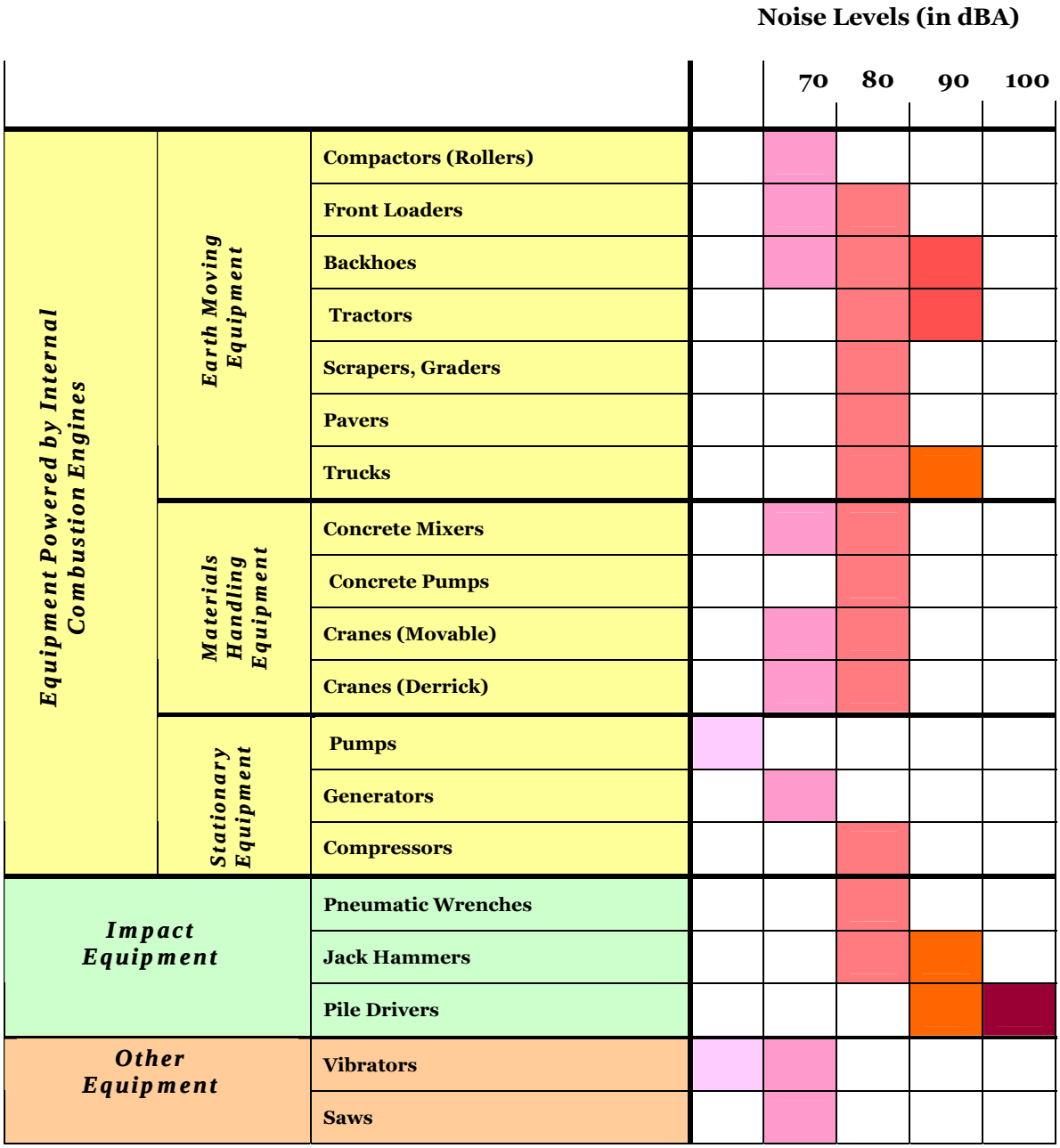

EXHIBIT 3-8
TYPICAL CONSTRUCTION NOISE LEVELS
Source: Blodgett/Baylosis Environmental Planning

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential noise impacts:

- The proposed project would not have the potential for a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

3.10 PUBLIC SERVICE IMPACTS

3.10.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in law enforcement services.

3.10.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

A number of agencies have adopted standards related to health and safety and fire prevention, including the following:

- *City of Santa Fe Springs General Plan Safety Element.* The State requires every city and county to prepare, adopt, and maintain a comprehensive general plan that includes a safety element that outlines policies regarding provision of police and fire services in the City. The Element indicated evacuation routes and the locations of emergency shelters. The Safety Element also emphasizes the importance of emergency preparedness in reducing the impacts of natural and manmade disasters while recognizing that an effective disaster response program requires the cooperation of many governmental agencies.

- *California Building Standards and Code.* Title 24 of the California Code of Regulations, known as the California Building Standards Code (Title 24), contains the regulations that govern the construction of buildings in California. The Mechanical Code (Part 5) provides minimum standards to safeguard public health, property and public welfare by regulating and controlling the design, construction, installation, quality of materials, location, operation, and maintenance or use of heating, ventilating, cooling, refrigeration systems, incinerators and other miscellaneous heat-producing appliances. The Electrical Code (Part 3) provides minimum standards to safeguard public health, property, and to protect against hazards that may arise from the use of electricity by

regulating the design, construction, installation, materials, location, and operation of electrical equipment, wiring, and systems.

ENVIRONMENTAL SETTING

The City of Santa Fe Springs Fire 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 City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the city. The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The police services contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees.[62]

3.10.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

- The proposed project's potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in law enforcement services.

[62] City of Whittier. http://www.cityofwhittier.org/depts/police/sfs/default.asp

3.10.4 ENVIRONMENTAL IMPACTS

3.10.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A SUBSTANTIAL ADVERSE PHYSICAL IMPACT ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES IN FIRE PROTECTION SERVICES.

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. The proposed project will not place additional demands on the City's fire department services since the project is designed to modernize the existing facilities onsite and no increased development intensity is envisioned.[63]

The previous refinery operation involved numerous calls for service from the Fire Department. These included fires at the former refinery, recent odor complaints, etc. The Fire Department personally is also actively involved in the current demolition and remediation efforts. The site's redevelopment as a new business park will eliminate the existing demands related to the previous and current use. Furthermore, appropriate fire access will be located throughout the site. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation.

CONCLUSION

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. As a result, no significant adverse impacts on the Santa Fe Springs Fire Department will result from the proposed project's implementation.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential public services impacts:

- The proposed project would not have the potential for resulting in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the

[63] City of Santa Fe Springs. www.santafesprings.org/depts/fire/

construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services.

3.10.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A SUBSTANTIAL ADVERSE PHYSICAL IMPACT ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES IN LAW ENFORCEMENT SERVICES.

As indicated previously, DPS is staffed by both City personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The police services contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to city includes 35 sworn officers and six civilian employees.[64] The yard area where the receiving and loading areas are located will be secured from public access. In addition, the facility will be manned by security personnel. Finally, the existing use is an attractant for vandalism. As a result, the impacts will be less than significant. As a result, the potential impacts will be less than significant.

CONCLUSION

The proposed project will not involve any activities or facilities that would place any additional demands on law enforcement services. As a result, no impacts on law enforcement services will result from the proposed project's implementation.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in significant adverse unmitigable impacts. As a result, the following finding may be made regarding the potential public services impacts:

- The proposed project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in law enforcement services.

[64] City of Whittier. http://www.cityofwhittier.org/depts/police/sfs/default.asp

3.11 TRANSPORTATION & CIRCULATION IMPACTS

3.11.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following traffic and circulation issues:

- The proposed project's potential for resulting in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- The proposed project's potential for resulting in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- The proposed project's potential for exceeding, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways;

- The proposed project's potential for substantially increasing hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- The proposed project's potential to result in inadequate emergency access; and,

- The proposed project's potential for conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

This traffic analysis analyzed the following traffic scenarios:

- *Existing Year 2014 Conditions.* Recent AM and PM peak period traffic counts collected in 2013 and adjusted for Year 2014 Existing Conditions.

- *Year 2015 Without Project.* Comprised of the Existing Year 2014 traffic base projected upward by a compound annual ambient growth rate of 1% to the anticipated project opening year 2015, excluding the addition of proposed project traffic.

- *Project Completion (Year 2015 Plus Project).* Comprised of the Opening Year 2015 base traffic conditions, plus the addition of AM and PM peak hour trips generated by the proposed project.

The scope of the study area boundaries, analysis scenarios and traffic growth assumptions were developed under the general direction of City of Santa Fe Springs staff, with due consideration for the City's existing and future transportation and circulation setting. Level of Service (LOS) performance measures were evaluated under the latest County of Los Angeles Department of Public Works Traffic Impact Analysis Guidelines, and the most current version of the Los Angeles County Congestion Management Program (CMP, 2010). The City of Santa Fe Springs targets a minimum LOS "D" (i.e., volume-to-capacity, or V/C ratio, not exceeding 0.90) as the minimum performance standard for City intersections.

To determine peak-hour intersection LOS conditions for signalized intersections, the intersection capacity utilization (ICU) methodology was used. In general terms, the ICU methodology calculates the efficiency of an intersection to handle traffic volumes and movements given certain geometric configuration, lane capacity and signal operation conditions. The ICU method compares V/C ratios of critical conflicting movement for traffic entering the intersection with the approach lane configurations and roadway capacities serving this traffic, resulting in a decimal value expressed in terms of the intersection's overall volume-to-capacity.

The resulting numeric ICU values correspond to a range of level of service (LOS) grades, where, for example, LOS "A" (ICU <0.61) represents free-flow conditions and LOS "F" (ICU >1.00) represents overcapacity conditions. Intersection ICU calculation summaries for each study intersection and analysis scenario are included in the sections below, along with the evaluation parameters adopted by the City of Santa Fe Springs. In accordance with the TIA guidelines, a +0.100 clearance (lost time) factor was also applied, along with a standard flow rate of 1,600 vehicles per hour per lane (2,880 for dual left-turn lanes) for all scenarios.

Supporting data on the intersection LOS determined in the traffic analysis are included under *Appendix B* (ICU worksheets) and *Appendix C* (HCM worksheets).

In accordance with the County of Los Angeles Guidelines for the Preparation of Traffic Impact Analyses (TIA), a "before" and "after" Level of Service (LOS) analysis was prepared to determine the significance of traffic impacts generated by the project on the surrounding transportation system. A "significant impact" is defined as either degrading an intersection's Level of Service from an acceptable LOS ("D" or better) to an unacceptable LOS ("E" or "F"), and/or meeting the significance criteria summarized Table 3-13.

Table 3-13
ICU Level of Service Criteria for Signalized Intersections

Service	ICU	Description
A	< 0.61	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	0.61 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	0.71 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait though more than one red signal indication, and back-ups may develop behind turning vehicles.
D	0.81 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	0.91 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	> 1.00	LOS F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable, V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Source: "LOS for Arterial Intersections," L.A. County Congestion Management Program, 2010.

The level of service definitions for signalized intersections is shown in Table 3-14.

Table 3-14
Signalized Intersections
Traffic Impact Significance Thresholds

Pre-Project V/C (Level of Service)		Project-Related increase in V/C
>0.70 to 0.80	(C)	0.04 or more
>0.80 to 0.90	(D)	0.02 or more
> 0.90	(E to F)	0.01 or more

The level of service definitions for unsignalized intersections is shown in Table 3-15.

Table 3-15
Unsignalized Intersections
Traffic Impact Significance Thresholds

Pre-Project Level of Service (LOS)	Project-Related increase in Average Total Delay
C or better	5 seconds/vehicle or more
D	4 seconds/vehicle or more
E or F	3 seconds/vehicle or more

Based on the above established criteria, if a project is found to cause a significant traffic impact on a subject study intersection or unsignalized driveway, then feasible mitigation measures must be provided in order to reduce the expected traffic impacts to levels of insignificance. Pursuant to the City of Santa Fe Springs General Plan, the City uses the following significance criteria shown in Table 3-16 to determine whether a project would have a significant traffic impact.

Table 3-16
City of Santa Fe Springs Significance Criteria

Level of Service (LOS)	Pre-Project V/C[1]	Project Related V/C increase
C	0.71 – 0.80	equal to or greater than 0.040
D	0.81 – 0.90	equal to or greater than 0.020
E, F	0.90 or more	equal to or greater than 0.010

Note: [1] As it applies to project impacts, pre-project V/C is based on future ambient growth only.

3.11.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential traffic and circulation impacts. These regulations that will serve as standard conditions with respect to population and housing are identified below:

- *The Regional Transportation Plan (RTP).* SCAG's RTP establishes overall long term mobility policies for the movement of people and goods, including congestion relief strategies for all regionally significant facilities and activities.

- *The Los Angeles County Congestion Management Program (CMPs).* The City of Santa Fe Springs is included in the *CMP*, which is prepared and maintained by the Los Angeles County Metropolitan

Transportation Authority (MTA). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions, to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for State gas tax funds.

- *The Regional Transportation Improvement Program (RTIP).* The RTIP defines congestion relief projects and programs and is updated every two years. The RTIP must include all Federally funded projects and CMP projects that will need Federal or State funds. The RTIP must also be consistent with the Regional Transportation Plan.

ENVIRONMENTAL SETTING

Study Area Street Segments

The following discussion provides an overview of the regional and local transportation and circulation system in the vicinity of the project site.

- *Interstate 5 (I-5)* is located approximately 1.5 miles to the west of the project site, and provides regional access to the area by connecting the City of Santa Fe Springs to adjacent cities, northerly to the greater Los Angeles area and southerly to Orange County. Within the project study area, I-5 is oriented in a northwest-southeast direction and provides access to the project site via interchanges at Telegraph Road and Bloomfield Avenue. Other nearby interchanges includes Orr And Day Road/Florence Avenue, Norwalk Boulevard, Pioneer Boulevard and the I-5/I-605 confluence. The freeway currently provides three northbound and four southbound mixed-use lanes in the vicinity of the project.

- *Interstate 605 (I-605)* provides regional access to the area from Long Beach to its northerly terminus in the San Gabriel Valley. I-605 is oriented northeast-southwest through the City of Santa Fe Springs, and provides access to the site via interchanges at Telegraph Road and Florence Avenue. The freeway currently provides three (3) mixed-use lanes and one (1) HOV lane in each direction in the vicinity of the I-5/I-605 confluence near the project site.

- *Florence Avenue* is a four-lane divided roadway with a raised center median and a curb-to-curb pavement width of 80 feet. Florence Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving east-west between the City of Downey (to the west) and unincorporated L.A. County (to the east). Florence Avenue has freeway interchanges at both I-5 and I-605, and will provide direct ingress and egress to the project on the north side of the site in the eastbound direction only.

- *Telegraph Road* is a six-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Telegraph Road is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, and serves northwest/southeast traffic from unincorporated L.A. County to

the east, and runs adjacent to the I-5 between the Cities of Pico Rivera and Downey to the west. Telegraph Road provides sub-regional access from the San Gabriel Valley area to the project site via the freeway interchange at I-605.

- *Bloomfield Avenue* is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Bloomfield Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving north/south traffic between the Cities of Norwalk (to the south) and Whittier (to the north), where Bloomfield Avenue becomes Santa Fe Springs Road. Between the central and southerly meandered city boundary lines, Bloomfield Avenue provides regional access from Orange County via the I-5 Freeway near Firestone Boulevard. The proposed project abuts Bloomfield Avenue along the easterly boundary of the project; however, no direct access to the site will be provided from Bloomfield Avenue.

- *Lakeland Road* is a two-lane undivided roadway with some on-street parking along its length, and a curb-to-curb width of 64 feet. Lakeland Road is classified as a Secondary Arterial in the City of Santa Fe Springs' General Plan, serving primarily local traffic between Pioneer Boulevard to the west, and Carmenita Road to the east. Lakeland Road will provide direct access to the project on the south side of the site.

Study Area Intersections

Based on the anticipated land use, project trip distributions and size of the project, along with the prior consultation with the City of Santa Fe Springs, the following locations have been included in the project study area. All nine intersections are currently signalized.

1.) Bloomfield Avenue at Lakeland Road;
2.) Bloomfield Avenue at Florence Avenue;
3.) Bloomfield Avenue at Telegraph Road;
4.) Norwalk Boulevard at Lakeland Road;
5.) Norwalk Boulevard at Florence Avenue;
6.) Norwalk Boulevard at Telegraph Road;
7.) Pioneer Boulevard at Florence Avenue;
8.) Pioneer Boulevard at Telegraph Road; and,
9.) Orr And Day Road at Florence Avenue.

Exhibit 3-9 shows the location of the nine study intersections with respect to the project study area, including the existing traffic controls and lane geometrics at each intersection approach.

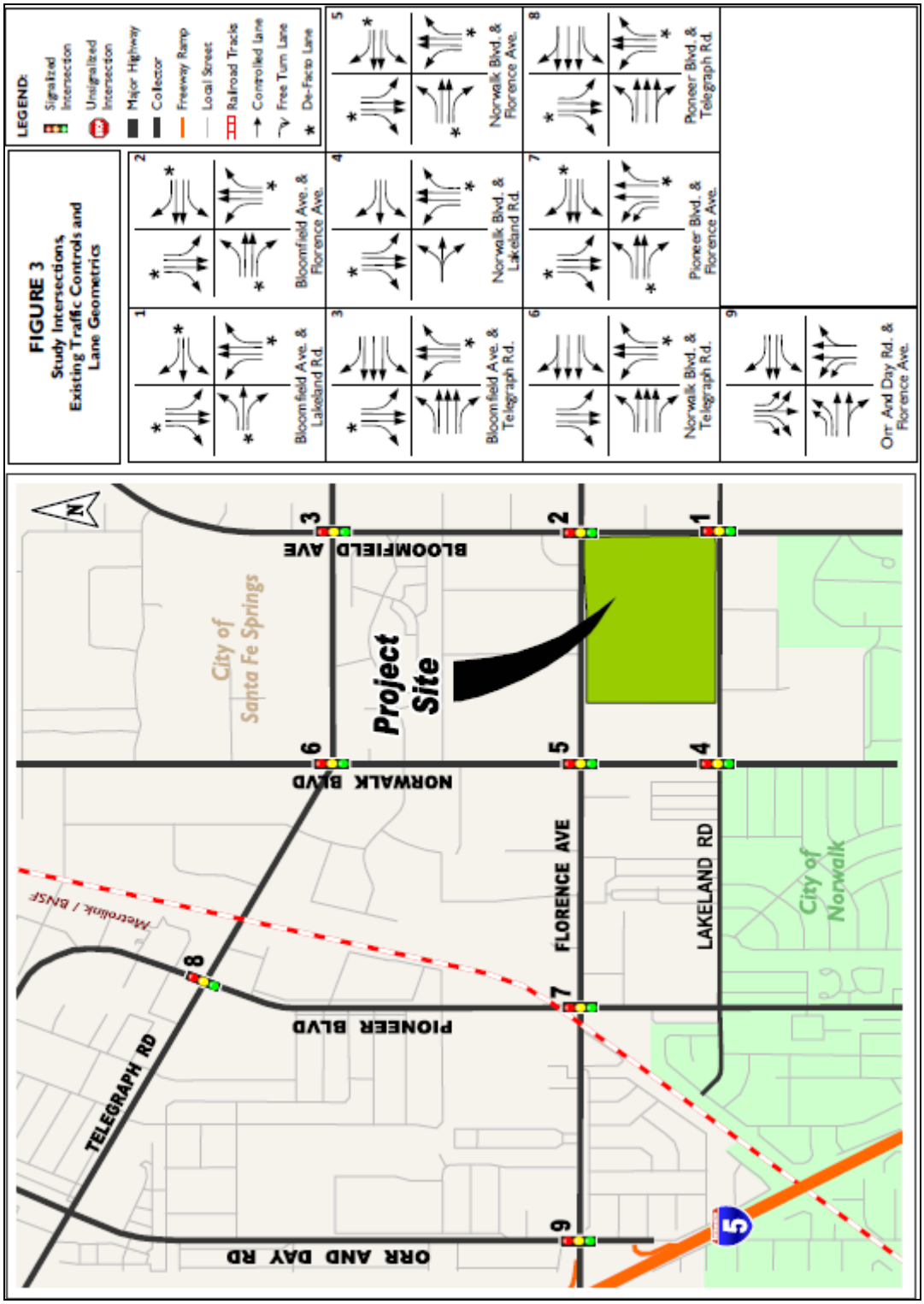

EXHIBIT 3-9
STUDY INTERSECTION LANE GEOMETRICS
Source: Minagar & Associates

3.11.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and Appendix G of the CEQA Guidelines, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The proposed project's potential for resulting in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- The proposed project's potential for resulting in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- The proposed project's potential for exceeding, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways;

- The proposed project's potential for substantially increasing hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- The proposed project's potential to result in inadequate emergency access; and,

- The proposed project's potential for conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

3.11.4 ENVIRONMENTAL IMPACTS

3.11.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE, OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO, INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS, AND MASS TRANSIT.

Trip Generation

The project trip generation was determined using standardized trip rates from the Institute of Transportation Engineer (ITE), Trip Generation, 9th Edition. ITE Codes 150 (Warehousing) and 110 (Light Industrial) were applied in the analysis to estimate the inbound and outbound traffic generated by the project. The project trip generation is shown in Table 3-17.

Table 3-17
Project Trip Generation

Proposed Building and ITE Land Use [2]		Vehicular Trip Rates [1] (Trips/KSFGFA)					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Buildings 1#, #2 and #3 — Warehousing (#150)		0.30	79%	21%	0.32	25%	75%
RDX Building — Light Industrial Use (#110)		0.92	88%	12%	0.97	12%	88%
Land Use	**PCE and Modal Split Adjustment [3]**	**Peak Hour Trip Generation**					
		AM Peak Hour			**PM Peak Hour**		
		Total	In	Out	Total	In	Out
Warehousing (1,203,965 SF)	Warehousing base	361	285	76	385	96	289
	PV Split = 80% PCE=1.0	289	228	61	308	77	231
		289	**228**	**61**	**308**	**77**	**231**
	Truck Split = 20% PCE=2.0	72	57	15	77	19	58
		144	**114**	**30**	**154**	**38**	**116**
Light Industrial (19,786 SF)	Light Industrial base	18	16	2	19	2	17
	PV Split = 80% PCE=1.0	16	14	2	17	2	15
		16	**14**	**2**	**17**	**2**	**15**
	Truck Split = 20% PCE=2.0	2	2	0	2	0	2
		4	**4**	**0**	**4**	**0**	**4**
Total Project Base Trips:		379	301	78	404	98	306
Total PCE Trips:		**453**	**360**	**93**	**483**	**117**	**366**

KSFGFA: 1,000 square feet of the gross/effective building area, per land use type
PV: Passenger Vehicles
[1] *Trip Generation*, ITE 9th Ed. (2008) V.II Trip Generator Rates #110 and #150
[2] Listed land uses include ancillary office space within the primary building area
[3] Passenger Car Equivalent (PCE) factor of 2.0 used for 20% of warehouse trips, per HCM intersection capacity analysis methods and ITE's land trip generation guidelines for "Warehousing" land use.

The proposed project is forecast to generate a total of 379 AM peak hour trips, and 404 PM peak hour trips. The ITE's data was used to calculate the anticipated truck mix for the proposed warehouse/light industrial use. The percent of trucks anticipated during the AM and PM peak hours was then adjusted upwardly by a Passenger Car Equivalence (PCE) ratio of 2.0 passenger cars per truck, to account for the operational impacts of trucks on the intersection ICU ratings. Project peak hour trips were therefore

converted to passenger car equivalents for the intersection LOS analysis, resulting in an increase in project trips to 453 AM peak hour PCE trips and 483 PM peak hour PCE trips.

Project Trip Distribution and Assignment

Project trips were distributed to the study area roadway network using existing traffic distribution characteristics, the projected project site accessibility for trucks and passenger cars, and an analysis of the logical routes from surrounding origin and destination zones for trucks passenger car trips for each proposed project land use. Based on this method, it was determined that 40 percent of trucks (50% of PCs) will access the site on the north side via Florence Avenue, and 60 percent of trucks (50% of PCs) will access the site on the south via Lakeland Road. The project's AM and PM generated trips were then assigned to the surrounding transportation system using these distribution patterns for each of the study area intersections, as shown in Exhibits 3-10 and 3-11.

Project Completion (Year 2015 With Project) Conditions

The Project Completion (Year 2015 With Project) condition was developed by combining the project's AM and PM peak hour trips with the Year 2015 traffic volume base, representing the resulting intersection traffic volumes and LOS expected once the project is complete and in full operation. As shown in Table 3-18, all study area intersections will operate at their pre-project Year 2015 Levels of Service with the addition of the proposed project's AM and PM peak hour trips.

Table 3-18
Year 2015 (With Project) Intersection Level of Service

Location			LOS Analysis		
No.	Intersection	Control	Peak Hour	Year 2015 Project	
				V/C	LOS
1	Bloomfield Avenue at Lakeland Road	Signal	AM	0.795	C
			PM	0.895	D
2	Bloomfield Avenue at Florence Avenue	Signal	AM	1.277	**F**
			PM	1.270	**F**
3	Bloomfield Avenue at Telegraph Road	Signal	AM	0.935	**E**
			PM	0.841	D
4	Norwalk Boulevard at Lakeland Road	Signal	AM	0.414	A
			PM	0.458	A
5	Norwalk Boulevard at Florence Avenue	Signal	AM	1.048	**F**
			PM	1.342	**F**
6	Norwalk Boulevard at Telegraph Road	Signal	AM	1.131	**F**
			PM	0.950	**E**
7	Pioneer Boulevard at Florence Avenue	Signal	AM	1.172	**F**
			PM	1.098	**F**
8	Pioneer Boulevard at Telegraph Road	Signal	AM	0.929	**E**
			PM	1.065	**F**
9	Orr And Day Road at Florence Avenue	Signal	AM	1.362	**F**
			PM	1.366	**F**

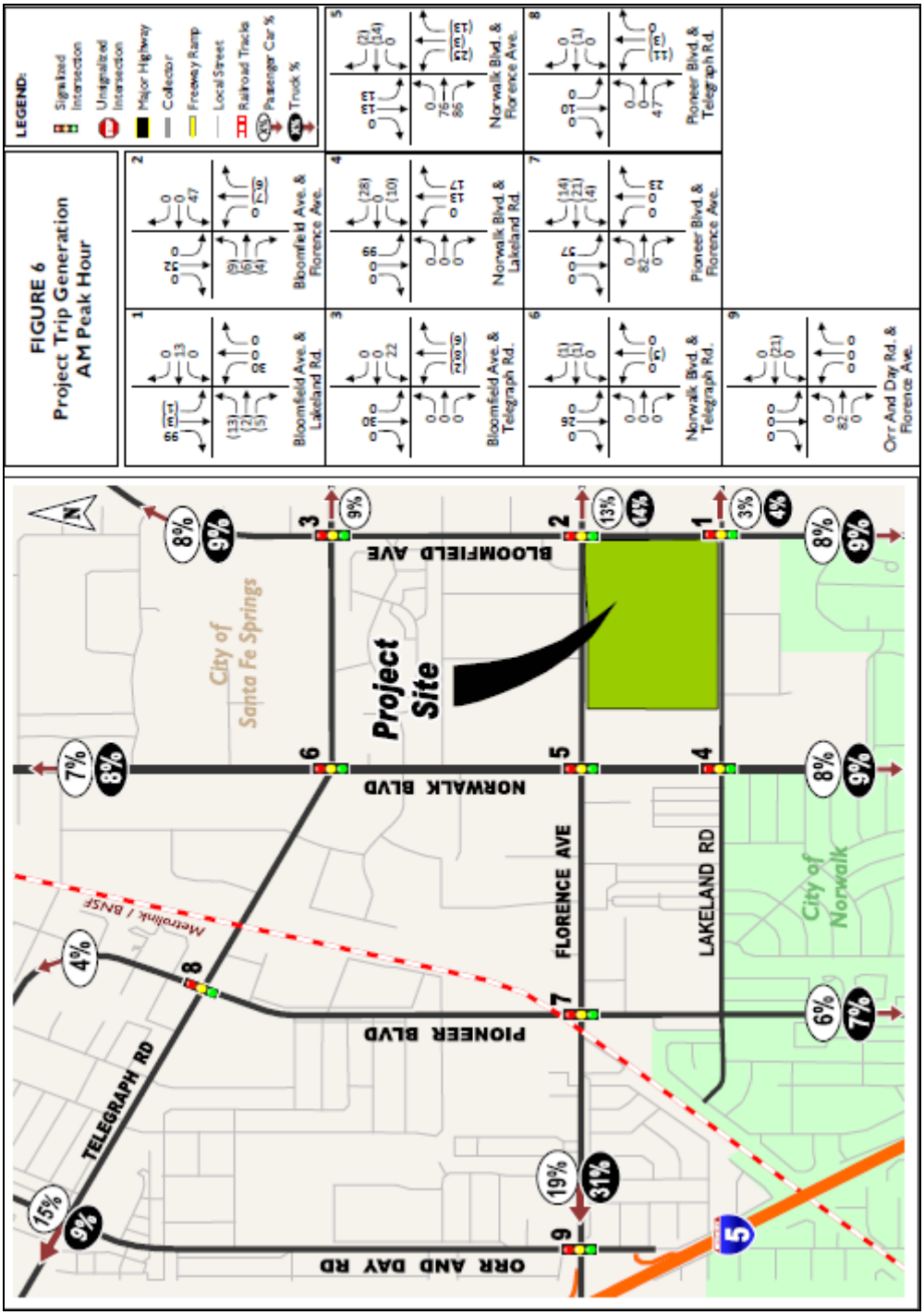

EXHIBIT 3-10
PROJECT TRIP GENERATION AM PEAK HOUR

Source: Minagar & Associates

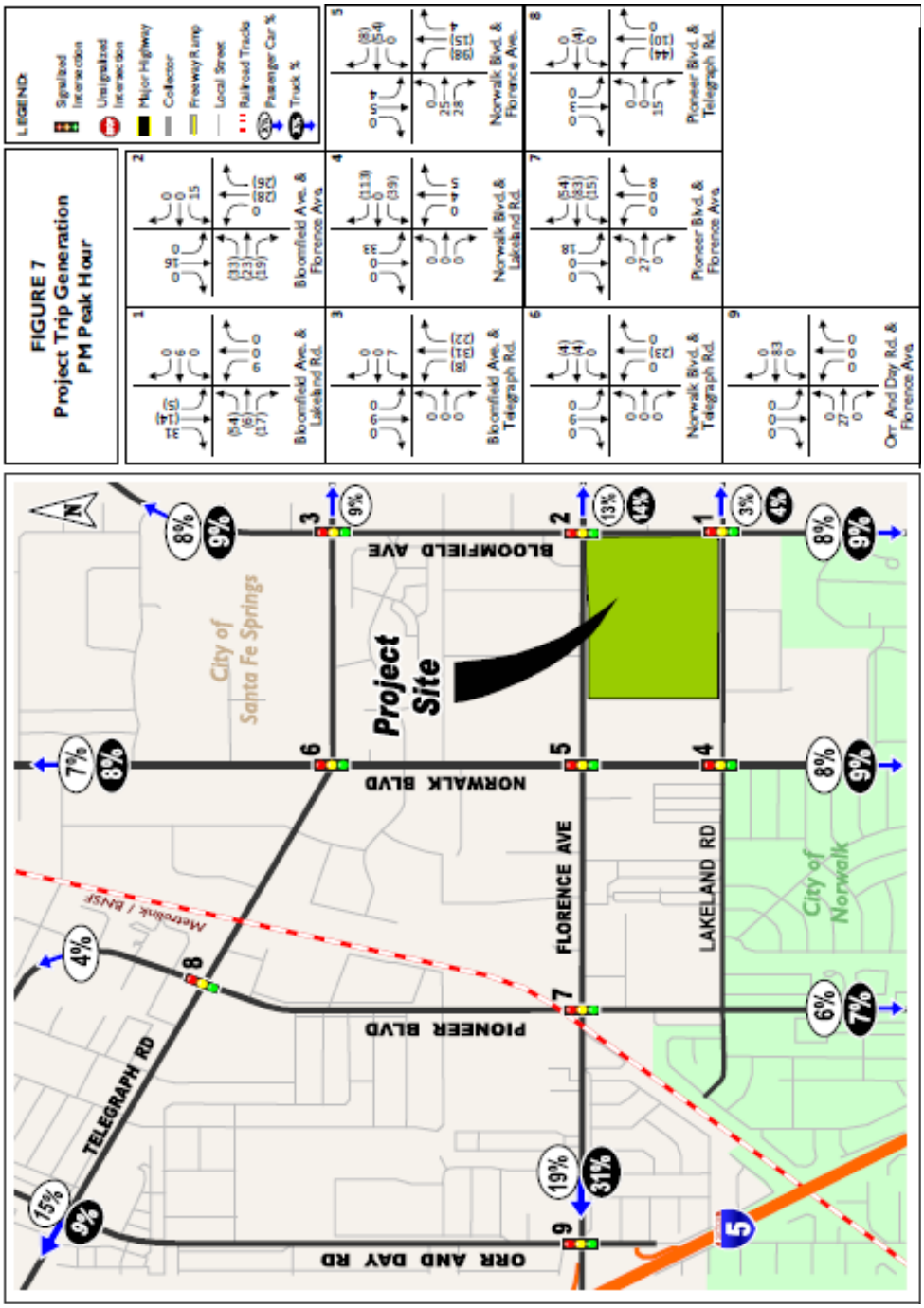

EXHIBIT 3-11
PROJECT TRIP GENERATION PM PEAK HOUR
Source: Minagar & Associates

Impact Significance

A comparison of "Pre-Project" and "With Project" traffic conditions was performed in order to determine the significance of potential traffic impacts due to project on the surrounding study area intersections. Using the City's adopted significance thresholds, intersection volume-to-capacity ratios, delays, and LOS results which reflect the Year 2015 traffic conditions without the proposed GLC Santa Fe Springs project were compared with Year 2015 conditions with project traffic.

Table 10 included in the traffic study summarizes this comparison to illustrate the changes in ICU, delays, and LOS at each study area intersection, and to indicate potential significant traffic impacts caused by the project's peak hour traffic during the opening year, 2015. The results summarized in Table 10 reveal that the following seven (7) study intersections would be significantly impacted during one or both of the weekday AM/PM peak hours due to the addition of the project traffic:

- Bloomfield Avenue at Lakeland Road (PM peak hour);
- Bloomfield Avenue at Florence Avenue (PM peak hour);
- Bloomfield Avenue at Telegraph Road (AM peak hour);
- Norwalk Boulevard at Florence Avenue (AM and PM peak hours);
- Pioneer Boulevard at Florence Avenue (AM and PM peak hours);
- Pioneer Boulevard at Telegraph Road (PM peak hour); and,
- Orr And Day Road at Florence Avenue (PM peak hour).

Based upon the findings of the impact analysis, the proposed project would not significantly impact traffic operations at the intersections of Norwalk Boulevard at Lakeland Road (Intersection #4) and Norwalk Boulevard at Telegraph Road (Intersection #6) in the Year 2015. Proposed project mitigation measures for the remaining intersection are summarized under “mitigation.”

Congestion Management Compliance

The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening.

The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. The nearest CMP-monitored roadways near the project are Imperial Highway and Artesia Boulevard, both located to the south of the project area. Both CMP arterials are located outside of the study area; therefore, a CMP analysis is not required for this traffic impact study.

CONCLUSION

A total of nine signalized intersections were analyzed within the vicinity of the project site. Two of the nine intersections were determined to be operating at satisfactory Levels of Service (LOS) under existing (Year 2014) conditions, while the remaining seven intersections are currently operating under deficient LOS "E" or "F" conditions during one or both of the AM and PM peak hours of the day. Based on the estimate trip generation, project distribution patterns, and trip assignment on the surrounding street system, weekday peak hour traffic generated by the proposed GLC Santa Fe Springs project would result in significant traffic impacts at seven (7) of the nine analyzed intersections during one or both of the AM and PM peak hours.

MITIGATION MEASURES

Several proposed measures were developed to preemptively mitigate project peak hour traffic impacts during the opening year 2015. A list of the recommended improvements is provided below in Table 3-19.

Table 3-19
Recommended Intersection Mitigation Measures

Intersection		Description
#1	Lakeland Road at Bloomfield Avenue	- Widen southbound approach per Site Plan - Construct exclusive southbound right-turn lane - Restripe SB approach with three (3) through lanes - Restripe SB receiving lanes to provide three (3) travel lanes with downstream taper into two (2) lanes
#2	Florence Avenue at Bloomfield Avenue	Install dual left-turn lanes on the eastbound and westbound approaches.[1.]
#3	Telegraph Road at Bloomfield Avenue	- Modify/cut raised median on the south leg by ±1' - Reconfigure southbound approach lanes from one (1) exclusive left, two (2) through lanes and one (1) de-facto right turn curb lane, to one (1) exclusive left, two (2) through lanes, and one (1) shared through/right turn lane - Restripe southbound receiving lanes as three (3) travel lanes and on (1) 4' bike lane, with downstream taper into two (2) through lanes at Heritage Springs Drive
#5	Florence Avenue at Norwalk Boulevard	- Install dual left-turn lanes on the eastbound and westbound approaches. [1.]
#7	Florence Avenue at Pioneer Boulevard	- Install dual left-turn lane on eastbound approach. [1.]
#8	Telegraph Road at Pioneer Boulevard	- Convert westbound #1 lane (inside through) to an exclusive left-turn lane.[2.]
#9	Florence Avenue at Orr And Day Road	- Reconfigure all lane approaches per the I-605 Congestion Hot Spots Arterial Conceptual Plan: - Widen eastbound and westbound shoulders - Provide additional EB through lane on Florence Avenue - Provide additional WB through lane on Florence Avenue - Provide SB right-turn overlap phase - Modify SB shared through/left lane as through-only lane - Modify NB shared through/left lane as through-only lane - Construct eastbound/westbound downstream merge lanes

1. This mitigation eliminates the City's ability to add a third lane in the future.
2. This mitigation eliminates the third westbound through lane on Telegraph Road.

Table 3-20 summarizes the improved intersection operations resulting from the implementation of the above mitigation measures. Based on the findings listed in Table 3-20, implementation of the proposed mitigation measures would reduce the anticipated project traffic impacts to less-than-significant levels, and would allow the GLC Santa Fe Springs Development, as proposed, to comply with the Transportation and Circulation Elements of the City of Santa Fe Springs' General Plan, as well as transportation and traffic requirements of the California Environmental Quality Act (CEQA).

Table 3-20
Project Completion (Year 2015 Plus Project) Conditions
Intersection Impact Summary

Intersection	AM Peak Hour				PM Peak Hour			
	Without Improvement		With Improvement		Without Improvement		With Improvement	
	LOS Δv/c*	Project Impact?	LOS Δv/c*	Project Impact?	LOS Δv/c*	Project Impact?	LOS Δv/c*	Project Impact?
#1 Lakeland Road at Florence Avenue	C +0.029	No	*No mitigation required*		D +0.048	Yes	+0.014	**No**
#2 Florence Avenue at Bloomfield Avenue	F +0.009	No	*No mitigation required*		F +0.026	Yes	+0.000	No
#3 Telegraph Road at Bloomfield Avenue	E +0.011	Yes	E -0.013	**No**	D +0.010	No	*No mitigation required*	
#5 Florence Avenue at Norwalk Boulevard	F +0.024	Yes	E -0.044	**No**	F +0.071	Yes	F +0.005	**No**
#7 Florence Avenue at Pioneer Boulevard	F +0.042	Yes	F -0.007	**No**	F +0.026	Yes	F -0.009	**No**
#8 Telegraph Road at Pioneer Boulevard	E +0.002	No	*No mitigation required*		F +0.031	Yes	F +0.000	**No**
#9 Florence Avenue at Orr And Day Road	F +0.007	No	*No mitigation required*		F +0.026	Yes	F -0.075	**No**

* Relative change in the intersection volume-to-capacity (V/C) due to project traffic during the Project Opening Year 2015

The proposed mitigation measures identified previously in Table 3-19 indicates those physical improvements for the key intersections that would address the proposed project's level of service impacts. For four intersections, Florence/Bloomfield, Florence/Norwalk, Florence/Pioneer, and Telegraph/Pioneer, the mitigation that involved creating dual left turn lanes would involve the restriping of the streets and the modification of the traffic signals to accommodate the additional left turn lane at designated locations would be problematic. The major problem with these mitigations is that it removed the City's ability to restripe and add a third thru lane in the future without having to widen the roadway and they were told this was not acceptable. In lieu of the recommended physical changes to the four intersections noted previously (Florence/Bloomfield, Florence/Norwalk, Florence/Pioneer, and Telegraph/Pioneer) the City has identified an alternative measure that would mitigate traffic impacts.

The following mitigation measures will be required to reduce the potential traffic impacts.

Mitigation Measure 20 (Traffic and Circulation Impacts). The project will be required to implement those mitigation measures in design improvements identified in Table 3-19. The specific physical improvements will be applicable to the following intersections: Lakeland Road and Bloomfield Avenue, Telegraph Road and Bloomfield Avenue, and Florence Avenue at Orr And Day Road. Mitigation Measure 21 will be applicable to the remaining four intersections shown in Table 3-19.

Mitigation Measure 21 (Traffic and Circulation Impacts). The project Applicant will pay an in-lieu traffic fee to be used for improvements to the City's CENTRACS traffic control system such as installation of the fiber optic cable, video detection cameras, CCTV monitoring cameras, etc. The City will supervise the design and installation of the proposed project.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The following findings may be made regarding potential traffic-related impacts:

- The proposed project would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system;

- The proposed project would not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways;

- The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and,

- The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

3.12 UTILITIES IMPACTS

3.12.1 SCOPE OF ANALYSIS

The City of Santa Fe Springs, in its capacity as Lead Agency in the review of the proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this EIR's preparation. The preliminary environmental analysis undertaken as part of the Initial Study's preparation indicated the EIR should evaluate the following issues:

- The proposed project's potential for exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The proposed project's potential for requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The proposed project's potential for requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- The proposed project's potential for having insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- The proposed project's potential for being served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and,
- The proposed project's potential for not complying with Federal, State, and local statutes and regulations related to solid waste.

3.12.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations and policies applicable to any new development and municipality that serve as accepted minimum levels of service that would be effective in mitigating potential adverse utility impacts or utility capacity deficiencies. Those regulations related to public services are summarized below.

- *City of Santa Fe Springs General Plan Land Use Element.* The State requires every City and county to prepare, adopt, and maintain a comprehensive general plan. The general plan must address seven major issue areas that affect land use and development. One of the key objectives of the Land Use Element is to ensure that development can be served by public services.

- *Capital Improvement Program.* The City's capital improvement program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. Santa Fe Springs will continue to update, review, and implement its CIP to consider infrastructure-related improvements.

- *Senate Bill X7-7.* The California Water Conservation Act of 2009 sets the goal for water use efficiency for all urban retail water suppliers equivalent to a 20% reduction in state-wide water use by December 31, 2020. The State shall make incremental progress towards this goal by reducing per capita water use by at least 10% by December 31, 2015.

EXISTING CONDITIONS (WASTEWATER TREATMENT)

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 Piuma 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, 1970, 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.[65] The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3½ million people. 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.[66]

EXISTING CONDITIONS (WATER SUPPLY)

Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from our local well and disinfects this water with chlorine before distributing it to our customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. In addition, SFSWUA receives treated groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, through the City of Whittier. Lastly, the SFSWUA also receive Metropolitan Water District of Southern California's (MWD)

[65] Los Angeles County Sanitation Districts. http://www.lacsd.org/wastewater/ wwfacilities/joint_outfall_system_wrp/ los_coyotes.asp

[66] Ibid.

filtered and disinfected surface water, which is a blend of water from both the Colorado River and the State Water Project in Northern California.

EXISTING CONDITIONS (SOLID WASTE)

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was closed in October 2013, and closure activities at the site will take 12 to 18 months to complete. At the other closed landfills which include the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR & R Waste & Recycling, and Serv-Wel Disposal Company.

3.12.3 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs and 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's potential for exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The proposed project's potential for requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The proposed project's potential for requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- The proposed project's potential for having insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- The proposed project's potential for being served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and,
- The proposed project's potential for violating Federal, State, and local statutes and regulations related to solid waste.

3.12.4 ENVIRONMENTAL IMPACTS

3.12.4.1 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR EXCEEDING WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD

The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. As indicated in Table 3-21, the future development is projected to generate 130,188 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

Table 3-21
Sewage Generation (gals./day)

Generation Rate (gals./day)	0.11 gals./day/sq. ft.
Bldg. 1 (403,634 sq. ft.)	44,400 gals/day
Bldg. 2 (506,465 sq. ft.)	55,711 gals/day
Bldg. 3 (300,700 sq. ft.)	33,077 gals/day
Total	130,188 gals/day

Source: Blodgett/Baylosis Environmental Planning. 2014.

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.

CONCLUSION

The proposed project's sewer laterals will tie into the existing sewer main located in Florence Avenue and Lakeland Road. The existing sewer mains have adequate capacity to accommodate the projected on-site sewer flows. In addition, the more modern and up-to-date plumbing fixtures in the new buildings will likely result in a further reduction in effluent generation and water consumption. As a result, the impacts are anticipated to be less than significant.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

3.12.4.2 IMPACT ANALYSIS: THE PROPOSED PROJECT'S POTENTIAL FOR REQUIRING OR RESULTING IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Table 3-22 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 169,512 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

Table 3-22
Water Consumption (gals./day)

Generation Rate (gals./day)	0.14 gals./day/sq. ft.
Bldg. 1 (403,634 sq. ft.)	56,509 gals/day
Bldg. 2 (506,465 sq. ft.)	70,905 gals/day
Bldg. 3 (300,700 sq. ft.)	42,098 gals/day
Total	169,512 gals/day

Source: Blodgett/Baylosis Environmental Planning. 2014.

All of the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. As a result, no sewage and/or water treatment facilities will be required to accommodate the proposed project.

CONCLUSION

The new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. As a result, no sewage and/or water treatment facilities will be required to accommodate the proposed project.

MITIGATION MEASURES

No mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result in the need for the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

3.12.4.3 THE PROPOSED PROJECT'S POTENTIAL FOR REQUIRING OR RESULTING IN THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Runoff from the easterly half portion of Building 1 including the southerly portion of buildings 1 and 2 drains to catch basins at the southerly parking areas and conveyed into a proposed storm drain system and ultimately discharged to an existing 54-inch R.C.P. located north of Lakeland Road. The 50-year peak flow rates from these areas are approximately 11.10 cfs, 2.8 cfs and 3.0 cfs, respectively. The total un-detained discharge for these areas is 16.9 cfs. Runoff from the northerly and the westerly half of Building 1 including the northerly portion and the easterly half of Building 2 (Areas 3C and 4D) drains to catch basins and into a proposed storm drain system that conveys from north to south and traverses easterly and ultimately discharged to an existing 54-inch R.C.P. north of Lakeland Road. The 50-year peak flow rate from these areas (Areas 3C and 4D) is approximately 19.7 cfs and 18.3 cfs respectively. Runoff from the westerly half of Building 2, the northerly half and the easterly half portion of Building 3 (Area 2B) drains to catch basins and into a proposed storm drain system that runs from north to south and traverses easterly and ultimately discharged to an existing 54-inch R.C.P. north of Lakeland Road. The 50-year peak flow rate from this area (Area 2B) is approximately 26.9 cfs. Runoff from the remaining north westerly portion, the southerly portion and the westerly half of Building 3 drains to catch basins and into proposed underground chambers for water quality purposes and ultimately discharged to a proposed parkway drain located southeast of Building 3, north of Lakeland Road. The 50-year peak flow rate from this area is approximately 20.2 cfs.

The total proposed condition 50-year peak flow rate from the project site tributary to the existing 54" RCP at Lakeland Road is approximately 81.8 cfs which is higher than the allowable discharge of 28.0 cfs. These flows will enter the storm drain system undetained. The remaining allowable discharge of 11.1 cfs will be distributed to Buildings 1, 2 and 3 to restrict outgoing runoff from these buildings. Discharge from the westerly half of Building 1 truck yard will be restricted to a 50-year peak flow rate of 3.1 cfs. Storage volume required for the truck yard is approximately to 0.67 acre-feet with a maximum ponding depth of approximately 0.88'. Runoff from the easterly half of Building 2 will be restricted to a 50-year peak flow rate of 3.5 cfs. Storage volume required for Area 3C truck yard is approximately 0.74 acre-feet with a maximum ponding depth of approximately 0.96 foot. Runoff from the westerly half of Building 2 and the easterly half of Building 3 will be restricted to a 50-year flow rate of 4.5 cfs. Storage volume required for

Area 2B truck yard is approximately 0.87 acre-feet with a maximum ponding depth of 1.06 foot.

MITIGATION MEASURES

No mitigation is required.

CONCLUSIONS

The proposed project's design will accommodate the storm water runoff that is anticipated for the project site. The new improvements that will be installed as part of the proposed project's construction will be an improvement over the existing conditions.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result or require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

3.12.4.4 THE PROPOSED PROJECT'S POTENTIAL FOR HAVING INSUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED.

As indicated in Table 3-21, the future development is projected to generate 130,188 gallons of effluent on a daily basis. The installation of modern and up-to-date plumbing fixtures in the new building will further reduce effluent generation and water consumption. As a result, no effluent treatment capacity and/or water supply commitments are required to accommodate the proposed project.

MITIGATION MEASURES

No mitigation is required.

CONCLUSIONS

The installation of modern and up-to-date plumbing fixtures in the new building will further reduce effluent generation and water consumption. As a result, no effluent treatment capacity and/or water supply commitments are required to accommodate the proposed project.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result in insufficient water supplies that would otherwise be available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

3.12.4.5 THE PROPOSED PROJECT'S POTENTIAL FOR BEING SERVED BY A LANDFILL WITH INSUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS.

The majority of this disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream. As a result, no significant adverse impacts on solid waste generation are anticipated. Trash collection is provided by the Consolidated Disposal Service, CR & R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-23, the future daily solid waste generation is projected to be 7,265 pounds per day.

Table 3-23
Solid Waste Generation (lbs./day)

Generation Rate (gals./day)	6 lbs./day/1,000 sq. ft.
Bldg. 1 (403,634 sq. ft.)	2,422 lbs/day
Bldg. 2 (506,465 sq. ft.)	3,039 lbs/day
Bldg. 3 (300,700 sq. ft.)	1,8014 lbs/day
Total	7,265 lbs/day

Source: Blodgett/Baylosis Environmental Planning. 2014.

MITIGATION MEASURES

No mitigation is required.

CONCLUSIONS

Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream though no significant adverse impacts on solid waste generation are anticipated.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts on solid waste. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not result in the generation of waste that would impact a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

3.12.4.6 THE PROPOSED PROJECT'S POTENTIAL FOR VIOLATING FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

The proposed project, like all other development in 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 related to State and local statutes governing solid waste are anticipated.

MITIGATION MEASURES

No mitigation is required.

CONCLUSIONS

As indicated above, the proposed project will be required to adhere to City and county ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in any unmitigable significant adverse utilities impacts on solid waste. As a result, the following findings may be made regarding the utilities impacts of the proposed project:

- The proposed project will not conflict with Federal, State, and local statutes and regulations related to solid waste.

SECTION 4.0 MANDATORY CEQA CONSIDERATIONS

This chapter contains analysis of the CEQA mandated discussions requiring the consideration of a range of issues extending beyond analysis of project-specific impacts to individual resource areas. The topics included within this chapter include:

- Growth Inducing Effects (CEQA Guidelines §15126.2(d));
- Significant Irreversible Environmental Changes and Irretrievable Commitment of Resources (CEQA Guidelines §15126.2(c));
- Significant and Unavoidable Adverse Impacts (CEQA Guidelines §15126.2(b));
- Energy Conservation (CEQA Appendix F); and,
- Cumulative Impacts.

4.1 GROWTH-INDUCING IMPACTS

Public Resources Code Section 21100(a) (5) requires that the growth-inducing impacts of a project be addressed in the environmental impact report. According to CEQA, a project may be growth-inducing if it directly or indirectly fosters economic or population growth, or the construction of additional housing, removes obstacles to growth, taxes community service facilities, or encourages or facilitates other activities that cause significant environmental effects.

Pursuant to State CEQA Guidelines §15126.2(d), an EIR must "discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…". The purpose of this section is to evaluate the potential for growth-inducing effects of the proposed project. A project would directly induce growth if it would remove growth control barriers to growth, such as a change to a jurisdiction's General Plan and Zoning Ordinance to allow increased development. The CEQA Guidelines require a discussion of growth inducement, but do not require speculation as to exactly when and where growth may or may not occur, and what form that growth may take. In this case, the development that is proposed is a new distribution facility that will replace a former refinery.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. Those variables that typically contribute to growth-inducing impacts include the following:

- New development in an area presently undeveloped and economic factors which may influence development;

- The extension of roadways and other transportation facilities;
- The extension of infrastructure and other improvements;
- Major off-site public projects (treatment plants, etc);
- The removal of housing requiring replacement housing elsewhere;
- Additional population growth leading to increased demand for goods and services; and,
- Short-term growth inducing impacts related to the project's construction.

The potential growth inducing issues and the project's contribution are summarized in Table 4-1. As indicated in Table 4-1, no growth-inducing impacts are anticipated.

Table 4-1
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped and economic factors which may influence development.	The proposed project will promote revitalization of underutilized parcels that are presently occupied by the former Powerine refinery.	The new construction contemplated as part of the proposed project's implementation will be consistent with the City of Santa Fe Springs General Plan. No adverse growth-inducing impacts are anticipated.
Extension of roadways and other transportation facilities.	The proposed project contemplates improvements to the surrounding streets to facilitate access.	The roadway and intersection improvements are designed to improve access to the project site. No adverse growth-inducing impacts are anticipated.
Extension of infrastructure and other improvements.	New water, sewer, and other critical infrastructure improvements are anticipated as part of the proposed project's implementation.	No adverse growth-inducing impacts are anticipated since all of the project-related infrastructure will be designed to serve the project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time. All of the proposed improvements will be located within the City of Santa Fe Springs.	No adverse growth-inducing impacts are anticipated.
Removal of housing requiring replacement housing elsewhere.	The proposed project site does not contain any residential development.	The proposed use is consistent with the General Plan. No housing replacement will be required as part of the proposed project's implementation.
Additional population growth leading to increased demand for goods and services.	The project provides for additional employment-related activities.	The projected employment does not represent a significant adverse impact given the local unemployment rate.
Short-term growth inducing impacts related to the project's construction.	New development anticipated as part of the proposed project's implementation will result in the creation of new construction employment.	Short-term increases in construction employment are not anticipated to result in significant adverse growth-inducing impacts.

Source: Blodgett/Baylosis Environmental Planning. 2014

4.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This section considers the effects of the proposed project that would result in a commitment of resources and uses of the environment that could not be recovered following implementation. Public Resources Code Section 21100(b)(2)(B) requires an EIR to include a detailed statement setting forth any significant effects on the environment that would be irreversible if a project is implemented. Consideration of significant irreversible environmental changes pursuant to §15126.2(c) of the State CEQA Guidelines includes evaluation of the use(s) of nonrenewable resources during the initial and continued phases of the project. Furthermore, the EIR must indicate if this use of resources represents an irreversible commitment. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

An irreversible or irretrievable commitment of resources would occur when resources are consumed, committed, or lost as a result of the project's construction and/or subsequent operation. The commitment of a resource would be "irreversible" if the project initiated a process that could not be reversed or stopped. As a result, the resource productivity or its utility would be consumed, committed, or lost forever. Commitment of a resource would be considered "irretrievable" when the project would directly eliminate the resource, its productivity, or its utility for the life of the project and beyond.

In addition to the commitment of the project site to a distributing facility, the proposed project would involve the consumption of energy derived from nonrenewable sources for electricity to power on-site equipment and fossil fuels for project-related vehicle trips. Building materials could be considered permanently consumed. These changes would be irreversible, but are the result of long-term land use planning and the fulfillment of regional recycling and waste management objectives.

The proposed project will result in short-term and long-term consumption of resources including land, building materials, fuels, and electrical energy for site preparation and grading, construction of the facility and related on-site and off-site improvements, and the subsequent operation of the GLC. Except for the parcel of land to be utilized, consumption of these resources is not unique or significant. As a result, the changes associated with the proposed project's construction and subsequent operation does not constitute significant adverse impacts.

4.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section indicates those significant irreversible environmental changes that would be involved in the approval and subsequent implementation of the proposed project. The development arising from the construction and subsequent operation of the proposed GLC development will represent a long-term commitment of the project site to the proposed warehouse and distribution use. The environmental

analysis contained in Section 3 of this EIR identified potential adverse impacts that may result from the implementation of the proposed project.

4.3.1 SIGNIFICANT & LONG-TERM AIR QUALITY IMPACTS

The proposed project's implementation will result in an increase in short-term construction-related emissions, as well as an increase in long-term operational emissions. The proposed project's traffic generation will also result in mobile emissions that will continue over the operational life of the project. Variations in the quantities of mobile and stationary emissions will likely occur, though they are not anticipated to exceed the emissions levels indicated in Section 3. Changes in technology, including improvements to emission controls for diesel trucks, reformulated fuels, and other technological advances in stationary emissions controls, will likely result in decreased emissions over time compared to the opening year emissions. In addition, the elimination of the existing obsolete refinery use will be a beneficial impact.

4.3.2 SIGNIFICANT & LONG-TERM NOISE IMPACTS

The increase in traffic that will be generated by the proposed project will lead to additional noise levels along the major arterials that abut the project site. However, the analysis determined that no unmitigable adverse mobile noise impacts would occur since the increased noise levels would not be significant. Stationary noise impacts will occur over the operational life of the development. However, all on-site activities will be subject to the City's noise control requirements.

4.3.3 SIGNIFICANT & LONG-TERM TRAFFIC IMPACTS

The increase in traffic that will be generated by proposed project will lead to impacts on local roadways over that which presently exists. However, the analysis determined that no unmitigable adverse traffic impacts would result following mitigation. The increased traffic from the proposed project will continue over its operational life. Other types of development and land uses that could occur within the project site are described in Section 5 along with the attendant impacts.

4.3.4 SIGNIFICANT & LONG-TERM UTILITIES IMPACTS

The proposed project's implementation will involve the construction of utility and infrastructure connections to accommodate the proposed development. The future development will use water, electricity, and natural gas, as well as generate sewage and solid waste. However, the consumption and generation are not expected to exceed the capacity of the affected systems. These services will be required over the operational life of the development. The newer construction will employ materials and equipment that are more energy conserving compared to that which served the previous refinery use when it was in operation.

4.4 ENERGY CONSERVATION (CEQA APPENDIX F)

The CEQA Guidelines §15126.4(A)(1)(C) states: "Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant." Examples of energy conservation measures are included in Appendix F of the CEQA Guidelines. The term "energy conservation" recognizes that the goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on natural gas and oil; and,
- Increasing reliance on renewable energy sources.

There are a number of mitigation measures that have been incorporated into the project that will also translate into energy conservation benefits.

- The facility will prohibit the idling of trucks while waiting for loading and unloading. Signage must be posted in the truck.
- The plans and specifications shall require the operator to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan. The Applicant will be required to conform to all pertinent requirements of the Clean Water Act.
- The plumbing fixtures and landscape within the new buildings must be designed to utilize water conserving fixtures.

4.5 CUMULATIVE IMPACTS

CEQA requires that an EIR also consider the cumulative impacts of the proposed project in conjunction with other related projects in the area. The related projects are defined as two or more individual effects which, when considered together, are considerable, compound or increase environmental effects. The CEQA Guidelines provide two options for developing assumptions for the analysis of cumulative impacts.[67] The first option is a listing of development projects that includes a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Lead Agency.

[67] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, §15126.6.*

The "related projects" that are currently planned, under review, under construction, or recently constructed are listed below and on the following page.

- *Universal Waste Systems, Inc., Material Recovery Facility and Transfer Station (9010 and 9016 Norwalk Boulevard).* The attached Initial Study evaluates the environmental impacts associated with the operation of a new Material Recovery Facility (MRF) and Transfer Station (TS) in the City of Santa Fe Springs. The proposed project is a request by Universal Waste Systems, Inc. (UWS), to obtain a Conditional Use Permit (CUP) to operate a MRF and TS at their existing collection truck storage and repair facility located at 9016 Norwalk Boulevard. The proposed project, if approved, will provide a full range of solid waste processing and recycling activities within the project site. The permitted capacity being requested by the Applicant is 750 tons per day (TPD) for the initial phase of operation and 1,500 TPD for the maximum permitted capacity. This related project is located 1.66 miles to the northwest of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Xebec Reality Partners (11904 Washington Boulevard).* The proposed project involves the construction of a 58,611 square foot industrial building on a 3.01-acre site located at 11904 Washington Boulevard. The proposed industrial building will include a 54,611 square foot ground level and a 4,000 square foot mezzanine. A total of 95 parking stalls and 6 dock high positions will be installed. Access to the new warehouse will be provided by curb cuts along Washington Boulevard. In addition, a 31 foot access easement will be provided along the site's western edge and two gates will be installed at the two entrance points to the parking lot. A total of 13,254 square feet will be dedicated to landscaping. This related project is located 2.29 miles to the northeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Freeway Springs Distribution/Corporate Center (13833 Freeway Drive).* The proposed project involved the construction of a new 453,150 square foot building including 438,150 square feet of warehousing and 15,000 square feet of office space. Under the applicable *M-2* zoning standards, up to 15% of the building's floor area may be developed as ancillary office uses. The new building has an interior height of 36-feet. The proposed project also includes 46,000 square feet of landscaping that will be installed along the street frontages. The proposed project required the demolition of the existing buildings that had a total floor area of 364,612 square feet. The net change in the onsite floor area following development will be 88,538 square feet. The building is now constructed, though the building is not fully occupied. This related project is located 3.36 miles to the southeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Warehouse/Distribution Center (9306 Sorensen Avenue).* The proposed project involved the construction and operation of a new warehouse and distribution center proposed for a 13.28-acre site located at 9306 Sorensen Avenue. The proposed project involved the construction of a new 305,257 square foot warehouse and distribution center. The previous onsite improvements, consisting of two manufacturing buildings with a total floor area of 168,097 square feet of floor

area, were demolished. This related project is located 1.51 miles to the northeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Sorensen Avenue Warehouse/Distribution Center (11525 Shoemaker Avenue).* The proposed project involves the construction and operation of a new distribution and corporate center within a 15.74-acre site. The site plan includes a single large building with trailer storage. The larger building will have a total floor area of 328,378 square feet while the second smaller building will have a total floor area of 36,171 square feet. The existing onsite improvements, consisting of three manufacturing buildings with a total floor area of 211,089 square feet, will be demolished. The City approved a CUP to operate a parcel delivery service from this building in 2014. This related project is located 0.65 miles to the southeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

- *Warehouse and Distribution Center (13341 Cambridge Street).* The proposed project involves the construction of a new 185,000 square foot building that is proposed for a site located on the north side of Cambridge Street and east of Carmenita Avenue. The proposed project site will involve the demolition of the existing industrial building that occupies the project site. The existing building has a total floor area of approximately 140,000 square feet. The new building will contain approximately 185,000 square feet for a net increase of 45,000 square feet. This related project is located 1.94 miles to the southeast of the project site. The proposed project will not physically impact or otherwise be affected by the proposed project.

The second option includes a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The proposed project will not result in any new residential development, and as a result, no direct increase in population or housing inventory will result from the proposed project's implementation. The proposed project will result in an increase in the local employment levels. The projected employment is estimated to be at least 1,000 jobs assuming one job for every 1,000 square feet of floor area as indicated by EPA employment generation data. The baseline employment levels for the year 2010 is 50,751 jobs while the 2035 projection is 51,783 jobs. The additional projected employment will account for nearly all of the new jobs projected over the next 20 years according to the aforementioned SCAG projections. However, given the City's current unemployment rate (6.5%), the additional new jobs will be a beneficial impact. The cumulative impacts related to the other issues evaluated in this EIR are summarized below:

- *Cumulative Aesthetic Impacts.* The proposed project will involve an improvement in the area's overall aesthetic quality due to the removal and replacement of the existing improvements that occupy the project site. In addition, the landscaping along the Florence Avenue, Bloomfield Avenue, and Lakeland Road frontages will be improved. The proposed project represents the last phase of development following the Bloomfield Phase I and Bloomfield Phase II developments that were completed previously by Seras Regis. There are no other related projects in the City of Santa

Fe Springs that would contribute to any potential aesthetic impacts. Furthermore, aesthetic impacts are typically site specific and any potential impacts from other development would be unique to a particular site. As a result, no aesthetic cumulative impacts will occur.

- *Cumulative Air Quality Impacts.* The proposed project would result in air emissions and these impacts will exceed the thresholds of significance. However, the proposed project's implementation will improve the local air quality with respect to particulate and odor-related emissions that was associated with the previous refinery use. The related projects are also consistent with the City of Santa Fe Springs General Plan that is used in establishing growth projections for the Air Quality Management Plan (AQMP) and the Regional Transportation Plan (RTP).

- *Cumulative Greenhouse Gas Emissions Impacts.* The GHG emissions from the proposed project would be less than significant. Since all GHG impacts are essentially cumulative impacts, this project's cumulative impact would be reduced to a less than significant impact

- *Cumulative Hazards and Hazardous Materials Impacts.* During construction activities, the use, storage, disposal, and transport of hazardous materials could result in unforeseen impacts in the absence of mitigation. The seller of the land is responsible for the demolition and the removal of the above-ground improvements. All construction and operational activities will be required to adhere to all Federal, State, and local regulations related to the proper handling and disposal of hazardous materials. The elimination of the existing contamination will be a beneficial impact. For these reasons, potential impacts to hazards and hazardous materials are not cumulatively considerable. Furthermore, hazardous materials impacts are typically site specific and any potential impacts from other development would be unique to a particular site.

- *Cumulative Hydrology and Water Quality Impacts.* Following development, the project site will be largely covered over in impervious surfaces. In addition, mitigation was required to ensure that no adverse water quality impacts will occur. Finally, the areas surrounding the project site are developed and covered over in impervious surfaces. All surface water runoff will be confined to the project site. Furthermore, hydrology and water quality impacts are typically site specific and any potential impacts from other development would be unique to a particular site. As a result, the proposed project will not result in any cumulative impacts on hydrology and water quality.

- *Cumulative Land Use Impacts.* The proposed project is consistent with the City of Santa Fe Springs General Plan and Zoning Ordinance. The proposed project will occupy an existing industrial property that was formerly occupied by the Powerine Oil Refinery and various interim uses. The project is compatible with the surrounding development. The related projects are also consistent with the City of Santa Fe Springs General Plan. As a result, the proposed project will not result in any cumulative land use impacts.

- *Cumulative Public Services Impacts.* The proposed project will potentially involve increased calls for emergency services from law enforcement and the fire department. The now inactive oil refinery had a greater potential for risk of upset when the use was operational. In addition, the existing above-ground demolition activities and second recent odor issues have placed increased demands on the City of Santa Fe Springs Fire Department. Once completed, the new buildings will be secured and will be required to adhere to all pertinent safety protocols. As a result, the proposed project will not result in any cumulative impacts on fire protection and law enforcement services.

- *Cumulative Traffic Impacts.* The cumulative traffic impact was determined using an ambient growth rate that was applied to the existing traffic volumes. The analysis determined that the cumulative traffic impacts would potentially be significant. However, given the proposed project site's large size (54.69-acres), any future development within the site would lead to potentially significant cumulative impacts. The traffic analysis considered potential ambient growth rate in traffic. The related projects are also consistent with the City of Santa Fe Springs General Plan that is used in establishing growth projections for the Regional Transportation Plan (RTP) and any requisite capital improvements.

- *Cumulative Utility Impact.* The implementation of the cumulative projects may increase the need for additional utility systems in the area. The proposed project in combination with the cumulative projects would result in less than significant cumulative impacts to public services. The utility and infrastructure impacts from related projects are typically site specific and any potential impacts from other development would be unique to a particular project. The related projects are also consistent with the City of Santa Fe Springs General Plan that is used in establishing growth projections and any requisite capital improvements.

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SECTION 5.0 ANALYSIS OF ALTERNATIVES

5.1 DESCRIPTION OF PROJECT ALTERNATIVES

5.1.1 OVERVIEW OF ALTERNATIVES

According to CEQA, an EIR must describe a range of reasonable alternatives to the project, or the location of a project, which would attain most of the basic objectives while avoiding significant environmental effects. An EIR need not consider every conceivable alternative. Rather, a reasonable range of alternatives that will foster informed decision-making and public participation should be considered.[68] Case law further defines reasonable alternatives as those that may be feasibly accomplished in a successful manner, considering the economic, environmental, social, and technological factors involved. (*Citizens of Goleta Valley v. Board of Supervisors* 52 Cal.3d 553, 556 [276 Cal. Rptr. 410]). The Guidelines further require that the discussion focus on alternatives capable of avoiding or substantially lessening significant effects of the project. In addition, the *No Project* alternative must be discussed as a baseline for comparison.

According to CEQA, the range of feasible alternatives shall be selected and discussed in a manner to facilitate meaningful public participation and informed decision-making. The No Project Alternative, required by law to be considered in the EIR, must include a description of existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (Section 15126[d][4]). For purposes of the analysis herein, the following alternatives are evaluated:

- *No Project Alternative.* This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative is not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

- *Revised Land Use Alternative.* This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet.

- *Distribution and Parcel Delivery Alternative.* Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand.

[68] State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, § 15126.6.* 1998.

5.2 NO PROJECT ALTERNATIVE

Under CEQA, the "No Project" Alternative assumes that existing conditions or conditions prior to development will remain unchanged. This alternative considers a No Project Alternative required pursuant to CEQA. Under this alternative scenario, the conditions that presently exist would remain indefinitely. While this project alternative is not considered to be feasible, it is used as the baseline condition in which the other alternatives are compared.

5.2.1 AESTHETIC IMPACTS

Under this project alternative, the existing blighted conditions with respect to aesthetics would remain unchanged. The existing conditions would remain as is and further deterioration would likely result. As a result, the impacts of this alternate would be greater than that anticipated for the proposed project.

5.2.2 AIR QUALITY IMPACTS

The project site is currently undergoing demolition and remediation. The ongoing problems related to odors and other harmful emissions associated with the previous refinery use will continue indefinitely. The operational emissions would be greater than those anticipated for the proposed project since the potential for odors would continue indefinitely.

5.2.3 GREENHOUSE GAS/GLOBAL WARMING IMPACTS

The No Project Alternative would generate some GHG emissions related to the existing on-site remediation and demolition activities. No measures would be implemented to utilize Best Available Control Technology (BACT) to control emissions. In addition, the existing on-site conditions would lead to an ongoing continuation of greenhouse gas impacts. As a result, the impacts of this alternate would be greater than that anticipated for the proposed project.

5.2.4 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

The existing on-site conditions would remain as is. The existing demolition and onsite remediation would continue indefinitely. These activities have led to various releases of odors and other contaminants. The proposed project has resulted in this remediation process being accelerated. In the absence of the mitigation measures such as those being proposed for the project, the potential impacts of this alternative will be greater than that anticipated for the proposed project.

5.2.5 HYDROLOGY AND WATER QUALITY IMPACTS

Under the No Project Alternative, the existing onsite surface characteristics would remain. No changes in the direction or quantity of storm water runoff would occur. In the absence of water quality control measures such as those being proposed as project mitigation, the potential impacts of this alternative will be greater than that anticipated for the proposed project.

5.2.6 LAND USE IMPACTS

Under this alternative, the existing above ground uses would remain unchanged. The potential land use and development impacts are greater compared to those for the proposed project due to the site's blighted and underutilized character.

5.2.7 NOISE IMPACTS

This No Project Alternative assumes that existing conditions will remain and continue indefinitely. No construction would occur under this scenario and no short-term construction noise impacts would occur. Stationary on-site noise levels would not change from the existing levels.

5.2.8 PUBLIC SERVICE IMPACTS

The No Project Alternative would potentially result in greater impacts on the Santa Fe Springs Fire Department because the existing blighted and hazardous conditions would remain. The mitigation measures calling for the site's remediation and new development would not be implemented. As a result, the impacts related to the No Project Alternative are potentially greater than the impacts related to the proposed project's implementation.

5.2.9 TRAFFIC AND CIRCULATION IMPACTS

This No Project Alternative assumes that existing conditions will remain and continue indefinitely. This alternative will generate limited new daily trips. The site ingress and egress would remain unchanged from the existing conditions. The overall traffic-related impacts from this alternative would be less than that anticipated for the proposed project.

5.2.10 UTILITIES IMPACTS

This No Project Alternative assumes that existing conditions will remain and continue indefinitely. Overall, the utility demand for this project alternative will be less than that envisioned for the proposed project.

5.3 REVISED LAND USE ALTERNATIVE

This alternative reflects the potential land use scenario if the RDX site, consisting of 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse floor area for Building 3.

5.3.1 AESTHETIC IMPACTS

Under this project alternative, the existing onsite improvements would be demolished and three new buildings totaling 1,268,265 square feet would be constructed. The total floor area of the new buildings would be slightly greater than that of the proposed project. The aesthetic impacts of this alternative would be similar to that of the proposed project.

5.3.2 AIR QUALITY IMPACTS

As indicated previously, this alternative would require the demolition of the existing on-site improvements to accommodate a new development. The demolition and construction emissions would be the same as those anticipated for the proposed project. This project alternative would result in operational emissions that are greater than those of the proposed project due to 64,300 square feet increase for Building 3. Under this scenario, the total operational emissions in pounds per day for the criteria pollutants would be as follows: 46.23 pounds/day of ROG; 43.16 pounds per day of NOx; 171.15 pounds per day of CO; 0.45 pounds per day of SO_2; 30.56 pounds per day of PM_{10}; and 8.61 pounds per day of $PM_{2.5}$.

5.3.3 GREENHOUSE GAS/GLOBAL WARMING IMPACTS

This alternative would also generate GHG emissions related to the proposed uses. This is due to the larger size of this alternative development scenario compared to the proposed project. Under this alternative, mitigation measures that would utilize BACT to control emissions would also be required. Nevertheless, the potential impacts of this alternative would be greater than that anticipated for the proposed project.

5.3.4 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

As indicated previously, this alternative would require the demolition of the existing on-site improvements to accommodate the new development. The future on-site operations would be required to comply with all pertinent regulations governing the handling and disposal of hazardous materials. As a result, the potential impacts of this alternative would be comparable with those of the proposed project.

5.3.5 HYDROLOGY AND WATER QUALITY IMPACTS

The changes in the direction or quantity of storm water runoff under this alternative would be the same as that anticipated for the proposed project. This alternative, since it is a new development, would be required to implement water quality control measures similar to those being proposed as part of the proposed project's mitigation. As a result, the potential impacts of this alternative will be similar to those that are anticipated for the proposed project.

5.3.6 LAND USE IMPACTS

This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total

floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse floor area for Building 3. This alternative use would also comply with the underlying *M-2* Zone. The potential land use and development impacts are comparable to those anticipated for the proposed project.

5.3.7 NOISE IMPACTS

This alternative would involve slightly greater levels of construction noise since all of the existing on-site improvements would be demolished and replaced with three new buildings. The hours of operation would also be 24-hours a day. The traffic volumes for this alternative would be similar to those anticipated for the proposed project. The operational noise impacts of this alternative will be comparable to those anticipated for the proposed project.

5.3.8 PUBLIC SERVICE IMPACTS

This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. The new construction would comply with the most current building code (CBC) and uniform fire code (UFC) requirements. As a result, the public service impacts will be comparable to those anticipated for the proposed project.

5.3.9 TRAFFIC AND CIRCULATION IMPACTS

This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse floor area for Building 3. The site ingress and egress would be similar to that of the proposed project though driveways and drive aisles for the RDX facility would not be required. A revised traffic analysis was provided which examined the potential traffic impacts for this alternative. For this potential scenario, a total of 457 AM peak hour trips and 487 PM peak hour trips would result. These peak hour rates translate into an increase of 4 AM and 4 PM peak hour trips over the proposed project. The overall traffic-related impacts from this alternative would be slightly greater than that anticipated for the proposed project.

5.3.10 UTILITIES IMPACTS

Under this alternative, the water consumption and effluent generation would be comparable to that estimated for the proposed project. This alternative reflects the potential land use scenario if the RDX site, consisting of approximately 2-acres, is discontinued. Under this alternative, the floor area for Building 3 would be increased. The total floor area of the future development under this alternative would be 1,268,265 square feet. This translates into a net increase of 64,300 square feet of additional warehouse

floor area for Building 3. Under this alternative, the water consumption is estimated to be 177,557 gallons per day and the daily sewage generation is estimated to be 142,046 gallons per day. Solid waste generation for this alternative is anticipated to be 7,610 pounds per day. Overall, the utility demand for this project alternative will be greater than that envisioned for the proposed project.

5.4 DISTRIBUTION AND PARCEL DELIVERY USE ALTERNATIVE

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand.

5.4.1 AESTHETIC IMPACTS

This alternative scenario assumes the site would be developed as a business park consisting of light industrial that would total 717,286 square feet and the distribution uses within two larger buildings. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand. The aesthetic impacts of this alternative would be similar to that of the proposed project.

5.4.2 AIR QUALITY IMPACTS

A separate CalEEMod run was done using the square footage numbers provided for the FedEx alternative. For this alternative, both the short term construction, and long term operational emissions would be less than to those anticipated for the proposed project. Under this scenario, the total operational emissions in pounds per day for the criteria pollutants would be as follows: 26.50 pounds/day of ROG; 25.68 pounds per day of NOx; 101.58 pounds per day of CO; 0.27 pounds per day of SO_2; 18.14 pounds per day of PM_{10}; and 5.11 pounds per day of $PM_{2.5}$.

5.4.3 GREENHOUSE GAS/GLOBAL WARMING IMPACTS

This alternative would generate GHG emissions related similar to those envisioned for the proposed project. Under this alternative, measures that utilize Best Available Control Technology (BACT) to control emissions would be required. As a result, the impacts of this alternate would be less than that anticipated for the proposed project.

5.4.4 HAZARDS AND HAZARDOUS MATERIALS IMPACTS

The future on-site operations would be required to comply with all pertinent regulations governing the handling and disposal of hazardous materials. As a result, the potential impacts of this alternative would be comparable with those of the proposed project.

5.4.5 HYDROLOGY AND WATER QUALITY IMPACTS

No changes in the direction or quantity of storm water runoff would occur beyond that envisioned for the proposed project. This alternative, since it is a new development, would be required to implement water quality control measures such as those being proposed as part of the proposed project's mitigation. As a result, the potential impacts of this alternative will be similar to those that are anticipated for the proposed project.

5.4.6 LAND USE IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be greater than that envisioned for the proposed project because of the greater parking demand and the requirement for a conditional use permit (CUP). Under this alternative, the future use would comply with the underlying M-2 Zone with the approval of a Conditional Use Permit.

5.4.7 NOISE IMPACTS

This alternative assumes the project site would be redeveloped to accommodate a new light industrial business park. The operational noise impacts of this alternative will be comparable to those anticipated for the proposed project.

5.4.8 PUBLIC SERVICE IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand. The new buildings would be constructed pursuant to the most current building code (CBC) and uniform fire code (UFC) requirements. As a result, the impacts will be comparable to the project.

5.4.9 TRAFFIC AND CIRCULATION IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor area would be less than that envisioned for the proposed project because of the greater parking demand. This alternative will generate a total of 273 AM peak hour trips and a total of 290 PM peak hour trips. The site ingress and egress would be comparable to that envisioned for the proposed project. The overall traffic-related impacts from this alternative would be less than that anticipated for the proposed project.

5.4.10 UTILITIES IMPACTS

Under this alternative, the project site would be developed as distribution and parcel delivery service. The proposed site plan will consist of two buildings with a total floor area of 717,286 square feet. The total floor

area would be less than that envisioned for the proposed project because of the greater parking demand. Under this alternative, the water consumption is estimated to be 109,462 gallons per day and the daily sewage generation is estimated to be 87,570 gallons per day. Solid waste generation for this alternative is anticipated to be 4,690 pounds per day. No new off site improvements will be required to accommodate the demand. Overall, the utility demand for this project alternative will be less than project impact.

5.5 ENVIRONMENTAL SUPERIOR ALTERNATIVE

The term *environmentally superior* refers only to the comparative environmental effects of the proposed project and alternatives. The project objectives, and whether a particular alternative meets the objectives, must also be considered in the evaluation of alternatives. If the environmentally superior alternative is the no project alternative, the EIR also must identify another environmentally superior alternative from among the other alternatives.

An alternative may be considered environmentally superior to the proposed project, though it may not meet most of the basic objectives required to make the project feasible as defined by the Lead Agency. Such an alternative would be considered unfeasible in accordance with CEQA Guidelines Section 15126(d). Therefore, decision-makers must carefully weigh environmental impacts and project objectives before an informed decision can be made. Table 5-1 compares the environmental impacts of the various alternatives considered in this analysis. As is evident from review, the environmentally superior alternative is the Revised Land Use Alternative among the issues evaluated.

Table 5-1
Comparison of Project Alternative Impacts to Project Impacts

No Project Alternative	Revised Land Use Alternative	Business Park and Parcel Delivery Alternative
Aesthetic Impacts		
Greater than project impact.	Same as project impact.	Same as project impact.
Air Quality Impacts		
Greater than project impact.	Greater than project impact.	Less than project impact.
GHG Impacts		
Greater than project impact.	Greater than project impact.	Less than project impact.
Hazards & Hazardous Materials Impacts		
Greater than project impact.	Same as project impact.	Same as project impact.

Table 5-1
Comparison of Project Alternative Impacts to Project Impacts

No Project Alternative	Revised Land Use Alternative	Business Park and Parcel Delivery Alternative
Hydrology and Water Quality Impacts		
Greater than project impact.	Same as project impact.	Same as project impact.
Land Use Impacts		
Greater than project impact.	Same as project impact.	Greater than project impact.
Noise Impacts		
Less than project impact.	Same as project impact.	Same as project impact.
Public Service (Fire) Impacts		
Greater than project impact.	Same as project impact.	Same as project impact.
Traffic & Circulation Impacts		
Less than project impact.	Greater than project impact.	Less than project impact.
Utilities Impacts		
Less than project impact.	Greater than project impact.	Less than project impact.

Source: Blodgett/Baylosis Environmental Planning. 2015

As indicated in the above table, the environmentally superior alternative was the Business Park and Parcel Delivery Alternative. With the exception of the potential Land Use Impacts, the impacts were equal to or less than those anticipated for the proposed project.

5.6 FEASIBILITY OF PROJECT ALTERNATIVES

Pursuant to State CEQA Objectives §15124(b), the project description must include a statement of objectives. These objectives assist the City in developing a reasonable range of Alternatives to evaluate in the EIR, and aid the decision-makers in preparing Findings or a Statement of Overriding Considerations, if necessary. The objectives are designed to demonstrate the underlying purpose of the project. The objectives that the City of Santa Fe Springs seek to accomplish as part of the proposed project's implementation include the following:

- To minimize the environmental imparts associated with the proposed project;

- To create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Santa Fe Springs General Plan.

The Applicant's objectives include the following:

- To more efficiently utilize the site;
- To operate a state-of-the-art distribution facility that will serve the local market; and,
- To realize a fair return on their investment.

Table 5-2 compares the project alternatives in terms of their effectiveness in meeting the aforementioned objectives.

Table 5-2
Effectiveness of Project Alternatives in Meeting the Project's Objectives

Project Objectives	Project Alternatives: Does the alternative meet the project objective?		
	No Project	Land Use Alt.	BP/Parcel Delivery
To more efficiently utilize the site.	No	Yes	Yes
To operate a state-of-the-art distribution facility that will serve the local market.	No	Yes	No
To realize a fair return on their investment.	No	Yes	Yes
To minimize the environmental impacts associated with the proposed project.	No	Yes	Yes
To create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City.	No	Yes	Yes
To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Santa Fe Springs General Plan.	No	Yes	Yes

Source: Blodgett/Baylosis Environmental Planning. 2014

As indicated in Table 5-2, the alternative that involves a Land Use Alternative meets all of the project objectives. The other alternatives, especially the No Project Alternative, do not meet the project's stated objectives.

SECTION 6.0 REFERENCES

6.1 PREPARERS

BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. Colima Road, Suite 206
Hacienda Heights, California
(626) 336-0033

Marc Blodgett, Principal/Project Manager
Bryan Hamilton, Project Planner
Liesl Sullano, Project Planner

6.2 REFERENCES

Documents may be viewed at the offices of Blodgett/Baylosis Environmental Planning (B/BEP) at 16388 Colima Road, Suite 206 J, Hacienda Heights, California 91745. The B/BEP office is open for business Monday through Friday, 8:00 AM to 5:00 PM. Review of reference information at B/BEP can be arranged by appointment. Please call (626) 336-0033.

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APPENDIX A
INITIAL STUDY AND NOTICE OF PREPARATION

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NOTICE OF PREPARATION AND INITIAL STUDY

GOODMAN LOGISTICS CENTER (GLC)
12345 LAKELAND ROAD & 12332 FLORENCE AVENUE
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

OCTOBER 28, 2014

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9. References 48

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1. INTRODUCTION AND PROJECT OVERVIEW

The City of Santa Fe Springs ("Santa Fe Springs") (referred to hereinafter as the *Lead Agency*) is reviewing a proposal to construct a new business park development totaling approximately 1,230,585 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) and was formerly occupied by the Powerine Oil Refinery. The proposed project will involve the construction of three new concrete tilt-up industrial warehouse buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet.[1] A detailed project description is provided in Section 6.

2. PURPOSE AND AUTHORITY OF THIS INITIAL STUDY

This Initial Study provides a preliminary evaluation of environmental impacts that may potentially result from the construction and subsequent operation of the proposed Goodman Logistics Center (GLC) Santa Fe Springs industrial park development. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide Santa Fe Springs with information needed to decide whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration for a project;
- To facilitate the proposed project's environmental assessment early in the design and development of a project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any new impacts associated with the proposed project.[2]

Pursuant to Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines, an Initial Study is prepared to provide the Lead Agency with information to use as the basis for determining the nature and extent of any required environmental analysis and review. The findings of this Initial Study indicate that the project may have a significant effect on the environment and that an EIR is required.

This Initial Study has been prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.) and Section 15070 of the State Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.).

[1] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[2] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act* as Amended 2000. (CEQA Guidelines) §15050.

The City of Santa Fe Springs is designated as the Lead Agency in accordance with Section 15050 of the CEQA Guidelines.[3] The environmental analysis indicated a number of issue areas would require further analysis in a draft Environmental Impact Report (DEIR). 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 acting in its capacity as Lead Agency. Copies of the Initial Study and the *Notice of Preparation (NOP)* will be forwarded to responsible agencies and will be made available to the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the NOP.

3. USE OF THIS INITIAL STUDY

This Initial Study is an informational document intended to inform Santa Fe Springs decision-makers, other responsible or interested agencies, and the general public of potential environmental effects of the project. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. In its capacity as the Lead Agency, Santa Fe Springs has determined that environmental clearance for the proposed project will require an EIR. This Initial Study has been included with the NOP that indicates an EIR is required for the proposed project. This Initial Study will be circulated for a period of 30 days for public and agency review. Comments received on the document will be taken into consideration during the preparation of the EIR for the proposed project.

4. PROJECT LOCATION

The proposed project site is located within the boundaries of the City of Santa Fe Springs. The City is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana. Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier), on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier), on the south by Cerritos and Norwalk, and on the west by Pico Rivera and Downey.

Major physiographic features located in the vicinity of the City include the San Gabriel River (located approximately 4.2 miles to the west of the site) and the Puente Hills (located approximately 6.8 miles to the north of the site). Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.[4] Other freeways that serve the area include the SR-91 Freeway and I-105 Freeway. The location of Santa Fe Springs in a regional context is shown in Exhibit 1. A Citywide map is provided in Exhibit 2.

[3] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act* as Amended 2000. (CEQA Guidelines) §15050.

[4] United States Geological Survey. *The National Map [Terra Server USA]. Santa Fe Springs, California.* July 1, 1998.

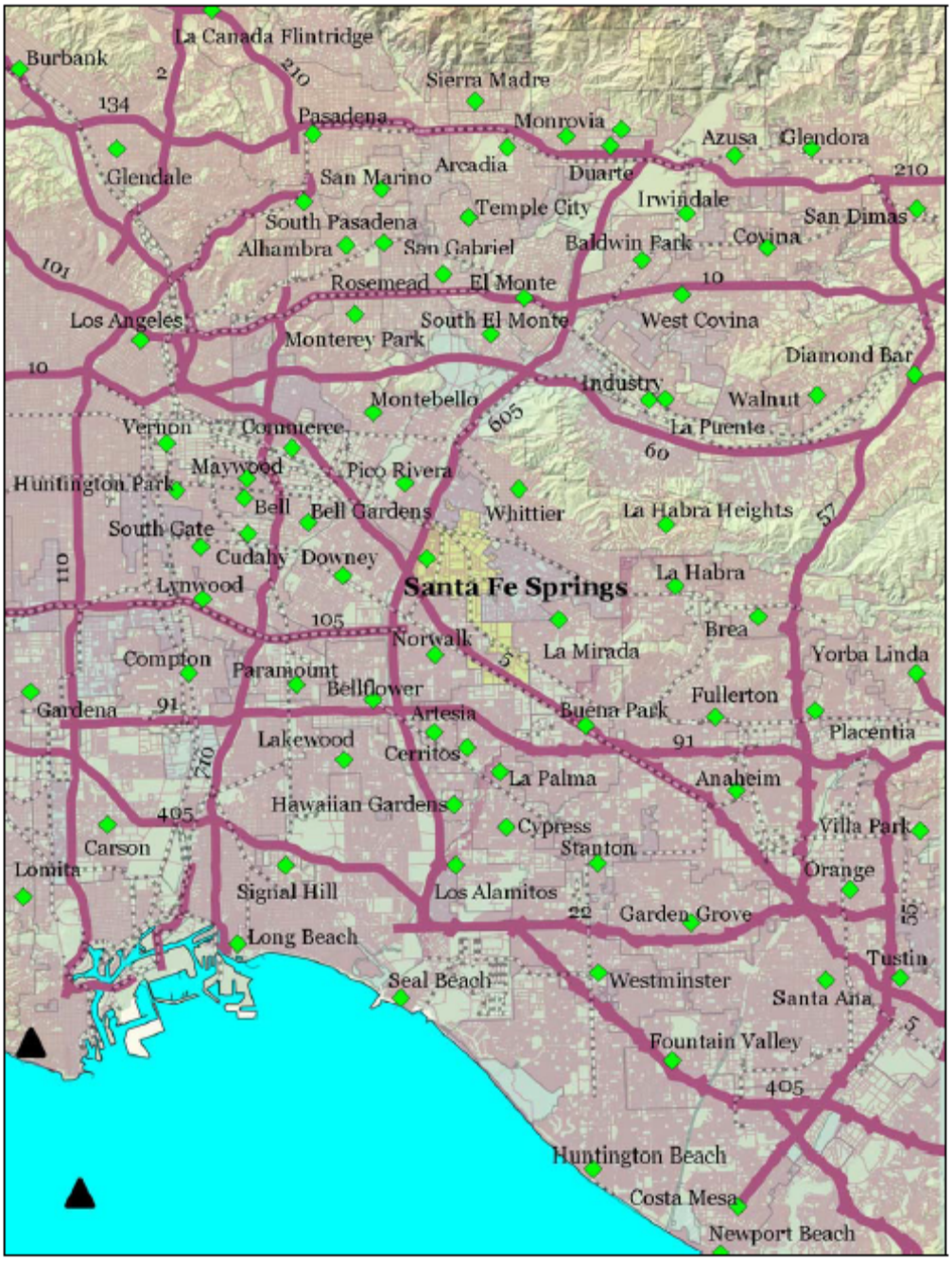

EXHIBIT 1
REGIONAL LOCATION MAP
SOURCE: QUANTUM GIS

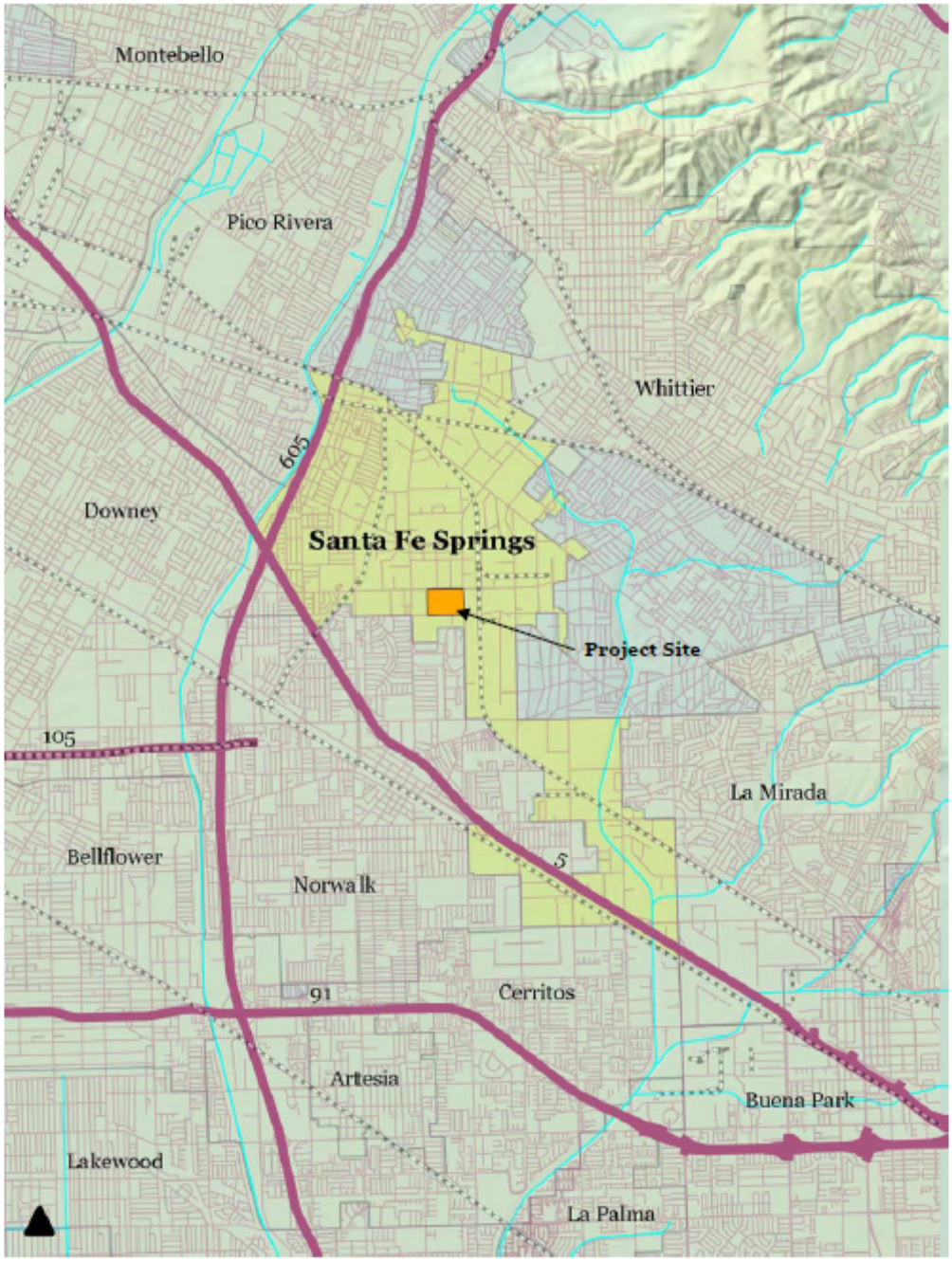

EXHIBIT 2
PROJECT LOCATION IN THE CITY
SOURCE: QUANTUM GIS

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The proposed project site is located in the central portion of the City. The project site's existing addresses include 12345 Lakeland Road and 12332 Florence Avenue.[5] The Los Angeles County Assessor's Parcel Numbers that are applicable to the project site include 8009-022-055; 8009-022-056; 8009-022-030; 8009-022-031; and 8009-022-29.[6] A vicinity map is provided in Exhibit 3.

5. ENVIRONMENTAL SETTING

The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet) and includes approximately 35-acres of land that was formerly occupied by the Powerine Oil Refinery. The remaining land area consisting of approximately 19.7-acres was formerly an oil refinery that was occupied by Ridgeline Energy Services (RDX). The refinery opened in the early 1930s and operated until 1995 when the refinery was closed. Ridgeline Energy Services will continue to operate a waste water treatment facility on an approximately 2-acre parcel located to the northwest of the project site.[7] A number of above-ground tanks and other structures are located within the project site. These above-ground improvements and all remaining substructures will be removed to accommodate the development. Land uses and development in the vicinity of the 54.69-acre project site are described below:

- Florence Avenue extends along the project site's north side. Industrial land uses are located further north, along the north side of the Florence Avenue right-of-way (ROW).
- Bloomfield Avenue extends along the project site's east side. Industrial land uses are located further east, along the east side of the Bloomfield Avenue ROW.
- Lakeland Road extends along the project site's south side. Industrial land uses are located further south, along the south side of the Lakeland Avenue ROW.
- Various industrial uses abut the project site on the west side. As mentioned previously, a 1.96-acre parcel located to the northwest of the project site (along the south side of Florence Avenue) will be occupied by RDX for the operation of a waste-water facility.[8]

The Zone designation that is applicable to the project site is *M-2, Heavy Manufacturing*.[9] The applicable General Plan designation is *Industrial*.[10]

[5] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[6] City of Santa Fe Springs, *Application for Development Plan Approval (DPA) [prepared for 12345 Lakeland Road and 12332 Florence Avenue.]* No Date

[7] Whittier Daily News (Real Estate Section). Former Powerine oil refinery site in Santa Fe Springs sold. April 22, 2014.

[8] Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).

[9] City of Santa Fe Springs. Zoning Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696

[10] City of Santa Fe Springs. General Plan Map http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2695

EXHIBIT 3
VICINITY MAP
SOURCE: QUANTUM GIS

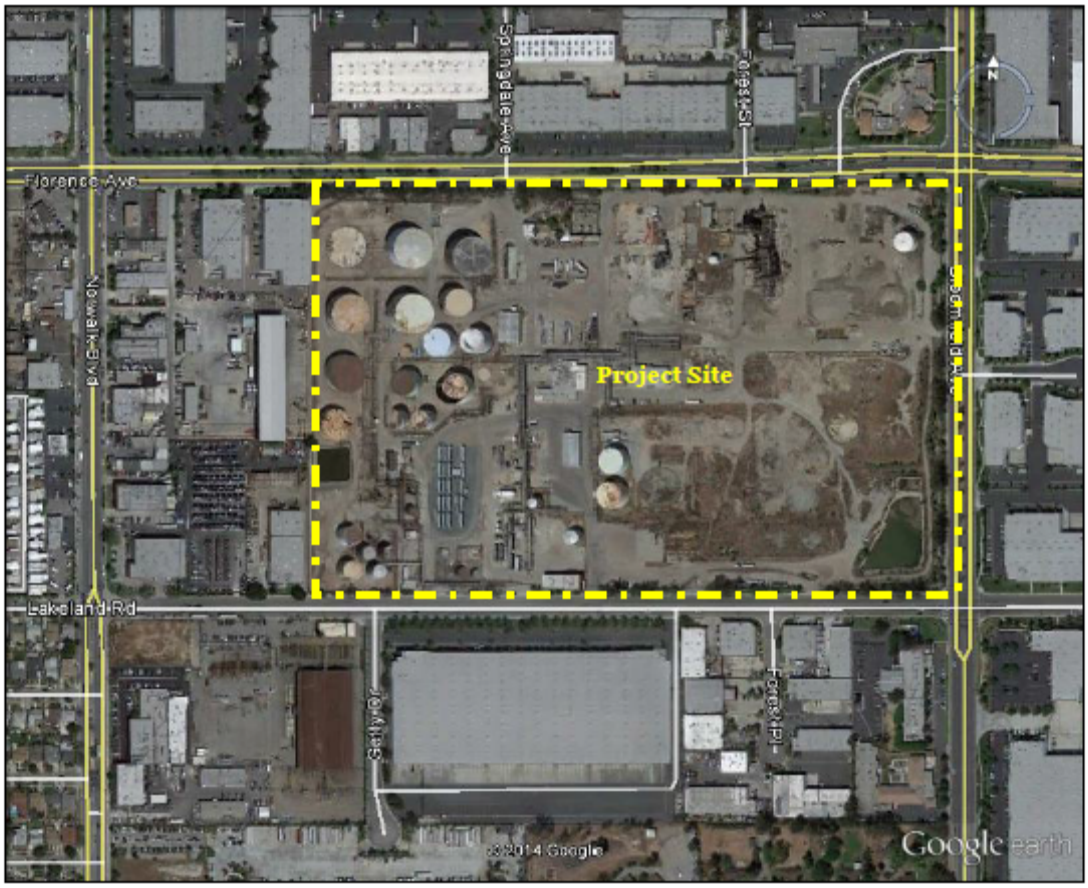

EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

6. PROJECT DESCRIPTION

The proposed project involves the construction of a new business park development totaling approximately 1,230,585 square feet of floor area. The proposed project site is located west of Bloomfield Avenue, north of Lakeland Road, and south of Florence Avenue. The project site consists of 54.69-acres (2,382,223 square feet). The proposed project will involve the construction of three new concrete tilt-up industrial warehouse buildings referred to as Building 1, Building 2, and Building 3. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet.[11]

Overview of Physical Characteristics

The proposed project will involve the removal of the existing on-site improvements and any contaminated soils. In addition, Ridgeline Energy Services will continue to operate equipment in the northwestern portion of the property that will clean-up the existing contaminated groundwater. Once the site preparation phase has been completed, a new industrial business park development will be constructed. The site plan is illustrated in Exhibit 5. The key elements of the proposed project include the following:

- The proposed project will involve the construction of three new concrete tilt-up buildings referred to as Building 1, Building 2, and Building3. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet.[12]

- Building 1 will be located in the eastern portion of the project site and will occupy a 16.74-acre parcel. This building will have a total floor area of 403,635 square feet. Of this total, 393,634 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 52 truck-high loading docks will be located along the building's west-facing elevation.[13]

- Building 2 will be located in the center of the project site and will occupy a 23.12-acre parcel. This building will have a total floor area of 506,465 square feet. Of this total, 496,465 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to offices (including mezzanine). A total of 100 truck-high loading docks will be provided with 52 loading docks provided along the east-facing and 48 loading docks provide along the west-facing elevations.[14]

- Building 3 will be located in the western portion of the project site and will occupy a 12.66-acre parcel. This building will have a total floor area of 300,700 square feet. Of this total, 290,700 square feet will consist of warehouse. A total of 10,000 square feet of floor area will be devoted to

[11] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[12] Ibid.

[13] Ibid.

[14] Ibid.

offices (including mezzanine). A total of 41 truck-high loading docks will be located along the building's west-facing elevation.

- Employee, vendor, and visitor parking will be provided for each of the three buildings. The surface parking areas will be located along the northern and southern portions of the new buildings. As shown in Site Plan A1.1, a total of 1,725 parking spaces will be provided including 552 spaces for Building 1, 689 spaces for Building 2, and 415 spaces for Building 3.[15]

- Truck parking will be provided opposite the loading docks of each of the three buildings as shown in Site Plan A1.1B. A total of 286 truck parking spaces will be provided including 78 spaces for Building 1,147 spaces for Building 2, and 61 spaces for Building 3.[16] The truck parking and loading docks will be secured from public access by gates. The implementation of the project described in Site Plan A1.1B will require the approval of a modification permit.

- For maximum aesthetic value, landscaping will be provided along the project site's Lakeland Road, Florence Avenue, and Bloomfield Avenue frontages. In addition, landscaping will be provided in the parking areas and next to offices.[17]

The location and extent of the facility's buildings are illustrated in Exhibit 5 which is also the conceptual site plan. Optional site plan(s) will be included in the Draft EIR's alternatives analysis.

Discretionary Approvals

The proposed project will require the following discretionary approvals from the City of Santa Fe Springs Planning Commission (recommendation) and City Council (approval or denial):

- The approval of a Development Plan Approval (DPA);

- Tentative Parcel Map (TPM);

- Modification Permit (MOD);

- The certification of the Final EIR prepared for the proposed project; and,

- The adoption of the mitigation monitoring and reporting program (MMRP) prepared for the proposed project.

Other permits will be required as part of the proposed project's approval. These other permits will include, but may not be limited to, a demolition permit, a building permit, and an electrical, mechanical and plumbing permit.

[15] HPA Architecture. *Conceptual Site Plan GLC Santa Fe Springs, Revised Site Plan.* May 15, 2014.

[16] Ibid.

[17] Ibid.

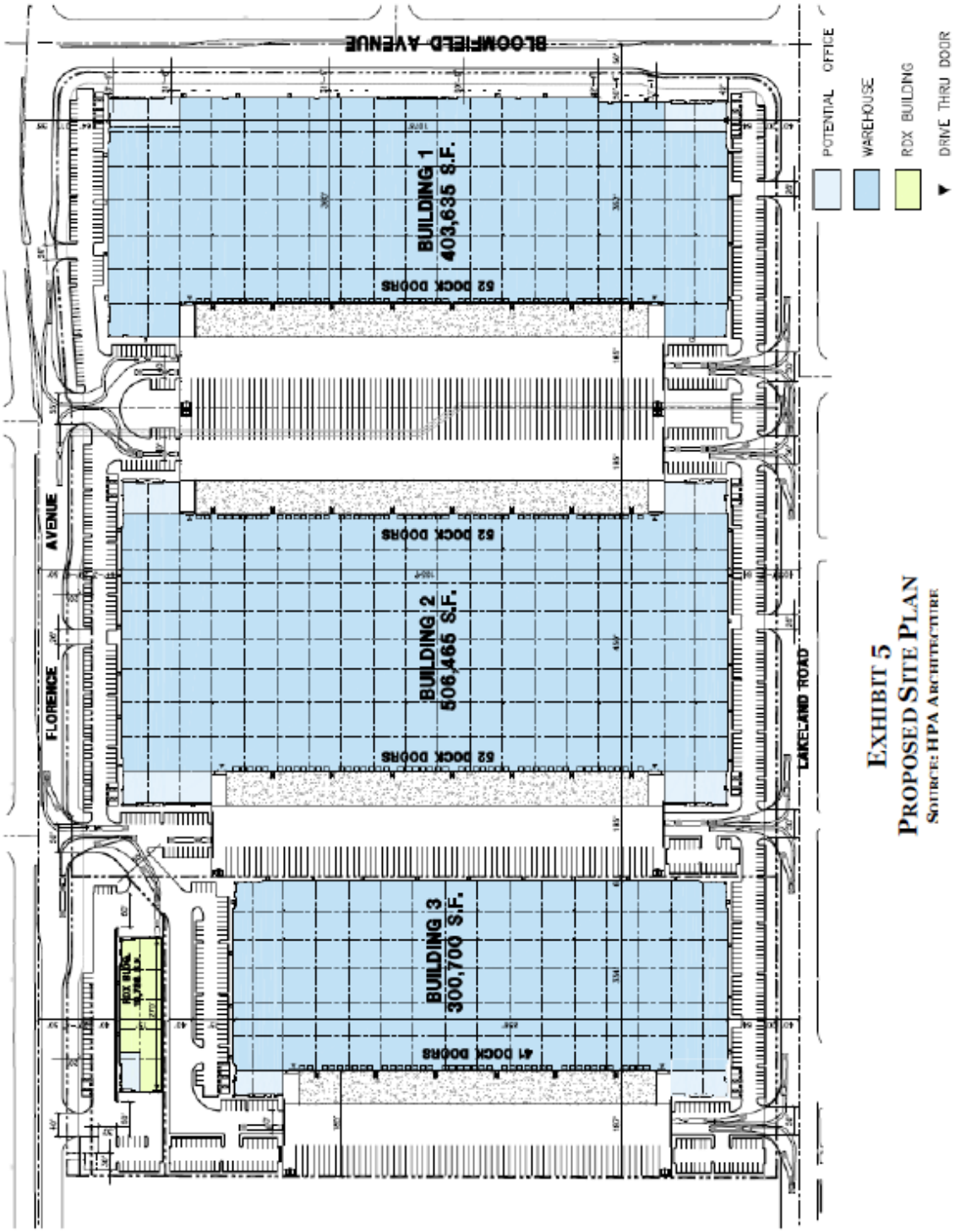

EXHIBIT 5
PROPOSED SITE PLAN
SOURCE: HPA ARCHITECTURE

7. ENVIRONMENTAL ANALYSIS

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

- Aesthetics;
- Agricultural/Forestry;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology & Soils;
- Greenhouse Gas Emissions;
- Hazards/Hazardous Materials;
- Hydrology & Water Quality;
- Land Use & Planning;
- Mineral Resources;
- Noise;
- Population & Housing;
- Public Services;
- Recreation;
- Transportation; and,
- Utilities.

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Santa Fe Springs in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are three possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.

- *Less than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Santa Fe Springs or other responsible agencies consider to be significant.

- *Issue to be Evaluated in the DEIR.* The proposed project may have the potential to generate impacts that will have a significant impact on the environment and the affects and possible mitigation will be evaluated in the EIR.

AESTHETIC IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse affect on a scenic vista?			X
B. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?			X
C. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?	X		

Environmental Determination

A. No scenic highways or corridors are located in the immediate area. The project site is currently underutilized and is occupied by above ground tanks and other improvements related to the previous refinery use. The blighted appearance of the project site will be eliminated as part of the proposed project site's redevelopment. The nature and extent of the proposed improvements, including landscaping, building design, and new construction, will be described in the project description included in the DEIR. In addition, all pertinent City requirements related to property maintenance will be adhered to. *This issue will not be analyzed in the DEIR.*

B. The site has been fully developed in "heavy" manufacturing uses. No historic buildings or features are located on-site or in the surrounding area. In addition, there are no natural views in the area that would be affected as part of the proposed project's implementation. As a result, no significant adverse impact on significant views will result. *This issue will not be analyzed in the DEIR.*

C. The proposed project may operate 24-hours per day and there will be additional sources of lighting in the area. There are light-sensitive receptors located to the southwest of the project site, west of Norwalk Boulevard. *This issue will be analyzed in the DEIR.*

Sources

- California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov
- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov
- City of Santa Fe Springs. *Santa Fe Springs General Plan. Land Use Element.*
- United States Geological Survey. *The National Map [Terra Server USA]. Santa Fe Springs, California.* July 1, 1998.

AGRICULTURE AND FORESTRY RESOURCES IMPACTS	Issue to be Evaluated in DEIR	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?			X
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?			X
C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?			X
D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?			X
E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use or the conversion of forestland to non-forest land use?			X

Environmental Determination

A. No agricultural uses are located on-site or in the vicinity of the site. The site was previously occupied by heavy manufacturing uses. The project site consists of 54.69-acres (2,382,223 square feet) and includes approximately 35-acres of land that was formerly occupied by the Powerine Oil Refinery. The remaining land area consisting of approximately 19.7-acres was formerly occupied by Ridgeline Energy Services. A number of above-ground tanks and other structures are located within the project site. As a result, no impacts associated with the conversion of farmland to non-farmland are anticipated. *This issue will not be analyzed in the DEIR.*

B. No *active* agricultural activities are located within the project site nor are any such uses found in the adjacent parcels. The City's applicable General Plan and Zoning designations do not contemplate agricultural land uses on-site or in the surrounding area. In addition, the project site is not subject to a Williamson Act Contract. As a result, no impacts on existing or future Williamson Act Contracts will result from the approval and subsequent construction of the proposed project. *This issue will not be analyzed in the DEIR.*

C. 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 in the City or within this portion of Los Angeles County. The City's General Plan and Zoning Ordinance do not specifically provide for any forest land preservation. As a result, no impacts on forest lands or timber resources will result from the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

Environmental Determination (continued)

D. No forest lands are found within Santa Fe Springs nor does the applicable General Plan and Zoning land use designations provide for any forest land protection. Furthermore, no loss or conversion of existing forest lands will result from the implementation of the proposed project. As a result, no significant adverse impacts are anticipated with the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

E. No agricultural activities or farmland uses are located in the project site or within the adjacent properties. The proposed project will not involve the conversion of any existing producing farmland area to an urban use and no significant adverse impacts are anticipated. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. *The California Land Conservation [Williamson] Act, 2010 Status Report.* November 2010.
- California, State of. Department of Conservation. *Farmland Mapping and Monitoring Program.* July 13, 1995.
- United States Geological Survey. TerraServer USA. *The National Map. Santa Fe Springs, California.* July 1, 1979.

AIR QUALITY IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?	X		
B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X		
C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	X		
D. Would the project expose sensitive receptors to substantial pollutant concentrations?	X		
E. Would the project create objectionable odors affecting a substantial number of people?	X		

Environmental Determination

A. The proposed project will not affect any regional population, housing, and employment projections prepared for the City by the Southern California Association of Governments (SCAG). These three variables are used in the development of the AQMP's planning assumptions. Specific criteria for determining a project's conformity with the AQMP is defined in Chapter 12 of the Air Quality Management Plan (AQMP) and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. *Criteria 1* considers whether or not a project results in an increase in the frequency or severity of an existing air quality violation or contributes to the continuation of an existing air quality violation. *Criteria 2* considers whether or not a project exceeds the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation. The proposed project is consistent with the adopted City of Santa Fe Springs General Plan (Consistency Criteria 2) pursuant to the land use designation. As a result, the project would not be in conflict with, or result in an obstruction of, an applicable air quality plan and no adverse impacts are anticipated. The EIR will analyze the proposed project's short-term and long-term impacts. *This issue will be analyzed in the DEIR.*

B. The proposed project involves the construction and operation of a new business park consisting of three concrete tilt-up buildings. Building 1 will consist of approximately 403,624 square feet; Building 2 will consist of 506,465 square feet; and Building 3 will consist of 300,700 square feet. The proposed project will result in both stationary and mobile emissions. The analysis will estimate these emissions to determine if there is a potential for a significant adverse impact. *This issue will be analyzed in the DEIR.*

C. The proposed project involves the construction of a new business park consisting of three concrete tilt-up buildings. The analysis will include an estimate of the daily construction-related emissions. The DEIR will also identify any requisite mitigation. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

D. Sensitive receptors refer to land uses or activities that are especially sensitive to poor air quality. Sensitive receptors found in the area include a mobile home park, located 110 feet to the west, and a residential neighborhood, located approximately 725 feet to the southwest of the project site. While these homes are separated from the project site by existing buildings and Norwalk Boulevard, the EIR analysis will determine if there is a potential for these receptors to be exposed air emissions. *This issue will be analyzed in the DEIR.*

E. The project site has been the source of odors in recent years associated with the previous Powerine refinery. During the demolition and site preparation phases, the sources of the odors will be removed. The analysis will focus on the effectiveness of mitigation measures to control odors during the demolition phases. *This issue will be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009]. Table 11-4.
- South Coast Air Quality Management District. *AQMD Rules and Regulation Handbook*. Rule 1155 adopted December 4, 2009.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

BIOLOGICAL RESOURCES IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?			X
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 Game or U.S. Fish and Wildlife Service?			X
C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
D. Would the project have a substantial adverse effect in interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?			X
E. Would the project have a substantial adverse effect in conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?			X
F. Would the project have a substantial adverse effect by conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?			X

Environmental Determination

A. The City of Santa Fe Springs is urbanized and plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. The site does not contain, nor is it located adjacent to, any suitable habitat for any sensitive species. Thus, the proposed project will not have any adverse impact on sensitive plants or animals and no impacts are anticipated. *This issue will not be analyzed in the DEIR.*

B. The project site and the surrounding properties are developed and do not contain any natural or protected natural plant communities or habitats. The proposed project will not impact any Waters of the U.S. and no wetland resources will be affected. The surrounding area is presently developed, with no natural communities or habitats on-site or in the surrounding area. Thus, the proposed project will not affect any natural riparian habitats and no impacts are anticipated. *This issue will not be analyzed in the DEIR.*

Environmental Determination (continued)

C. No wetland or riparian areas are found in the surrounding areas. Therefore, no impacts on wetlands are expected with the proposed development. *This issue will not be analyzed in the DEIR.*

D. The animal species common to the site and the surrounding area are typical of those found in an urbanized setting. No areas of the City function as a wildlife movement corridor. No locally designated species are located within the City. In addition, no significant mature trees (Heritage Trees) will be impacted by the proposed project. Thus, no impact to local policies and programs related to resource management will result from the project's implementation. *This issue will not be analyzed in the DEIR.*

E. The proposed use and its implementation will not involve any removal of any protected or sensitive habitat. In addition, the project will not involve the removal of any Heritage Trees. New landscaping along the Bloomfield Avenue, Florence Avenue, Lakeland Road frontages and within the project site are proposed. Thus, no impacts on locally-designated species will occur as part of the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

F. As indicated previously, the project site is not located within an area governed by a habitat conservation or community conservation plan. As a result, no adverse impacts on local, regional, or State habitat conservation plans will result from the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

Sources:

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of Fish and Wildlife, *Natural Diversity Database*, 2014.
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle*. Release Date March 25, 1999.

CULTURAL RESOURCES IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?	X		
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	X		
C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature?			X
D. Would the project disturb any human remains, including those interred outside of formal cemeteries?			X

Environmental Determination:

A. There are no known historic structures or objects within the project site or in the adjacent area. The proposed project is not anticipated to have an adverse impact on any historic resource though this issue will be analyzed. *This issue will be analyzed in the DEIR.*

B. The project site has been previously developed and no archaeological resources were reported. Furthermore, the project site is not known to be historically or culturally significant to any group of residents. No archaeological or historical resources are expected to be found on-site due to past grading, excavation activities, and development. However, the DEIR will identify mitigation measures that will be adhered to in the event historic resources are encountered. *This issue will be analyzed in the DEIR.*

C. The potential for paleontological resources in the area is considered low, as no resources have been uncovered in the area. Thus, the proposed project will not adversely impact any paleontological resources. *This issue will not be analyzed in the DEIR.*

D. There are no cemeteries located in the immediate area that would be affected by the proposed project. In addition, the project site does not contain any religious or sacred structure. Thus, no impacts will occur with the implementation of the proposed project. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of State Parks, Office of Historic Preservation. www.parks.ca.gov. 2010.
- California, State of. Department of Conservation. State Office of Historic Preservation. 2010.
- McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

GEOLOGY IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project result in or expose people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides?	X		
B. Would the project result in or expose people to potential impacts involving substantial soil erosion or the loss of topsoil?			X
C. Would the project result in or expose people to potential impacts involving the location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X	
D. Would the project result in or expose people to potential impacts involving the location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property?			X
E. Would the project result in or expose people to potential impacts involving 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?			X

Environmental Determination

A. Numerous faults are found within the Los Angeles basin. However, most are of such length and orientation that they are considered to be of secondary importance to the region's major faults such as the Whittier-Elsinore, Newport-Inglewood, and San Andreas, in terms of generating major earthquakes. The project site is not located within an Alquist-Priolo Special Studies Zone, and a fault rupture hazard is unlikely. Given the seismicity of the area, the DEIR will characterize the potential impacts related to ground-shaking and liquefaction. *This issue will be analyzed in the DEIR.*

B. The proposed project will be constructed pursuant to the latest building code requirements. Limited excavation will be required for the structural supports. Given the developed character of the project site, no significant adverse impacts related to expansive soil erosion or loss of topsoil is anticipated. *This issue will not be analyzed in the DEIR.*

C. Recent studies completed by the Geological Survey (CGS) Seismic Hazard Zones Mapping Program indicate the project site is located outside of an area that is subject to potential liquefaction. Slope failure is not a hazard due to the area's level topography. As a result, the impacts due to potential unstable soils are less than significant. *This issue will not be analyzed in the DEIR.*

Environmental Determination (continued)

D. Given the developed character of the surrounding parcels, no significant adverse constraints related to expansive soils are anticipated. The soils that underlie the project site belong to the Hanford Soils Association. These soils do not represent a constraint to development according to the United States Department of Agriculture (USDA). The existing improvements within the surrounding properties also support this conclusion. As a result, no impacts are anticipated. *This issue will not be analyzed in the DEIR.*

E. No septic tanks will be used as part of the proposed project. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California Department of Conservation. http://www.conservation.ca.gov/Index/Pages/Index.aspx
- California Department of Conservation. *Seismic Hazard Zonation Program Data Access Page.* http://gmw.consrv.ca.gov
- California, State of. California Geological Survey. *Preliminary Map of Seismic Hazard Zones.* 2011.
- United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, USGS Professional Paper 1360*, 1985.
- United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Rev. 1969.

GREENHOUSE GAS EMISSIONS IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X		
B. Would the project increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?	X		

Environmental Determination

A. The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020. The proposed project's conformity with adopted regulations governing GHG emissions will require analysis. *This issue will be analyzed in the DEIR.*

B. 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. The amount of GHG emissions that will be directly or indirectly related to the proposed project's operation will be analyzed. *This issue will be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

HAZARDOUS MATERIALS IMPACTS	Issue to be Evaluated in DEIR	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?	X		
B. Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X		
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?	X		
D. Would the project be located on a site, which is included on a list of hazardous material 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?	X		
E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
F. Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?			X
G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?			X
H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?			X

Environmental Determination

A. The project site consists of 54.69-acres (2,382,223 square feet) and includes approximately 35-acres of land that was formerly occupied by the Powerine Oil Refinery. The remaining land area consisting of approximately 19.7-acres was formerly occupied by Ridgeline Energy Services. The refinery opened in the early 1930s and operated until 1995 when the refinery was closed. Ridgeline Energy Services will continue to operates a waste-water facility on an approximately 2-acre parcel located to the northwest of the project site. The on-site contamination is currently undergoing remediation. The analysis will characterize the potential risk and identify any required mitigation. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

B. The analysis will characterize the potential risk and identify any required mitigation. The analysis will also identify any sensitive receptors, including schools, located within ¼-mile of the proposed project site. *This issue will be analyzed in the DEIR.*

C. The on-site contamination is currently undergoing remediation. The project applicant oversaw the preparation of Phase I and Phase II studies. The analysis included in the DEIR will characterize the potential risk and identify any required mitigation. The analysis will characterize the potential risk and identify any required mitigation. *This issue will be analyzed in the DEIR.*

D. Previous refining operations included processing crude oil into several grades of fuel including kerosene, leaded gasoline and aviation fuel, unleaded gasoline, jet fuel, high and low-sulfur diesel, and fuel oil. The soils and groundwater have been impacted by past site operations. Soil and groundwater investigations are being conducted pursuant to Clean Up and Abatement Orders (CAO) issued by the Los Angeles Regional Water Quality Control Board to Powerine Oil Company (CENCO Refining Company) in 1985 and 1997. The DEIR will describe the nature and extent of historic contamination and the ongoing remediation efforts. *This issue will be analyzed in the DEIR.*

E. Fullerton Airport is located approximately 3.7 miles to the southeast of the project site. The Los Alamitos Airfield is located approximately 7.1 miles southwest of the project site. The El Monte Airport is located approximately 13.5 miles to the north of the site. The Long Beach Airport is located approximately 7.8 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 21.5 miles to the northwest. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area. *This issue will not be analyzed in the DEIR.*

F. The project site is not located within 2 miles of an operational private airport or airstrip. *This issue will not be analyzed in the DEIR.*

G. At no time will adjacent streets be completely closed to traffic during the proposed project's 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. *This issue will not be analyzed in the DEIR.*

H. The project site and the surrounding area is urbanized. No areas of native vegetation are found in the surrounding parcels and, as a result, there is no wildfire risk from off-site locations. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle*. Release Date March 25, 1999.
- United States Environmental Protection Agency. *Environfacts Database, Multisystem Search*. www.epa.gov/envirofw/

HYDROLOGY AND WATER QUALITY IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements?	X		
B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X		
C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			X
D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?			X
E. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	X		
F. Would the project substantially degrade water quality?	X		
G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?			X
H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows?			X
I. Would the project expose people or structures to a significant risk of flooding because of dam or levee failure?			X
J. Would the project result in inundation by seiche, tsunami, or mudflow?			X

Environmental Determination

A. The proposed project will not generate excessive runoff to the storm water system and runoff will continue to occur from building roofs, parking areas, and other impervious surfaces. The proposed project will involve the installation of a new storm water detention basin. The nature and extent of potential water quality impacts (or lack of impact) along with any requisite mitigation will be described. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

B. Groundwater resources in the area consist of interlayered bedrock and aquifers, which are common in the Central Los Angeles groundwater basin. The project site is within a completely urbanized area and is not located near the shoreline or other water body. The nature and extent of potential water consumption impacts along with any requisite mitigation will be described. *This issue will be analyzed in the DEIR.*

C. The proposed project site was previously developed and was largely covered over with impervious surfaces. The proposed project's implementation will not result in any soil erosion or loss of topsoil following development. In addition, the proposed project will be required to adhere to all pertinent National Pollutant Discharge Elimination System requirements. *This issue will not be analyzed in the DEIR.*

D. There are no lakes or streams within the area that would be affected by the proposed project. No natural stream channels remain within the immediate area. In addition, there will not be any increase in storm water surface runoff conveyed to the existing storm drain system since water runoff requirements call for surface runoff to be impounded on-site. *This issue will not be analyzed in the DEIR.*

E. No surface water bodies are found within the adjacent parcels that would be affected by the proposed project. The quantity and direction of storm water runoff ultimately discharged into the existing storm drain system will not change from the existing levels. The pre-project and post-project hydrology will be analyzed. *This issue will be analyzed in the DEIR.*

F. Storm water runoff will not increase from the site or the surrounding area. The nature and extent of potential water quality impacts (or lack of impact) along with any requisite mitigation will be described. *This issue will be analyzed in the DEIR.*

G. The proposed project will not impede or redirect the flows of potential floodwater. Furthermore, the project site is not located within a designated flood hazard area, as defined by Federal Emergency Management Agency's (FEMA's) Flood Insurance Mapping Program (FIRM). Therefore, no impacts related to flood flows are associated with the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

H. As indicated previously, the project site is not located within a designated flood hazard area as identified by FEMA. The proposed project will not impede or redirect the flows of potential floodwater. Therefore, no flood-related impacts are associated with the proposed project's implementation. *This issue will not be analyzed in the DEIR.*

I. The project site is not located within a designated flood hazard area as identified by FEMA. The proposed project site and the majority of the City are located within an area that could be subject to flows due to failure or overflow at the Whittier Narrows Reservoir and Hansen Dams. However, the majority of the City would experience similar conditions in the event of dam failure. The average floodwater depth is projected to be less than one foot. Virtually all of the urbanized portions of Los Angeles County are exposed to some form of potential inundation risk. As a result, no significant adverse impacts are anticipated. *This issue will not be analyzed in the DEIR.*

J. The City of Santa Fe Springs is located inland from the Pacific Ocean, and thus, the project site will not be exposed to the effects of a tsunami. No volcanoes are located near the City that would present seiche or volcanic hazards. As a result, no impacts related to seiche, tsunami or mudflow would result. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle*. Release Date March 25, 1999.
- United States. Federal Emergency Management Agency. Intranetix Viewer. http:// map1.msc.fema.gov /idms/IntraView

LAND USE AND PLANNING IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community, or otherwise result in an incompatible land use?			X
B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	X		
C. Would the project conflict with any applicable habitat conservation or natural community conservation plan?			X

Environmental Determination

A. The proposed project will not result in any significant adverse environmental impacts related to the division of a residential community. No new roadways will be constructed that will divide or otherwise impede access to an existing residential neighborhood. Compatibility in terms of noise, traffic, aesthetics, and other issues are discussed under separate subsections in this Initial Study. *This issue will not be analyzed in the DEIR.*

B. The project site is currently zoned as *Heavy Manufacturing (M-2)*. Both the general plan and zoning designations for the surrounding properties generally correspond to the location and extent of surrounding land uses and development. No change in the general plan or zoning designations will be required to implement the proposed project. The analysis will focus on the proposed project's conformity with the applicable land use, adopted general plan and zoning requirements. *This issue will be analyzed in the DEIR.*

C. There are no Los Angeles County designated Significant Ecological Areas (SEAs) or other conservation planning areas located within the City of Santa Fe Springs that would be potentially affected by the proposed project's implementation. As a result, no impacts on habitat conservation plans or community conservation plans will occur. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Santa Fe Springs, City of. *Santa Fe Springs General Plan*. As amended 2012.
- Santa Fe Springs, City of. *Zoning Ordinance*. As amended 2012.
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle*. Release Date March 25, 1999.
- Los Angeles County. http://planning.lacounty.gov/sea/. Website accessed on October 20, 2014.

MINERAL RESOURCES IMPACTS	Issue to be Evaluated in DEIR	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?			X
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?			X

Environmental Determination

A. Natural resources that are utilized by development include air, mineral, water, sand and gravel, timber, energy, and other resources used for construction and operation. According to maps prepared by the Los Angeles County Department of Public Works, the site is located outside of a Mineral Resource Zone. According to these maps, the project is not located within the vicinity of a site being used for aggregate production. The proposed project will not affect any current or historic mineral extraction activities. Thus, the project will not result in any significant adverse effects on mineral resources in the region and no impacts will occur. *This issue will not be analyzed in the DEIR.* The location and extent of any existing oil wells on-site will be addressed under Hazard Materials.

B. The resources and materials used as part of the proposed project's operation will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any significant adverse effects on mineral resources in the region. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of Conservation. *Oil, Gas, and Geothermal – District 1 Maps.* 2014
- United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle.* Release Date March 25, 1999.

NOISE IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X		
B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?	X		
C. Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?	X		
D. Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?	X		
E. For a project located with 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?			X
F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

Environmental Determination

A. Noise-sensitive land uses include nursing homes, libraries, schools, hospitals, homes, and other uses that are susceptible to loud noises due to the type of activities that are conducted in these areas (e.g., sleep, rest, concentration, study, relaxation, or listening). The nature and extent of potential noise impacts will be analyzed along with any required mitigation that will be effective in reducing the project's noise impacts. *This issue will be analyzed in the DEIR.*

B. Certain activities are particularly sensitive to noise. These include sleeping, studying, reading, leisure, and other activities requiring relaxation or concentration. Hospitals and convalescent homes, churches, libraries, schools, and childcare facilities are also considered noise-sensitive uses. Finally, residential uses are considered to be noise-sensitive land uses. The nature and extent of potential noise impacts on nearby sensitive receptors will be analyzed. Mitigation measures that will be effective in reducing the project's noise impacts will also be identified. *This issue will be analyzed in the DEIR.*

C. The facility will likely operate seven days a week, 24 hours a day. The nature and extent of potential noise impacts will be analyzed along with any required mitigation that will be effective in reducing the project's noise impacts. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

D. The analysis will analyze the potential construction noise impacts and identify any required mitigation. *This issue will be analyzed in the DEIR.*

E. Fullerton Airport is located approximately 3.7 miles to the southeast of the project site. The Los Alamitos Airfield is located approximately 7.1 miles southwest of the project site. The El Monte Airport is located approximately 13.5 miles to the north of the site. The Long Beach Airport is located approximately 7.8 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 21.5 miles to the northwest. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport to people working in the project area. The proposed project will not expose persons to noise from a public use airport. As a result, no significant aircraft noise exposure impacts will occur. *This issue will not be analyzed in the DEIR.*

F. No private airports are located within two miles of the project site. As a result, the proposed project will not expose persons to excessive aircraft noise from operations at any private airport in the area. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.
- Santa Fe Springs, City of. *Final Environmental Impact Report [for the] City of Santa Fe Springs General Plan Update*. August 2007.
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California*. July 1, 1979.
- United States. Environmental Protection Agency. Protective Noise Levels. 1971.

POPULATION AND HOUSING IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			X
B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X
C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X

Environmental Determination

A. The proposed project will not result in any growth inducing impacts that would affect local housing, population, or employment growth projections. The additional employment is considered to be a beneficial impact given the area's high unemployment rate. *This issue will not be analyzed in the DEIR.*

B. There are no dwelling units located on, or persons residing within, the project site. As a result, the proposed project will not involve the removal of any units and no displacement of existing housing units will result. *This issue will not be analyzed in the DEIR.*

C. No housing units will be displaced as part of the proposed project's implementation. As a result, no persons will be displaced as part of the project's implementation and no replacement housing will be required. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- California, State of. Department of Finance. *Demographic Research Unit. Report E-5 Population and Housing Estimates.* January 2012.
- State of California, Employment Development Department. *Current Labor Market Information. May 2012.*
- United States. Bureau of the Census. *American Fact-finder, 2000 Census.*

PUBLIC SERVICES IMPACTS	Issue to be Evaluated in DEIR	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, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in fire protection services?	X		
B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in police protection services?	X		
C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in school services?		X	
D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in other governmental services?			X

Environmental Determination

A. The City of Santa Fe Springs 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 proposed use will be subject to review and approval by the Los Angeles County Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. *This issue will be analyzed in the DEIR.*

B. The City of Santa Fe Springs Department of Police Services (DPS) is responsible for the management of all law enforcement services within the City. The proposed use will operate 24 hours a day. The proposed project's impact on the demand for services will be analyzed. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

C. The proposed project may impact local school enrollments since parents are permitted to enroll their children near their workplace via intra-district transfers. The project Applicant will be required to pay any applicable school development fees. As a result, the impacts on schools resulting from the proposed project's implementation will be less than significant. *This issue will not be analyzed in the DEIR.*

D. No new governmental services such as libraries, park, etc., will be needed to implement the proposed project. As a result, the proposed project will not result in any impact on existing governmental services. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Los Angeles County. Los Angeles County Fire Department. Hometown Fire Stations. http://fire.lacounty.gov/HometownFireStations/ HometownFireStations.asp
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California.* July 1, 1979.

RECREATION IMPACTS	Issue to be Evaluated in DEIR	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?		X	
B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X

Environmental Determination

A. The project site is privately owned and is not being used for publicly sanctioned recreational activities. There are no City parks located in close proximity to the proposed project site. The nearest park to the project site is Little Lake Park located approximately ½ mile feet to the west. The proposed project will not create a direct demand for park facilities based on the proposed use. As a result, the potential impacts are less than significant. *This issue will not be analyzed in the DEIR.*

B. The proposed project will not affect existing park facilities in the City. The proposed project site is not located immediately adjacent to any existing park, nor is it utilized for any recreational use. Additionally, no new employment generation will result from the proposed use. As a result, no impacts upon recreational facilities are anticipated. *This issue will not be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California.* July 1, 1979.

TRANSPORTATION IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X		
B. Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?	X		
C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?			X
D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X		
E. Would the project result in inadequate emergency access?	X		
F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	X		

Environmental Determination

A. A traffic study is being prepared that will assess the proposed project's traffic generation and the attendant level of service impacts. *This issue will be analyzed in the DEIR.*

B. The Los Angeles County *Congestion Management Program* (CMP) indicates that a traffic analysis is required at designated CMP intersections if it is anticipated that a proposed project would contribute 50 or more vehicle trips to the intersection during either the morning or afternoon peak hours. A traffic study is being prepared that will assess the proposed project's traffic generation and the attendant level of service impacts on CMP facilities. *This issue will be analyzed in the DEIR.*

C. The proposed project would not result in any changes in air traffic patterns. As a result, no significant adverse impacts will occur. *This issue will not be analyzed in the DEIR.*

D. The traffic analysis will analyze the potential construction and access impacts and identify any required mitigation. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

E. Emergency access to the properties surrounding the site will not change with the approval of the proposed project. The DEIR will evaluate potential access-related impacts to and within the project site. The DEIR will include an evaluation of roadway and driveway widths and their ability to accommodate larger emergency vehicles. Other issues that will be analyzed include turning radii and the number of access points. *This issue will be analyzed in the DEIR.*

F. The Metropolitan Transit Authority (MTA) provides bus services on most of the adjacent arterial roadways in the City. The traffic analysis will evaluate the proposed project's impact on transit stops and patronage. *This issue will be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- United States Geological Survey. TerraServer USA. *The National Map – Santa Fe Springs, California.* July 1, 1979.

UTILITIES IMPACTS	Issue to be Evaluated in DEIR	Less Than Significant Impact	No Impact
A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X		
B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	X		
C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X		
D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	X		
E. Would the project result in a determination by the 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?	X		
F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	X		
G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste?	X		

Environmental Determination

A. The wastewater that will be generated as part of the proposed project's implementation will be analyzed. *This issue will be analyzed in the DEIR.*

B. The County Sanitation Districts maintain and operate the sewer system in the City of Santa Fe Springs. The project site is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the Los Angeles County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. The projected effluent that would be generated by the proposed use will be analyzed. *This issue will be analyzed in the DEIR.*

C. No additional off-site flood control infrastructure will be required to accommodate the proposed use. No change in the quantity of storm water runoff will result from the proposed project's implementation. However, the analysis will be completed to ensure that surface water runoff is not polluted during construction and future project operations. *This issue will be analyzed in the DEIR.*

Environmental Determination (continued)

D. The analysis will estimate the water consumption that will occur as part of the facility's operation. *This issue will be analyzed in the DEIR.*

E. The project site is served by the Los Angeles County Sanitation District No. 2. Sewer lines are maintained by the County Department of Public Works with sewage from the City conveyed through sewer mains into the Joint Water Pollution Control Plant (JWPCP) in Carson. The proposed project's impact on the available treatment capacity will be evaluated. *This issue will be analyzed in the DEIR.*

F. The analysis will include a discussion of the proposed project's impact on local landfill capacity or other waste disposal facilities. The project's conformity with these regulations will be evaluated. *This issue will be analyzed in the DEIR.*

G. The proposed project, like all other development in Santa Fe Springs, will be required to adhere to City and County ordinances related to waste reduction and recycling. The project's conformity with these regulations will be evaluated. *This issue will be analyzed in the DEIR.*

Sources

- Blodgett Baylosis Environmental Planning. Site Survey (the survey was completed in July 2014).
- Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

8. SCOPE OF EIR ANALYSIS

❑	Aesthetics	❑	Agriculture & Forest Resources	✕	Air Quality
❑	Biological Resources	❑	Cultural Resources	❑	Geology/Soils
✕	Greenhouse Gas Emissions	✕	Hazards & Hazardous Materials	✕	Hydrology/Water Quality
✕	Land Use/Planning	❑	Mineral Resources	✕	Noise
❑	Population/Housing	✕	Public Services	❑	Recreation
✕	Transportation/Traffic	✕	Utilities/Service Systems	✕	Mandatory Findings of Significance

On the basis of the environmental analysis and review completed as part of this Initial Study's preparation:

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

Planner _____ Date _____

This Initial Study determined the environmental issues that warranted further analysis in the DEIR. Those specific issues that will be analyzed in the DEIR are listed below.

Aesthetics Impact (C). Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?

Air Quality Impact (A). Would the project conflict with or obstruct implementation of the applicable air quality plan?

Air Quality Impact (B). Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Air Quality Impact (C). Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Air Quality Impact (D). Would the project expose sensitive receptors to substantial pollutant concentrations?

Air Quality Impact (E). Would the project create objectionable odors affecting a substantial number of people?

Cultural Resources Impacts (A). Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?

Cultural Resources Impacts (B). Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Geology Impacts (A). Would the project result in or expose people to potential impacts involving the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides?

Greenhouse Gas Emissions Impact (A). Would the project result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Greenhouse Gas Emissions Impact (B). Would the project increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?

Hazardous Materials 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?

Hazardous Materials Impact (B). Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Hazardous Materials Impact (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?

Hazardous Materials Impact (D). Would the project be located on a site, which is included on a list of hazardous material 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?

Hydrology and Water Quality Impact (A). Would the project violate any water quality standards or waste discharge requirements?

Hydrology and Water Quality Impact (B). Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Hydrology and Water Quality Impact (E). Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff

Hydrology and Water Quality Impact (F). Would the project substantially degrade water quality?

Land Use and Planning Impact (B). Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

Noise Impact (A). Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise Impact (B). Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?

Noise Impact (C). Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?

Noise Impact (D). Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?

Public Services Impact (A). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in fire protection services?

Public Services Impact (B). Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in police protection services?

Transportation Impact (A). Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Transportation Impact (B). Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?

Transportation Impact (D). Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Transportation Impact (E). Would the project result in inadequate emergency access?

Transportation Impact (F). Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Utilities Impact (A). Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Utilities Impact (B). Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?

Utilities Impact (C). Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Utilities Impact (D). Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Utilities Impact (E). Would the project result in a determination by the 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?

Utilities Impact (F). Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

Utilities Impact (G). Would the project comply with Federal, State, and local statutes and regulations related to solid waste?

9 REFERENCES

PREPARERS

BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING
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APPENDIX B
COMPUTER WORKSHEETS
(AIR EMISSIONS AND NOISE)

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SFSP 019 Cenco EIR

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	403.63	1000sqft	9.27	403,634.00	0
Unrefrigerated Warehouse-No Rail	506.46	1000sqft	11.63	506,465.00	0
Unrefrigerated Warehouse-No Rail	300.70	1000sqft	6.90	300,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Square footage numbers provided by Applicant and discussed in the DEIR.

Construction Phase - The construction time table was discussed in Section 2.4 of the DEIR.

Grading - The total acres distrubed figures were provided by the applicant.

Architectural Coating - Figure needed to be updated per CEQA requirements.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblConstructionPhase	NumDays	35.00	66.00
tblConstructionPhase	NumDays	440.00	132.00
tblConstructionPhase	NumDays	30.00	66.00
tblConstructionPhase	NumDays	45.00	43.00
tblConstructionPhase	NumDays	35.00	43.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	440.00	132.00
tblConstructionPhase	NumDays	440.00	131.00
tblConstructionPhase	PhaseEndDate	8/1/2017	7/31/2017
tblConstructionPhase	PhaseEndDate	12/2/2016	12/1/2016
tblConstructionPhase	PhaseEndDate	6/2/2017	6/1/2017
tblConstructionPhase	PhaseStartDate	6/2/2017	6/1/2017
tblConstructionPhase	PhaseStartDate	6/2/2016	6/1/2016
tblConstructionPhase	PhaseStartDate	12/2/2016	12/1/2016
tblGrading	AcresOfGrading	107.50	52.72
tblLandUse	LandUseSquareFeet	403,630.00	403,634.00
tblLandUse	LandUseSquareFeet	506,460.00	506,465.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	8.0651	79.1707	79.6466	0.1444	18.2675	3.8044	21.3578	9.9840	3.5001	12.8271	0.0000	13,568.9638	13,568.9638	1.9509	0.0000	13,609.9333
2016	14.6829	97.3726	147.8919	0.2887	13.8485	4.5841	18.4326	3.7204	4.2940	8.0143	0.0000	26,570.7457	26,570.7457	2.0692	0.0000	26,614.1981
2017	170.8029	65.1541	84.6902	0.1687	7.0924	3.2140	10.3064	1.9049	2.9912	4.8960	0.0000	15,410.6662	15,410.6662	1.7036	0.0000	15,446.4417
Total	**193.5508**	**241.8973**	**312.2288**	**0.6018**	**39.2083**	**11.6026**	**50.0987**	**15.6093**	**10.7862**	**25.7375**	**0.0000**	**55,550.3767**	**55,550.3767**	**5.7237**	**0.0000**	**55,670.6731**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	8.0651	79.1707	79.6466	0.1444	18.2675	3.8044	21.3578	9.9840	3.5001	12.8271	0.0000	13,568.9638	13,568.9638	1.9509	0.0000	13,609.9333
2016	14.6829	97.3726	147.8919	0.2887	13.8485	4.5841	18.4326	3.7204	4.2940	8.0143	0.0000	26,570.7457	26,570.7457	2.0692	0.0000	26,614.1981
2017	170.8029	65.1541	84.6902	0.1687	7.0924	3.2140	10.3064	1.9049	2.9912	4.8960	0.0000	15,410.6662	15,410.6662	1.7036	0.0000	15,446.4417
Total	**193.5508**	**241.8973**	**312.2288**	**0.6018**	**39.2083**	**11.6026**	**50.0987**	**15.6093**	**10.7862**	**25.7375**	**0.0000**	**55,550.3767**	**55,550.3767**	**5.7237**	**0.0000**	**55,670.6731**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	31.6737	1.1900e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2650	0.2650	7.4000e-004		0.2805
Energy	0.0326	0.2960	0.2486	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.1417	355.1417	6.8100e-003	6.5100e-003	357.3030
Mobile	12.4295	40.9075	163.0216	0.4331	28.5402	0.6192	29.1594	7.6318	0.5698	8.2016		36,989.4346	36,989.4346	1.4452		37,019.7833
Total	**44.1368**	**41.2047**	**163.3962**	**0.4348**	**28.5402**	**0.6421**	**29.1823**	**7.6318**	**0.5928**	**8.2246**		**37,344.8412**	**37,344.8412**	**1.4527**	**6.5100e-003**	**37,377.3868**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	31.6737	1.1900e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2650	0.2650	7.4000e-004		0.2805
Energy	0.0326	0.2960	0.2486	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.1417	355.1417	6.8100e-003	6.5100e-003	357.3030
Mobile	12.4295	40.9075	163.0216	0.4331	28.5402	0.6192	29.1594	7.6318	0.5698	8.2016		36,989.4346	36,989.4346	1.4452		37,019.7833
Total	**44.1368**	**41.2047**	**163.3962**	**0.4348**	**28.5402**	**0.6421**	**29.1823**	**7.6318**	**0.5928**	**8.2246**		**37,344.8412**	**37,344.8412**	**1.4527**	**6.5100e-003**	**37,377.3868**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2015	7/31/2015	5	66	
2	Site Preparation	Site Preparation	8/1/2015	9/30/2015	5	43	
3	Grading	Grading	10/1/2015	11/30/2015	5	43	
4	Building Construction	Building Construction	12/1/2015	6/1/2016	5	132	
5	Building Construction Building Number 2	Building Construction	6/1/2016	12/1/2016	5	132	
6	Building Construction Building Number 3	Building Construction	12/1/2016	6/1/2017	5	131	
7	Paving	Paving	6/1/2017	7/31/2017	5	43	
8	Architectural Coating	Architectural Coating	8/1/2017	10/31/2017	5	66	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.72

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,816,199; Non-Residential Outdoor: 605,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38

Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45
Building Construction Building Number 2	Cranes	1	7.00	226	0.29
Building Construction Building Number 3	Cranes	1	7.00	226	0.29
Building Construction Building Number 2	Forklifts	3	8.00	89	0.20
Building Construction Building Number 3	Forklifts	3	8.00	89	0.20
Building Construction Building Number 2	Generator Sets	1	8.00	84	0.74
Building Construction Building Number 3	Generator Sets	1	8.00	84	0.74
Building Construction Building Number 2	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Building Number 3	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Building Number 2	Welders	1	8.00	46	0.45

Building Construction Building Number 3	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	509.00	198.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	102.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Building Number 2	9	509.00	198.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Building Number 3	9	509.00	198.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858		4,127.1934	4,127.1934	1.1188		4,150.6886
Total	**4.5083**	**48.3629**	**36.0738**	**0.0399**		**2.4508**	**2.4508**		**2.2858**	**2.2858**		**4,127.1934**	**4,127.1934**	**1.1188**		**4,150.8886**

3.2 Demolition - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0930	1.1469	2.1800e-003	0.1677	1.6800e-003	0.1693	0.0445	1.5300e-003	0.0460		190.7132	190.7132	0.0109		190.9418
Total	**0.0740**	**0.0930**	**1.1469**	**2.1800e-003**	**0.1677**	**1.6800e-003**	**0.1693**	**0.0445**	**1.5300e-003**	**0.0460**		**190.7132**	**190.7132**	**0.0109**		**190.9418**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886
Total	**4.5083**	**48.3629**	**36.0738**	**0.0399**		**2.4508**	**2.4508**		**2.2858**	**2.2858**	**0.0000**	**4,127.1934**	**4,127.1934**	**1.1188**		**4,150.6886**

3.2 Demolition - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0930	1.1469	2.1800e-003	0.1677	1.6800e-003	0.1693	0.0445	1.5300e-003	0.0460		190.7132	190.7132	0.0109		190.9418
Total	**0.0740**	**0.0930**	**1.1469**	**2.1800e-003**	**0.1677**	**1.6800e-003**	**0.1693**	**0.0445**	**1.5300e-003**	**0.0460**		**190.7132**	**190.7132**	**0.0109**		**190.9418**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.7444	4,111.7444	1.2275		4,137.5225
Total	**5.2609**	**56.8897**	**42.6318**	**0.0391**	**18.0663**	**3.0883**	**21.1545**	**9.9307**	**2.8412**	**12.7719**		**4,111.7444**	**4,111.7444**	**1.2275**		**4,137.5225**

3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.1116	1.3763	2.6200e-003	0.2012	2.0100e-003	0.2032	0.0534	1.8400e-003	0.0552		228.8559	228.8559	0.0131		229.1301
Total	**0.0888**	**0.1116**	**1.3763**	**2.6200e-003**	**0.2012**	**2.0100e-003**	**0.2032**	**0.0534**	**1.8400e-003**	**0.0552**		**228.8559**	**228.8559**	**0.0131**		**229.1301**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224
Total	**5.2609**	**56.8897**	**42.6318**	**0.0391**	**18.0663**	**3.0883**	**21.1546**	**9.9307**	**2.8412**	**12.7719**	**0.0000**	**4,111.7444**	**4,111.7444**	**1.2275**		**4,137.5224**

3.3 Site Preparation - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.1116	1.3763	2.6200e-003	0.2012	2.0100e-003	0.2032	0.0534	1.8400e-003	0.0552		228.8559	228.8559	0.0131		229.1301
Total	**0.0888**	**0.1116**	**1.3763**	**2.6200e-003**	**0.2012**	**2.0100e-003**	**0.2032**	**0.0534**	**1.8400e-003**	**0.0552**		**228.8559**	**228.8559**	**0.0131**		**229.1301**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.3223	0.0000	7.3223	3.4506	0.0000	3.4506			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	**6.7751**	**79.0467**	**50.8400**	**0.0618**	**7.3223**	**3.8022**	**11.1245**	**3.4506**	**3.4980**	**6.9486**		**6,486.2433**	**6,486.2433**	**1.9364**		**6,526.9080**

3.4 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613		254.2843	254.2843	0.0145		254.5891
Total	**0.0986**	**0.1240**	**1.5292**	**2.9100e-003**	**0.2236**	**2.2300e-003**	**0.2258**	**0.0593**	**2.0500e-003**	**0.0613**		**254.2843**	**254.2843**	**0.0145**		**254.5891**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.3223	0.0000	7.3223	3.4506	0.0000	3.4506			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	**6.7751**	**79.0467**	**50.8400**	**0.0618**	**7.3223**	**3.8022**	**11.1245**	**3.4506**	**3.4980**	**6.9486**	**0.0000**	**6,486.2433**	**6,486.2433**	**1.9364**		**6,526.9080**

3.4 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613		254.2843	254.2843	0.0145		254.5891
Total	**0.0986**	**0.1240**	**1.5292**	**2.9100e-003**	**0.2236**	**2.2300e-003**	**0.2258**	**0.0593**	**2.0500e-003**	**0.0613**		**254.2843**	**254.2843**	**0.0145**		**254.5891**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483
Total	**3.6591**	**30.0299**	**18.7446**	**0.0268**		**2.1167**	**2.1167**		**1.9904**	**1.9904**		**2,689.5771**	**2,689.5771**	**0.6748**		**2,703.7483**

3.5 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8959	19.5782	21.9831	0.0436	1.2343	0.3281	1.5624	0.3511	0.3017	0.6528		4,407.8513	4,407.8513	0.0354		4,408.5946
Worker	2.5101	3.1555	38.9190	0.0740	5.6894	0.0568	5.7463	1.5089	0.0521	1.5610		6,471.5353	6,471.5353	0.3693		6,479.2913
Total	**4.4060**	**22.7337**	**60.9021**	**0.1176**	**6.9237**	**0.3850**	**7.3087**	**1.8600**	**0.3538**	**2.2138**		**10,879.3867**	**10,879.3867**	**0.4047**		**10,887.8868**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483
Total	**3.6581**	**30.0299**	**18.7446**	**0.0268**		**2.1167**	**2.1167**		**1.9904**	**1.9904**	**0.0000**	**2,689.5771**	**2,689.5771**	**0.6748**		**2,703.7483**

3.5 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8959	19.5782	21.9831	0.0436	1.2343	0.3281	1.5624	0.3511	0.3017	0.6528		4,407.8513	4,407.8513	0.0354		4,408.5946
Worker	2.5101	3.1555	38.9190	0.0740	5.6894	0.0568	5.7463	1.5089	0.0521	1.5610		6,471.5353	6,471.5353	0.3693		6,479.2913
Total	**4.4060**	**22.7337**	**60.9021**	**0.1176**	**6.9237**	**0.3850**	**7.3087**	**1.8600**	**0.3538**	**2.2138**		**10,879.3867**	**10,879.3867**	**0.4047**		**10,887.8868**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6682	17.3267	20.1302	0.0435	1.2348	0.2709	1.5057	0.3513	0.2491	0.6004		4,360.3681	4,360.3681	0.0320		4,361.0403
Worker	2.2670	2.8532	35.3092	0.0740	5.6894	0.0538	5.7432	1.5089	0.0495	1.5583		6,255.7183	6,255.7183	0.3405		6,262.8697
Total	**3.9352**	**20.1799**	**55.4393**	**0.1175**	**6.9242**	**0.3247**	**7.2489**	**1.8602**	**0.2986**	**2.1587**		**10,616.0864**	**10,616.0864**	**0.3726**		**10,623.9100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6682	17.3267	20.1302	0.0435	1.2348	0.2709	1.5057	0.3513	0.2491	0.6004		4,360.3681	4,360.3681	0.0320		4,361.0403
Worker	2.2670	2.8532	35.3092	0.0740	5.6894	0.0538	5.7432	1.5089	0.0495	1.5583		6,255.7183	6,255.7183	0.3405		6,262.8697
Total	**3.9352**	**20.1799**	**55.4393**	**0.1175**	**6.9242**	**0.3247**	**7.2489**	**1.8602**	**0.2986**	**2.1587**		**10,616.0864**	**10,616.0864**	**0.3726**		**10,623.9100**

3.6 Building Construction Building Number 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.6 Building Construction Building Number 2 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6682	17.3267	20.1302	0.0435	1.2348	0.2709	1.5057	0.3513	0.2491	0.6004		4,360.3681	4,360.3681	0.0320		4,361.0403
Worker	2.2670	2.8532	35.3092	0.0740	5.6894	0.0538	5.7432	1.5089	0.0495	1.5583		6,255.7183	6,255.7183	0.3405		6,262.8697
Total	**3.9352**	**20.1799**	**55.4393**	**0.1176**	**6.9242**	**0.3247**	**7.2489**	**1.8602**	**0.2986**	**2.1587**		**10,616.0864**	**10,616.0864**	**0.3726**		**10,623.9100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.6 Building Construction Building Number 2 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6682	17.3267	20.1302	0.0435	1.2348	0.2709	1.5057	0.3513	0.2491	0.6004		4,360.3681	4,360.3681	0.0320		4,361.0403
Worker	2.2670	2.8532	35.3092	0.0740	5.6894	0.0538	5.7432	1.5089	0.0495	1.5583		6,255.7183	6,255.7183	0.3405		6,262.8697
Total	**3.9352**	**20.1799**	**55.4393**	**0.1176**	**6.9242**	**0.3247**	**7.2489**	**1.8602**	**0.2986**	**2.1587**		**10,616.0864**	**10,616.0864**	**0.3726**		**10,623.9100**

3.7 Building Construction Building Number 3 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.7 Building Construction Building Number 3 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6682	17.3267	20.1302	0.0435	1.2348	0.2709	1.5057	0.3513	0.2491	0.6004		4,360.3681	4,360.3681	0.0320		4,361.0403
Worker	2.2670	2.8532	35.3092	0.0740	5.6894	0.0538	5.7432	1.5089	0.0495	1.5583		6,255.7183	6,255.7183	0.3405		6,262.8697
Total	**3.9352**	**20.1799**	**55.4393**	**0.1175**	**6.9242**	**0.3247**	**7.2489**	**1.8602**	**0.2986**	**2.1587**		**10,616.0864**	**10,616.0864**	**0.3726**		**10,623.9100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8486**	**1.8486**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.7 Building Construction Building Number 3 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6682	17.3267	20.1302	0.0435	1.2348	0.2709	1.5057	0.3513	0.2491	0.6004		4,360.3681	4,360.3681	0.0320		4,361.0403
Worker	2.2670	2.8532	35.3092	0.0740	5.6894	0.0538	5.7432	1.5089	0.0495	1.5583		6,255.7183	6,255.7183	0.3405		6,262.8697
Total	**3.9352**	**20.1799**	**55.4393**	**0.1175**	**6.9242**	**0.3247**	**7.2489**	**1.8602**	**0.2986**	**2.1587**		**10,616.0864**	**10,616.0864**	**0.3726**		**10,623.9100**

3.7 Building Construction Building Number 3 - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.7 Building Construction Building Number 3 - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.5255	15.7955	18.8998	0.0435	1.2353	0.2413	1.4766	0.3515	0.2219	0.5735		4,290.7378	4,290.7378	0.0310		4,291.3883
Worker	2.0373	2.5805	31.9915	0.0740	5.6894	0.0515	5.7410	1.5089	0.0475	1.5564		6,021.6101	6,021.6101	0.3147		6,028.2196
Total	**3.6627**	**18.3760**	**50.8913**	**0.1174**	**6.9247**	**0.2929**	**7.2176**	**1.8604**	**0.2686**	**2.1299**		**10,312.3480**	**10,312.3480**	**0.3457**		**10,319.8079**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.7 Building Construction Building Number 3 - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.5255	15.7955	18.8998	0.0435	1.2353	0.2413	1.4766	0.3515	0.2219	0.5735		4,290.7378	4,290.7378	0.0310		4,291.3883
Worker	2.0373	2.5805	31.9915	0.0740	5.6894	0.0515	5.7410	1.5089	0.0475	1.5564		6,021.6101	6,021.6101	0.3147		6,028.2196
Total	**3.6627**	**18.3760**	**50.8913**	**0.1174**	**6.9247**	**0.2929**	**7.2176**	**1.8604**	**0.2686**	**2.1299**		**10,312.3480**	**10,312.3480**	**0.3457**		**10,319.8079**

3.8 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9074**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.8 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9074**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.8 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

3.9 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	170.0623					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**170.3946**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.9 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4083	0.5171	6.4109	0.0148	1.1401	0.0103	1.1505	0.3024	9.5200e-003	0.3119		1,206.6881	1,206.6881	0.0631		1,208.0126
Total	**0.4083**	**0.5171**	**6.4109**	**0.0148**	**1.1401**	**0.0103**	**1.1505**	**0.3024**	**9.5200e-003**	**0.3119**		**1,206.6881**	**1,206.6881**	**0.0631**		**1,208.0126**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	170.0623					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**170.3946**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.9 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4083	0.5171	6.4109	0.0148	1.1401	0.0103	1.1505	0.3024	9.5200e-003	0.3119		1,206.6881	1,206.6881	0.0631		1,208.0126
Total	**0.4083**	**0.5171**	**6.4109**	**0.0148**	**1.1401**	**0.0103**	**1.1505**	**0.3024**	**9.5200e-003**	**0.3119**		**1,206.6881**	**1,206.6881**	**0.0631**		**1,208.0126**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.4295	40.9075	163.0216	0.4331	28.5402	0.6192	29.1594	7.6318	0.5698	8.2016		36,989.4346	36,989.4346	1.4452		37,019.7833
Unmitigated	12.4295	40.9075	163.0216	0.4331	28.5402	0.6192	29.1594	7.6318	0.5698	8.2016		36,989.4346	36,989.4346	1.4452		37,019.7833

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	1,045.40	1,045.40	1045.40	4,480,296	4,480,296
Unrefrigerated Warehouse-No Rail	1,311.73	1,311.73	1311.73	5,621,709	5,621,709
Unrefrigerated Warehouse-No Rail	778.81	778.81	778.81	3,337,772	3,337,772
Total	3,135.95	3,135.95	3,135.95	13,439,777	13,439,777

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0326	0.2960	0.2486	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.1417	355.1417	6.8100e-003	6.5100e-003	357.3030
NaturalGas Unmitigated	0.0326	0.2960	0.2486	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.1417	355.1417	6.8100e-003	6.5100e-003	357.3030

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1006.32	0.0109	0.0987	0.0829	5.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003		118.3906	118.3906	2.2700e-003	2.1700e-003	119.1111
Unrefrigerated Warehouse-No Rail	1262.69	0.0136	0.1238	0.1040	7.4000e-004		9.4100e-003	9.4100e-003		9.4100e-003	9.4100e-003		148.5522	148.5522	2.8500e-003	2.7200e-003	149.4563
Unrefrigerated Warehouse-No Rail	749.69	8.0800e-003	0.0735	0.0617	4.4000e-004		5.5900e-003	5.5900e-003		5.5900e-003	5.5900e-003		88.1989	88.1989	1.6900e-003	1.6200e-003	88.7356
Total		**0.0326**	**0.2960**	**0.2486**	**1.7700e-003**		**0.0225**	**0.0225**		**0.0225**	**0.0225**		**355.1417**	**355.1417**	**6.8100e-003**	**6.5100e-003**	**357.3030**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1.00632	0.0109	0.0967	0.0829	5.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003		118.3906	118.3906	2.2700e-003	2.1700e-003	119.1111
Unrefrigerated Warehouse-No Rail	1.26269	0.0136	0.1238	0.1040	7.4000e-004		9.4100e-003	9.4100e-003		9.4100e-003	9.4100e-003		148.5522	148.5522	2.8500e-003	2.7200e-003	149.4563
Unrefrigerated Warehouse-No Rail	0.74969	8.0800e-003	0.0735	0.0617	4.4000e-004		5.5900e-003	5.5900e-003		5.5900e-003	5.5900e-003		88.1989	88.1989	1.6900e-003	1.6200e-003	88.7356
Total		**0.0326**	**0.2960**	**0.2486**	**1.7700e-003**		**0.0225**	**0.0225**		**0.0225**	**0.0225**		**355.1417**	**355.1417**	**6.8100e-003**	**6.5100e-003**	**357.3030**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.6737	1.1900e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2650	0.2650	7.4000e-004		0.2805
Unmitigated	31.6737	1.1900e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2650	0.2650	7.4000e-004		0.2805

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.6878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.9738					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0122	1.1900e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2650	0.2650	7.4000e-004		0.2805
Total	**31.6737**	**1.1900e-003**	**0.1260**	**1.0000e-005**		**4.5000e-004**	**4.5000e-004**		**4.5000e-004**	**4.5000e-004**		**0.2650**	**0.2650**	**7.4000e-004**		**0.2805**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.6878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	23.9738					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0122	1.1900e-003	0.1260	1.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		0.2650	0.2650	7.4000e-004		0.2805
Total	**31.6737**	**1.1900e-003**	**0.1260**	**1.0000e-005**		**4.5000e-004**	**4.5000e-004**		**4.5000e-004**	**4.5000e-004**		**0.2650**	**0.2650**	**7.4000e-004**		**0.2805**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	2042	2042		
Speed cars	35	35	○ kilometers per hour	● miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	510	510		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	73
Night LAeq is	67

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	1897	1897		
Speed cars	35	35	○ kilometers per hour	◉ miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	474	474		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	73
Night LAeq is	67

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	3257	3257		
Speed cars	35	35	○ kilometers per hour	● miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	814	814		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	75
Night LAeq is	69

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	2750	2750		
Speed cars	35	35	○ kilometers per hour	● miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	687	687		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	75
Night LAeq is	68

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	842	842		
Speed cars	35	35	○ kilometers per hour	◉ miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	211	211		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt ▾			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	69
Night LAeq is	63

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	2125	2125		
Speed cars	35	35	○ kilometers per hour	◉ miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	531	531		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	73
Night LAeq is	67

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	1958	1958		
Speed cars	35	35	○ kilometers per hour	● miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	490	490		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	73
Night LAeq is	67

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	3345	3345		
Speed cars	35	35	○ kilometers per hour	◉ miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	836	836		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt ▾			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	75
Night LAeq is	69

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	2826	2826		
Speed cars	35	35	○ kilometers per hour	● miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	706	706		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	75
Night LAeq is	68

Data on road				
Road traffic input data help	**Day: 7.00-22.00**	**Night: 22.00-7.00**		
Motorcycles per hour	0	0		
Cars per hour	994	994		
Speed cars	35	35	○ kilometers per hour	● miles per hour
Number of vans/hr	0	0		
Number of heavy trucks/hr	249	249		
Speed trucks	35	35		
Road surface *help*	Smooth asfalt			

data on geometry *help*	
Heigth of road	0
Horizontal distance in meters from **center** of road *Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level*	50
Heigth of house or observer	5
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Heigth of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) *(Or fill in (>40) if you want to calculate distance; distance must be set to zero)*	70
Night LAeq is	64