FLORENCE AVENUE TOWNHOME PROJECT

FINAL INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Lead Agency:

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Project Applicant:

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September 2021

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Date:	January 5, 2022
Prepared by:	Renee Escario
To:	Jimmy Wong, Associate Planner, City of Santa Fe Springs
Project:	Florence Avenue Townhome Project
Subject:	**CEQA Review of the Proposed Modified Project**

1.0 Purpose and Scope

This document provides a review of the Modified Project that is being proposed by the project applicant in response to concerns expressed by members of the community about density, parking, traffic generation, and privacy that are documented in the Response to Comments chapter of the Final Mitigated Negative Declaration (MND). The Draft MND, Final MND, in conjunction with this CEQA Review of the Proposed Modified Project, serves as the environmental review for the Project.

Subsequent to circulation of the Draft MND and prior to adoption of the Final MND, the Project applicant revised the development proposal to the City. This CEQA Review evaluates the revised development proposal (Modified Project), as described herein.

The Modified Project proposes reducing the project by 9 residential units, from 63 units to 54 units, which is a 14.3 percent reduction. In addition, the proposed Modified Project increase the number of open parking spaces and limits all residential structures along the western portion of the site to only 2-story townhomes. This CEQA Review evaluates these modifications to determine if any new or substantially more severe environmental impacts would occur from implementation of the Modified Project that were not identified in the MND.

Pursuant to the provisions of the California Environmental Quality Act (Pub. Resources Code, Section 21000 et seq.) (CEQA) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, Section 15000 et seq.), the City is the Lead Agency charged with deciding whether or not to approve the project with or without the proposed modifications. This CEQA Review addresses the potential environmental impacts associated with the proposed Modified Project and will be considered by the City during the project approval process, in tandem with the MND, all oral and written comments presented to the City, and all other documents comprising the project's administrative record.

2.0 Environmental Procedures

This CEQA Review has been prepared to determine if the proposed Modified Project would result in new or substantially increased environmental effects compared to those identified in the MND. This review focuses on the potential environmental impacts associated with the Modified Project that might cause a change in the conclusions of the MND, including significant new information related to new or increased adverse environmental effects. In other words, this document compares the environmental effects of the project as evaluated in the MND to those of the Modified Project and considers whether the proposed modifications would result in new or substantially more severe impacts than was disclosed in the MND.

Specifically, this document analyzes whether a reduction of 9 residential units (a 14.3 percent reduction), a reduction in the height of the proposed structures in the western side of the site, and an increase in the number of parking spaces would result in the new or substantially more severe impacts than were identified in the MND.

As detailed herein, implementation of the proposed Modified Project would not result in any new or substantially greater impacts and no new mitigation measures are required. Further, on the basis of these findings and the provisions of the State CEQA Guidelines, no further CEQA documentation is required for the modified multi-family residential project. As required by CEQA Guidelines section 15088.5(e) the analysis throughout this review provides substantial evidence to support these findings.

3.0 Modifications to the Original Project Description

The proposed Modified Project would reduce the number of residential units, the height of the residential structures along the western portion of the site and increase the number of open parking spaces.

The proposed modified site plan reduces unit count proposed from 63 units to 54 dwelling units, which is a reduction of 9 residential units (a 14.3 percent reduction). The residential structures along the western portion of the site would consist of seven 2-story attached townhomes, adjacent to the existing single-family residences to the west, and the remainder of the site would be developed with 47 3-story attached townhomes. This would result in a reduction in structure height along the western portion of the site from 35 feet to 23 feet 6 inches in height.

The Modified Project would increase the number of open parking spaces on the site from 22 open stalls for 63 residences to 34 open stalls for 54 residences. The open stalls in addition to the attached 2 car garage for each residence would result in a total of 2.63 parking spaces per dwelling unit, which exceeds the Municipal Code requirement of 2 spaces per residence.

The modified site plan results in a slight decrease in lot coverage, a slight increase in the amount of total open space per residential unit, and slight increase in building setback from the western site boundary. All other aspects of the proposed project would remain as originally proposed, including on-site circulation, types of recreation amenities, landscaping, walls, and utility provision. Table 1 provides a comparison between the Original Project as evaluated in the MND and the proposed Modified Project.

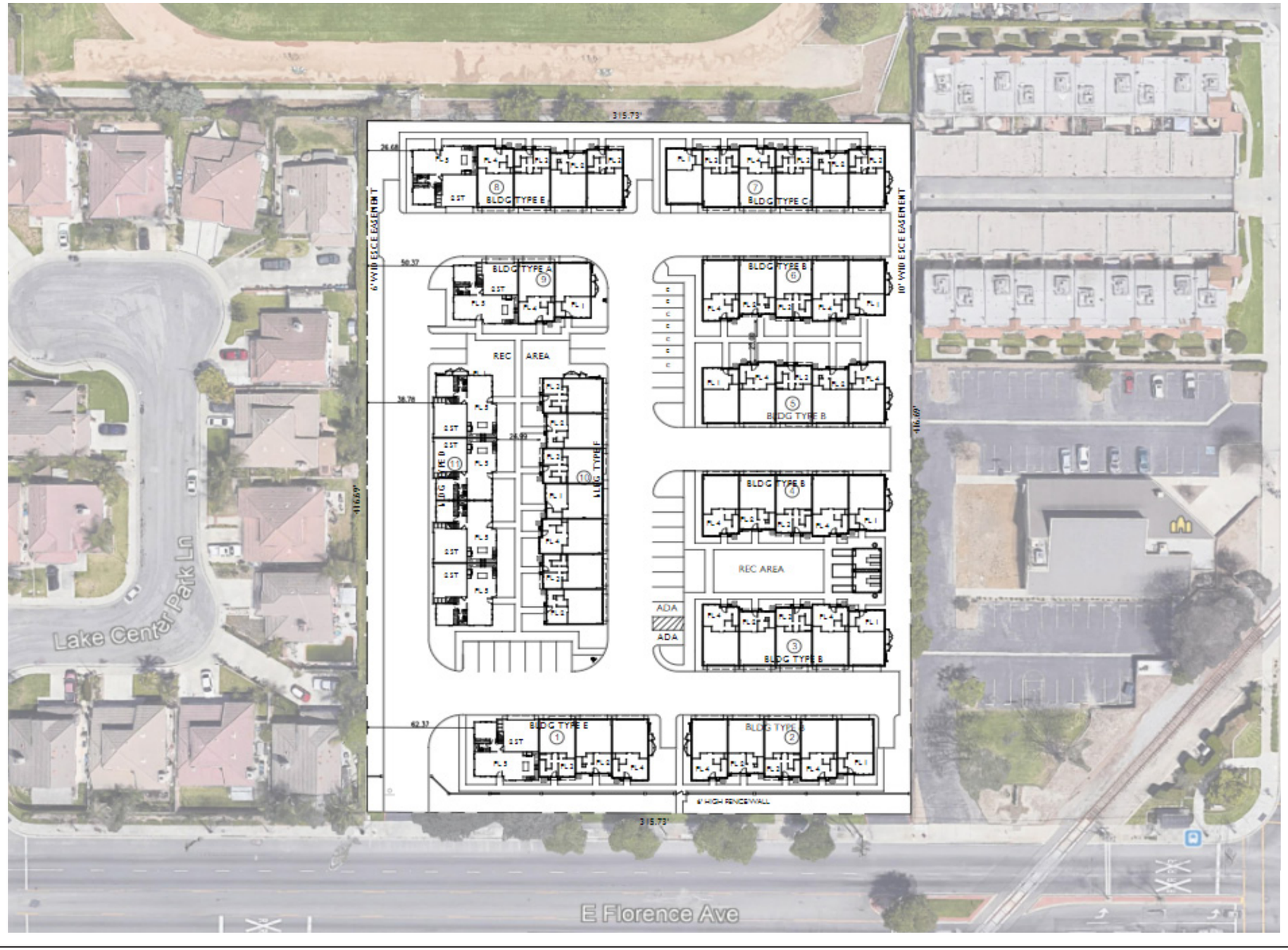
Table 1: Proposed Project Modifications

Project Characteristic	Original Project (per MND)	Modified Project	Change
Number of Units	63 units	54 units	-9 units
Density of Residences	21 units per acre	18 units per acre*	-3 units per acre
Residential Unit Mix	Plan 1: 2 bdr. 1,528 SF – 14 units Plan 2: 3 bdr. 1,640 SF – 13 units Plan 3: 3 bdr. 1,702 SF – 20 units Plan 4: 4 bdr. 1,801 SF – 16 units	Plan 1: 2 bdr. 1,528 SF – 8 units Plan 2: 3 bdr. 1,640 SF – 10 units Plan 3: 3 bdr. 1,702 SF – 14 units Plan 4: 4 bdr. 1,801 SF – 15 units Plan 5: 4 bdr. 2,130 SF – 7 units	Plan 1: – 6 units Plan 2: – 3 units Plan 3: – 6 units Plan 4: – 1 units Plan 5: + 7 units
Stories of Residential Structures	3 stories	2 and 3 stories	-1 story
Maximum Height of Residential Structures	35-feet	23-feet 6-inches	-11-feet 6-inches
Guest Parking*	22 spaces for 63 units (0.35 per unit)	34 spaces for 54 units (0.63 per unit)	+12 spaces (+0.28 per unit)
Total Open Space	31,600 SF (501 SF per unit)	30,470 SF (564 SF per unit)	+63 SF per unit
Lot Coverage	36.2%	35.0%	-1.2%
Building Western Setback	Between 22.06 feet to 62.37 feet	Between 26.68 feet to 57.80 feet	+4.57 to +4.62 feet

Notes: bdr = bedroom; SF = square feet

* In addition to 2 garage spaces per residence.

Modified Project Site Plan



Modified Site Plan 2-Story Elevation

LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

N

Driveway View Rendering

N

4.0 Evaluation of Environmental Impacts

The evaluation of environmental impacts in this review compares the potential impacts of the proposed Modified Project to the conclusions of the MND. Mitigation measures referenced are from the Final MND Mitigation Monitoring and Reporting Program (MMRP) and would be applied to proposed Modified Project. This comparative analysis has been undertaken pursuant to the provisions of CEQA and the State CEQA Guidelines to identify the potential of new or increased impacts that were not previously identified in the MND.

4.1 Aesthetics

As described in Section 4.3.1 of the IS/MND, the Original Project would not result in impacts to scenic vistas and scenic highways and would have less than significant impacts related to visual character, lighting, and glare. As the Modified Project would be developed on the same site as the Original Project and would not result in larger or higher building structures, it would also not result in impacts to scenic vistas or scenic highways. Also, the Modified Project would result in a decreased development density and would be consistent with applicable General Plan and Municipal Code development standards. Additionally, the Modified Project would provide two-story units along the western portion of the project site, which would provide increased compatibility with the adjacent two-story residences and would not result in any impacts related to the visual character of the site. Due to the reduction in number of residences from the Modified Project, there would be fewer sources of exterior lighting that could create glare when compared to the Original Project. Due to the 11-foot 6-inch reduction of the height of the residential structures along the western side of the project site, the Modified Project would result in a reduction of shadows. Overall, due to the reduction in number of residential structures and height of residential structures along the western portion of the site, impacts related to aesthetics from the Modified Project would be less than those from the Original Project. No new or increased impacts related to aesthetics would occur from the Modified Project.

4.2 Agricultural and Forestry Resources

As described in Section 4.3.2 of the IS/MND, the Original Project would not result in impacts to farmland, agricultural resources, or forestry resources. As the Modified Project would be constructed on the same site as the Original Project, it would also result in no impacts to farmland, agricultural resources, or forestry resources. No new or increased impacts related to agricultural and forestry resources would occur from the Modified Project.

4.3 Air Quality

As described in Section 4.3.3 of the IS/MND, the Original Project would result in less than significant impacts related to air quality emissions. As the proposed Modified Project would result in 9 fewer residences than the Original Project, it would result in fewer stationary source emissions from residences and fewer daily vehicular trips than the Original Project, as further detailed in Section 4.17, *Transportation*. The decrease in vehicle trips from the Modified Project would correlate with less vehicular source emissions, which generate a majority of the emissions from both the Original and Modified Project. Therefore, air quality emissions would decrease with implementation of the Modified Project in comparison to the Original Project. Consistent with the Original Project, the Modified Project would result in less than significant impacts related to air quality, and no new or increased impacts would occur from the Modified Project.

4.4 Biological Resources

As discussed in Section 4.3.4 of the IS/MND, the Original Project would result in no impacts to special status species, native communities, wetlands, riparian habitat, biological ordinances, or Habitat Conservation Plans. Due to the existing onsite trees, the Original Project would require implementation of Mitigation Measure BIO-1, which requires conduct of a nesting bird survey if commencement of vegetation clearing occurs

between February 1 and September 15. With implementation of Mitigation Measure BIO-1, impacts from the Original Project related to nesting birds would be less than significant. As the Modified Project would be constructed on the same site as the Original Project, it would also result in no impacts to special status species, native communities, wetlands, riparian habitat, biological ordinances, or Habitat Conservation Plans. Like the Original Project, the Modified Project would be required to implement Mitigation Measure BIO-1 to limit impacts to nesting birds. Overall, the Modified Project would result in the same impacts as the Original Project to biological resources. No new or increased impacts related to biological resources would occur from the Modified Project.

4.5 Cultural Resources

As discussed in Section 4.3.5 of the IS/MND, the Original Project would result in less than significant impacts related to historical resources and human remains. Due to the potential for project grading to encroach into native soils, which could potentially contain archaeological resources, Mitigation Measure CUL-1 is included to provide procedures for inadvertent discoveries. With implementation of Mitigation Measure CUL-1 the IS/MND concluded that impacts to archaeological resources would be less than significant. As the Modified Project would be constructed on the same site as the Original Project, it would also result in less than significant impacts related to historical resources, archaeological resources, and human remains with implementation of Mitigation Measure CUL-1. Overall, the Modified Project would result in the same impacts as the Original Project related to cultural resources. No new or increased impacts related to cultural resources would occur from the Modified Project.

4.6 Energy

As discussed in Section 4.3.6 of the IS/MND, the Original Project would result in less than significant impacts related to energy usage and no impacts related to conflict with a plan for renewable energy or energy efficiency. Due to the decrease in the number of residences proposed in the Modified Project, the Modified Project would use less electricity and natural gas than the Original Project. Furthermore, the reduction of residences would result in a reduction in daily vehicular trips associated with the Modified Project, which would result in a reduced amount of gasoline used. Therefore, the Modified Project would result in less energy consumption than the Original Project. Consistent with the Original Project, the Modified Project would be implemented in compliance with CalGreen/Title 24 and other applicable regulations related to energy efficiency and energy use. Thus, no new or increased impacts related to energy would occur from the Modified Project.

4.7 Geology and Soils

As discussed in Section 4.3.7 of the IS/MND, the Original Project would result in no impacts related to fault rupture, landslides, and septic tanks; and less than significant impacts related to other geological risks and soil erosion with adherence to existing regulations. As the Modified Project would be constructed on the same site as the Original Project, it would also result in no impacts related to fault rupture, landslides, and septic tanks; and less than significant impacts related to other geological risks and soil erosion. The Modified Project would result in the same impacts as the Original Project related to geology and soils. No new or increased impacts related to geology and soils would occur from the Modified Project.

4.8 Greenhouse Gas Emissions

As discussed in Section 4.3.8 of the IS/MND, the Original Project would result in less than significant impacts related to greenhouse gas (GHG) emissions and conflict with an applicable GHG reduction plan. As the proposed Modified Project would result in 9 fewer residences than the Original Project, it would result in fewer stationary source GHG emissions from residences. Also, the reduction in residences would generate fewer daily vehicular trips than the Original Project, as further detailed in Section 4.17, *Transportation*. The decrease in vehicle trips would correlate with a decrease in vehicular source GHG emissions, which generate

a majority of the GHG emissions from both the Original and Modified Project. Consistent with the Original Project, impacts related to GHG emissions would be less than significant. No new or increased impacts related to GHG emissions would occur from the Modified Project.

4.9 Hazards and Hazardous Materials

As discussed in Section 4.3.9 of the IS/MND, the Original Project would result in less than significant impacts related to the disposal of hazardous materials, release of hazardous materials, and emergency evacuation plans and no impacts related to a hazardous material site, airport safety hazards, or wildfire. As the Modified Project would be constructed on the same site as the Original Project, it also would result in no impacts related to a hazardous material site, airport safety hazards, or wildfire. Also, because the Modified Project would be constructed consistent with that of the Original Project and would result in 9 fewer residences that could potentially utilize limited hazardous materials, the Modified Project would result in less than significant impacts related to the disposal of hazardous materials, release of hazardous materials, and emergency evacuation plans. Overall, the Modified Project would result in the same less than significant impacts as the Original Project related to hazards and hazardous materials. No new or increased impacts related to hazards and hazardous materials would occur from the Modified Project.

4.10 Hydrology and Water Quality

As discussed in Section 4.3.10 of the IS/MND, the Original Project would result in less than significant impacts related to water quality, drainage, and groundwater recharge and would result in no impacts related to project inundation and conflict with a water quality control plan or sustainable groundwater management plan. Since the Modified Project would be constructed on the same site and because no changes are proposed to the overall drainage plan, the Modified Project would result in less than significant impacts related to water quality, drainage, and groundwater recharge and no impacts related to project inundation and conflict with applicable plans would occur. Overall, the Modified Project would result in the same impacts as the Original Project related to hydrology and water quality. No new or increased impacts related to hydrology and water quality would occur from the Modified Project.

4.11 Land Use and Planning

As discussed in Section 4.3.11 of the IS/MND, the Original Project would result in no impacts related to the division of an established community and less than significant impacts related to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As the Modified Project would be developed on the same site as the Original Project, provides the same residential land uses, within the same general site layout it would not divide an established community. Additionally, consistent with the Original Project, the Modified Project would require a General Plan Amendment to change the land use to Multiple Family Residential and a zone change to change the zoning designation of the site to R3-Multiple Family Residential. The Modified Project would develop the site at a density of 17.88 dwelling units per acre, which would be less than the allowable density of 21.8 dwelling units per acre within the Multiple Family Residential land use designation. Additionally, the Modified Project would be consistent with the development standards associated with the R3 zone. Therefore, the Modified Project would be consistent with the proposed General Plan designation and zoning and impacts would be less than significant. Overall, the Modified Project would result in the same less than significant impacts as the Original Project related to land use and planning. No new or increased impacts related to land use and planning would occur from the Modified Project.

4.12 Mineral Resources

As discussed in Section 4.3.12 of the IS/MND, the Original Project would result in no impacts related to mineral resources. As the Modified Project would be developed on the same site as the Original Project, it

would also result in no impacts to mineral resources. No new or increased impacts related to mineral resources would occur from the Modified Project.

4.13 Noise

As discussed in Section 4.3.13 of the IS/MND, the Original Project would result in no impacts related to noise from an airport. Also, with implementation Mitigation Measure NOI-1, which requires the construction of noise barriers to reduce noise levels from the existing rail line to the project site, the IS/MND found that impacts related to noise would be less than significant. With implementation of Mitigation Measure NOI-2, which restricts operation of large bulldozers within 20 feet of any offsite residence, the IS/MND found that impacts related to vibration would be less than significant. As the Modified Project would be constructed on the same site as the Original Project in the same manner, it would result in no impacts related to air traffic noise but would require the same mitigation outlined in the IS/MND to reduce impacts from the rail line and to reduce construction vibration on offsite receptors. Consistent with the Original Project, with implementation of Mitigation Measures NOI-1 and NOI-2, impacts related to noise and vibration from the Modified Project would be less than significant. No new or increased impacts related to noise would occur from the Modified Project.

4.14 Population and Housing

As discussed in Section 4.3.14 of the IS/MND, the Original Project would result in less than significant impacts related to population growth and no impacts related to displacement of existing housing. As discussed in the IS/MND, the Original Project would result in approximately 214 new residents. Based on the City average of 3.39 persons per household, the Modified Project of 9 fewer residences would result in approximately 183 new residents. The Modified Project would result in approximately 31 fewer residents compared to the Original Project. As such, the proposed Modified Project, would not result in an increase in population growth and would not result in displacement of existing homes. No new or increased impacts related to population and housing would occur from the Modified Project.

4.15 Public Services

As discussed in Section 4.3.15 of the IS/MND, the Original Project would result in less than significant impacts to fire services, police protection, schools, parks, and other public services. As the Modified Project would result in 9 fewer residences, a decreased demand for public services including fire services, police protection, schools, and parks would occur in comparison to the Original Project. Thus, consistent with the Original Project, impacts related to public services would be less than significant. No new or increased impacts related to public services would occur from the Modified Project.

4.16 Recreation

As discussed in Section 4.3.16 of the IS/MND, the Original Project would result in less than significant impacts related to use of existing parks and construction or expansion of recreational facilities. As the Modified project would result in 9 fewer residences, and therefore, would result in less demand for existing parks and recreational facilities than the Original Project. Also, the Modified Project includes 27,330 square feet of common open space, which is 564 square feet per unit, which is 63 square feet more per unit than the 501 square feet per unit included in the Original Project. Therefore, an increase in open space is provided by the Modified Project in comparison to the Original Project. Impacts related to construction of recreation facilities would be consistent with those analyzed in the IS/MND. Overall, consistent with the Original Project, the Modified Project would result in less than significant impacts related to recreation. No new or increased impacts related to recreation would occur from the Modified Project.

4.17 Transportation

As discussed in Section 4.3.17 of the IS/MND, the Original Project would result in less than significant impacts related to the circulation system, vehicle miles traveled (VMT), and street design or incompatible uses and would result in no impacts related to emergency access. As detailed, the Original Project would result in approximately 343 daily vehicular trips. Because the Modified Project would result in 9 fewer residences, a reduction in vehicular trips would occur in comparison to the Original Project. Using a daily trip rate of 5.440 per unit, the Modified Project would result in approximately 294 daily trips. As such, the Modified Project result a less than significant impact related to intersection operations. Also, with fewer vehicular trips, the Modified Project would result in less than significant impacts to VMT. As the Modified Project would be constructed in a similar manner and would feature driveway layouts consistent with the Original Project, it would result in less than significant impacts to hazardous design and no impacts to emergency access. Overall, the Modified Project would result in fewer vehicular trips than the Original Project and would have impacts related to transportation that are less than significant. No new or increased impacts related to transportation would occur from the Modified Project.

4.18 Tribal Cultural Resources

As discussed in Section 4.3.18 of the IS/MND, the Original Project would result in no impacts to historical resources. Additionally, with incorporation of Mitigation Measure TCR-1, which requires Native American monitoring, impacts to tribal cultural resources would be less than significant. As the Modified Project would be constructed on the same site and in a similar manner to the Original Project, it would also require incorporation of Mitigation Measure TCR-1. With implementation of Mitigation Measure TCR-1, impacts to tribal cultural resources would be less than significant. Thus, the Modified Project would result in the same impacts as the Original Project related to tribal cultural resources. No new or increased impacts related to tribal cultural resources would occur from the Modified Project.

4.19 Utilities and Services Systems

As discussed in Section 4.3.19 of the IS/MND, the Original Project would result in less than significant impacts to wastewater, stormwater, water supplies, and solid waste generation and would result in no impacts related to conflict with solid waste reduction plans. As the Modified Project includes 9 fewer residences and would be constructed in a similar manner to the Original Project, the Modified Project would not result in any changes to water or wastewater treatment facilities and impacts would be less than significant. Based on the water use target of 119 gallons per capita per day, the Modified Project would result in the consumption of 21,117 gallons of water per day, which is less consumption than analyzed in the IS/MND. Based on the wastewater generation factor of 156 gallons of wastewater per day per unit, the Modified Project would result in the generation of 8,424 gallons of wastewater per day, which is less than what was analyzed in the IS/MND. Based on the solid waste generation factor of 0.41 tons per resident per year, the Modified Project would result in 75.03 tons of solid waste per year, which is less than what was analyzed in the IS/MND. As such, consistent with the Original Project, the Modified Project would result in less than significant impacts related to water supplies, wastewater generation, and solid waste generation. No new or increased impacts related to utilities and service systems would occur from the Modified Project.

4.20 Wildfire

As discussed in Section 4.3.20 of the IS/MND, the Original Project would result in no impacts related to wildfire. As the Modified Project would be developed on the same site as the Original Project, it would also result in no impacts to wildfire. No new or increased impacts related to wildfire would occur from the Modified Project.

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1.0 Public Review Draft IS/MND

FLORENCE AVENUE TOWNHOME PROJECT

PUBLIC REVIEW DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Lead Agency:
City of Santa Fe Springs
11710 East Telegraph Road
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July 2021

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Appendix

1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

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

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

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

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

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

Existing Plans, Programs, or Policies (PPPs)

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

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the flowing sections:

Section 1.0 Introduction

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

Section 2.0 Project Setting

Provides information about the proposed project's location.

Section 3.0 Project Description

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

Section 4.0 Discretionary Approvals

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

Section 5.0 Environmental Checklist

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

Section 6.0 Document Preparers and Contributors

Includes the persons that prepared this IS/MND.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The project site is located in southeastern Los Angeles County within the City of Santa Fe Springs. The site is within the United States Geological Survey (USGS) Whittier 7.5-Minute Series Quadrangle and is within Section 1, Township 3 South, Range 12 West. The City of Santa Fe Springs is approximately 12 miles southeast of downtown Los Angeles and 18 miles northwest of downtown Santa Ana. The regional location of the project site is shown in Figure 1, *Regional Location*.

The project site is located at 11733 Florence Avenue, Santa Fe Springs, 90670. The project site consists of one parcel with the Assessor's Parcel Number (APN): 8008-017-014. The project site is bound by Florence Avenue to the south, Lake Center Park Athletic Park to the north, and a church and multi-family residential to the east. Regional access to the project site is available by Interstate 5 (I-5) via the Florence Avenue exit. The project site and the surrounding area is shown in Figure 2, *Local Vicinity*.

2.2 EXISTING LAND USES

The 3.02-acre project site is currently developed as a Church of Jesus Christ of Latter-Day Saints. The site is rectangular and has a width of 315 feet along Florence Avenue and a depth of 416 feet. The project site is relatively flat with elevations ranging from 123 to 125 feet above mean sea level. The project site is bound by 6-foot-high block walls on the north, west, and east sides, and the existing parking lot is secured with wrought iron fencing and gates. The congregation of the church has relocated permanently, and the existing building is unoccupied and has not been used for several years.

The church building consists of a 16,847 square foot one-story building on the south-central portion of the site. Portions of the church building, and an exterior courtyard area are located behind a brick wall that is setback behind ornamental landscaping, which includes lawn, shrubs, and mature trees. In addition to the current structure, the site is improved with an asphalt paved parking area that provides 206 parking spaces, a tool shed, gated exteriors, concrete paved walkways, and landscaping. Site landscaping currently includes trees, turf grass, and other ornamental vegetation. The topography of the site is generally flat.

The Florence Avenue right-of-way that is adjacent to the site is developed with a sidewalk with street trees, streetlights, a fire hydrant, and power poles and lines. Existing conditions of the project site and adjacent uses is shown in Figures 3, *Aerial View* and Figures 4, *Existing Views of the Site from Florence Avenue*.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

As shown in Figure 5, *Existing and Proposed Land Use Designations* the existing General Plan land use designation of the site is Public Facilities, the site is zoned "PF", or Public Facilities (Figure 6). The City's Municipal Code Section 155.270, et al. describes that the PF zone provides for the previous church uses, in addition to a variety of other public and quasi-public uses, such as public schools, government offices, museums, and utilities. The PF zone allows for buildings up to 35 feet in height but does not identify a maximum lot coverage.

2.4 SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS

The project site is located within a developed, urbanized area within the City of Santa Fe Springs as described below:

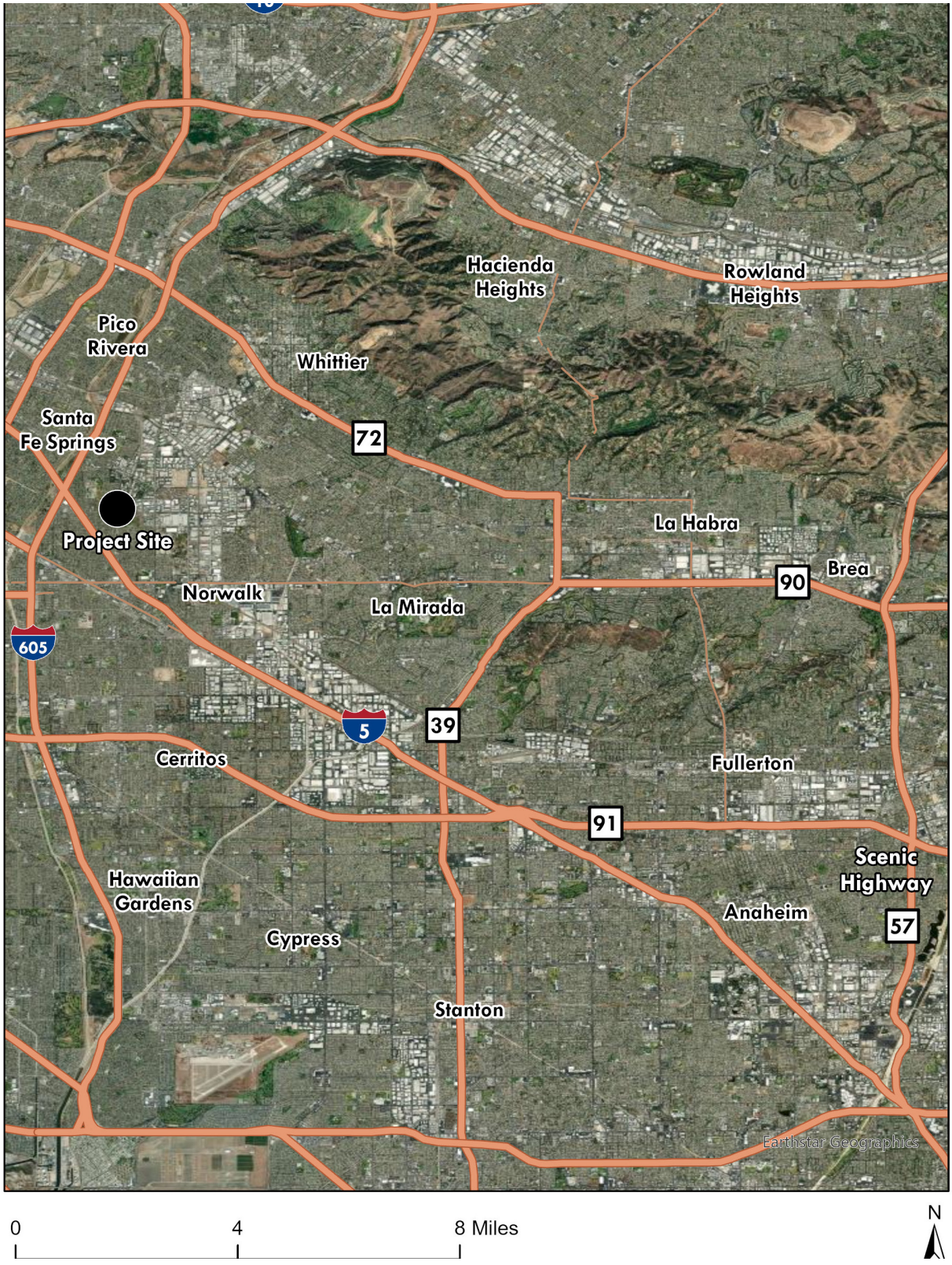
North: The Lake Center Athletic Park is located to the north of the site. The park is designated as Open Space in the General Plan and zoned Public Facilities (PF). The Lake Center Middle School is located further north past the park, is designated as Public Facilities in the General Plan and zoned Public Facilities (PF).

West: Adjacent to the project site is a tract of 19 single-family residences on Lake Center Park Lane that are designated as Multiple Family Residential in the General Plan and zoned as Single-Family Residential (R-1) with Planned Development Overlay (PD). Beyond the single-family residences is the Lake Center Athletic Park designated as Open Space in the General Plan and zoned Public Facilities (PF).

South: Florence Avenue is located to the south of the project site. Multi-family residential us located to the south of Florence Avenue, which has a General Plan land use designation of Multiple Family Residential and has a zoning designation of Public Facilities (PF).

East: A church and multi-family residential development is located to the east of the site. The church parcel is designated as Public Facilities in the General Plan and the multi-family residential development is designated as Multiple Family Residential in the General Plan. The area to the east has a zoning designation for Multi-Family Residential (R-3) with a Planned Development Overlay (PD). In addition, the Union Pacific railroad tracks are located approximately 75 feet to the southeast of the site.

Regional Location



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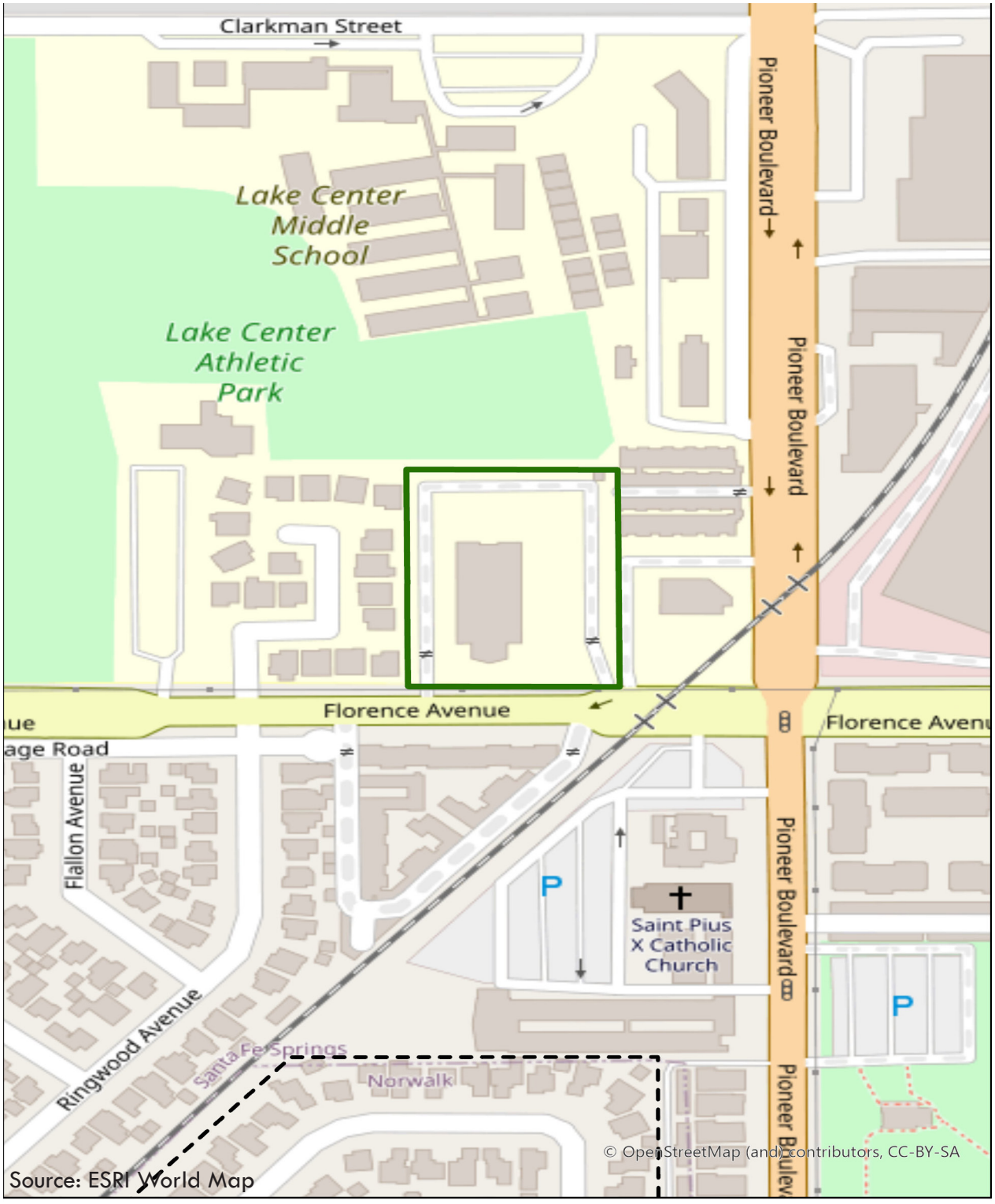
Local Vicinity



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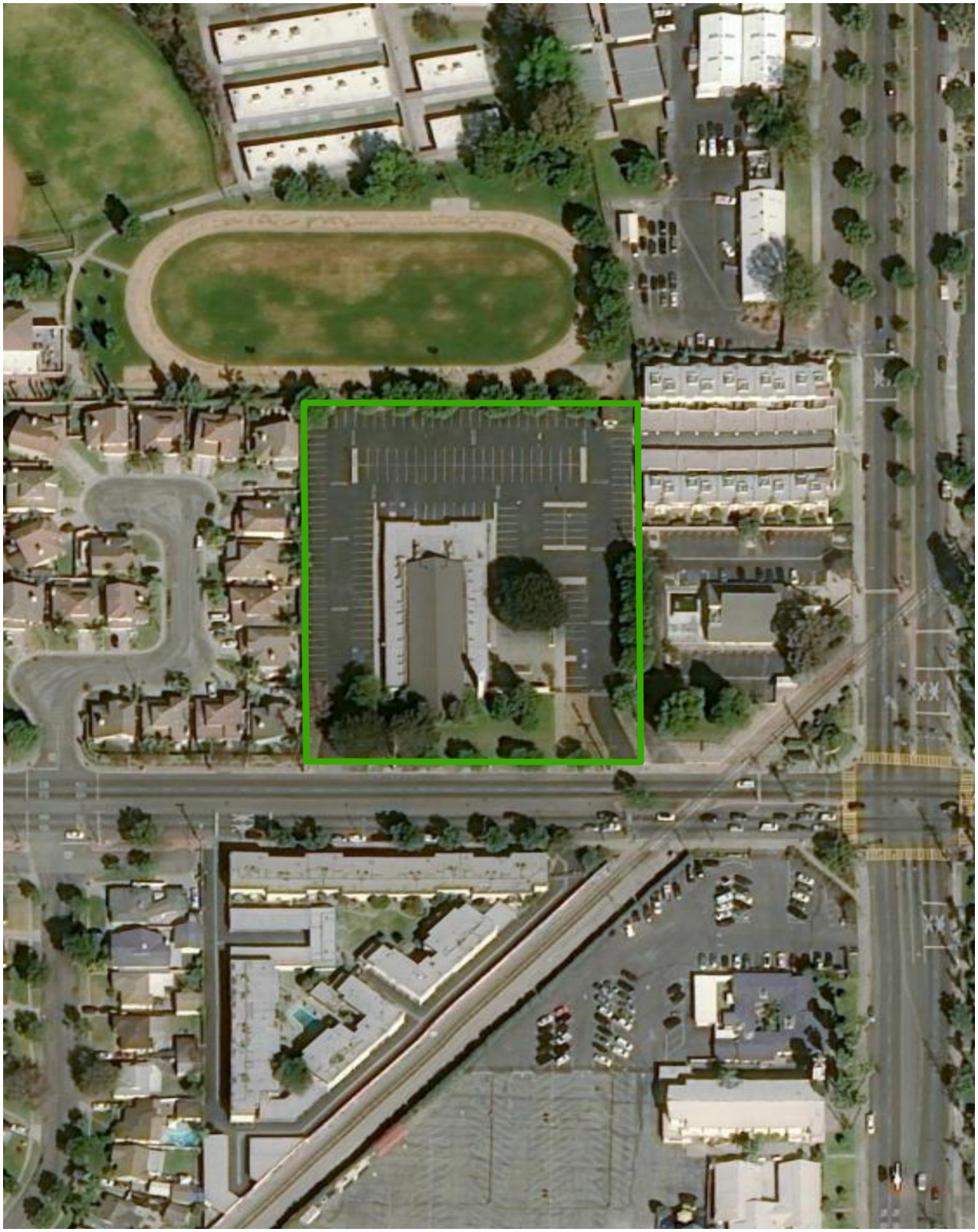
Aerial View of Site and Vicinity



Project Site

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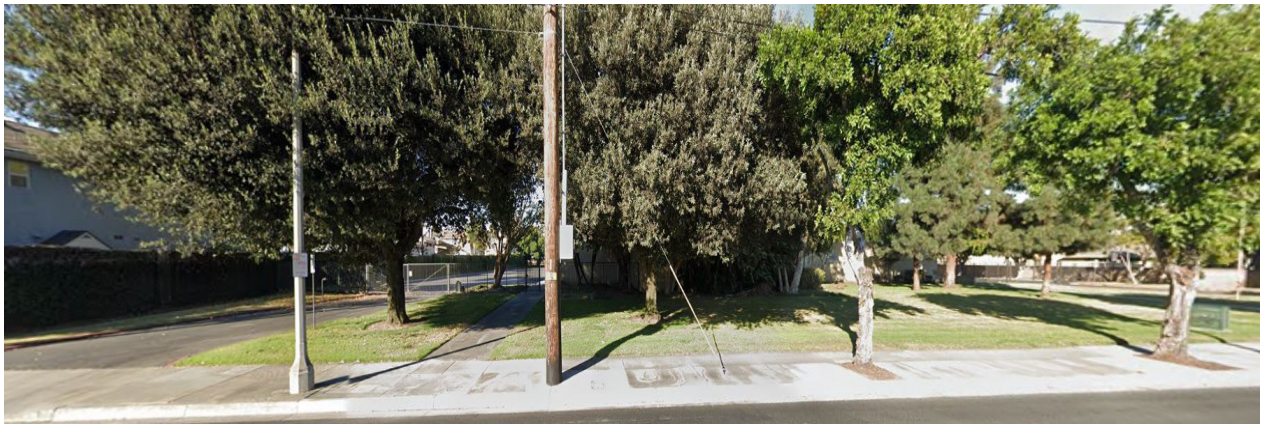
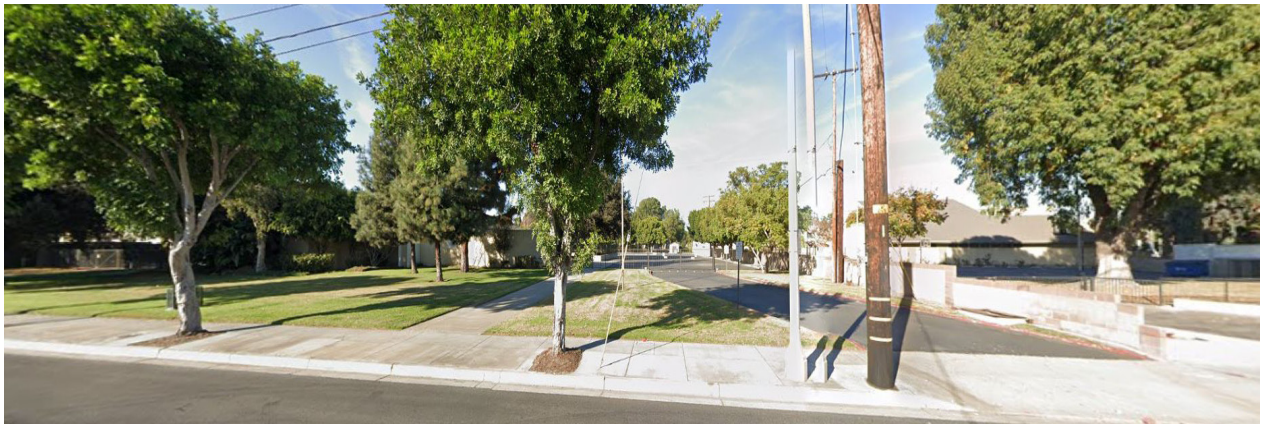
Existing Views of the Site from Florence Avenue



Westbound views of the southwestern boundary of the Project Site from Florence Avenue.



Westbound views of the southeastern boundary of the Project Site from Florence Avenue.

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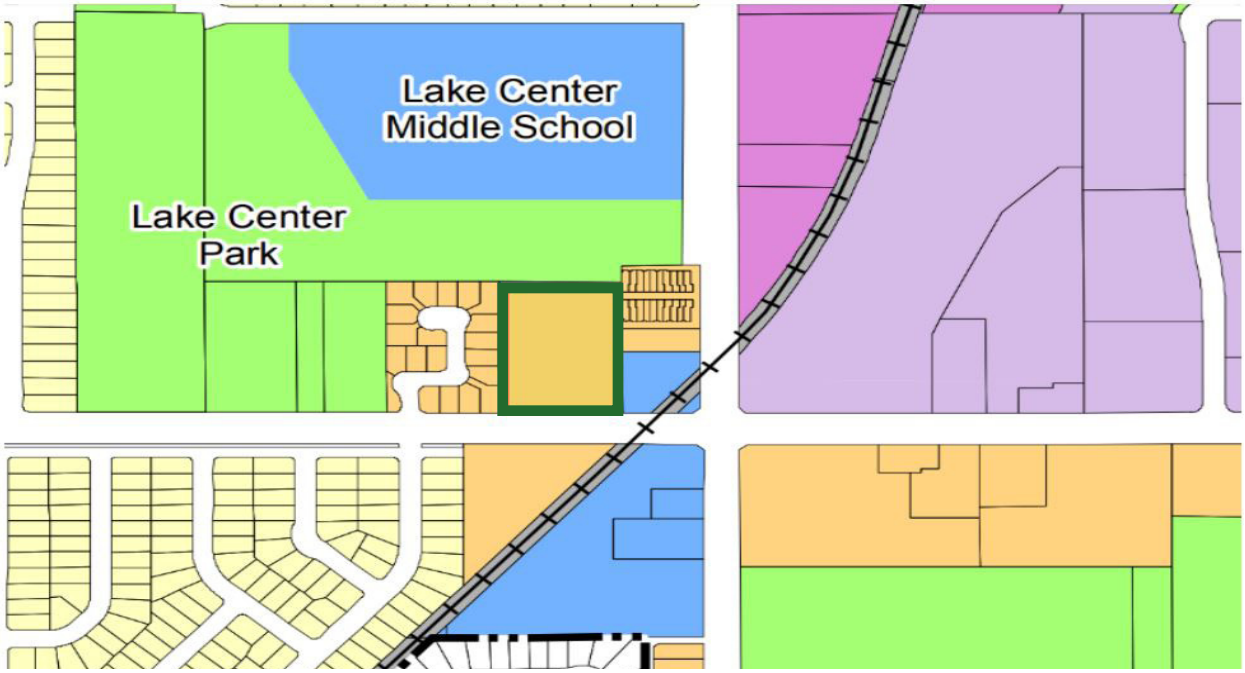
Existing and Proposed General Plan Land Use

Existing General Plan Land Use

Proposed General Plan Land Use



General Plan Land Use

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

Project Site

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Existing and Proposed Zoning Designations

Existing Zoning

Proposed Zoning

Primary Zone

A-1	Light Agriculture
R-1	Single-Family Residental
R-3	Multiple-Family Residential
C-1	Neigborhood Commercial
C-4	Community Commercial
ML	Limited Manufacturing
M-1	Light Manufacturing
M-2	Heavy Manufacturing
BP	Buffer Parking
PF	Public Use Facilities
RR	Rail Road
Creek	Channels and Rivers

Overlay Zone

D	Design Overlay
FOZ	Freeway Overlay
PD	Planned Development Overlay
SP1	Specific Plan Overlay

Project Site

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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The project would redevelop the 3.02-acre project site with 63 attached for-sale 3-story multi-family residential townhomes and open space and recreational areas. The proposed residences would include between 2 and 4 bedrooms and have an attached 2-car garage. The project requests the approval of the following: 1) a General Plan Amendment from "Public Facilities" to "Multiple Family Residential" (0-21.8 du/ac), as shown in Figure 5; a Zone Change from (PF) "Public Facilities" to (R-3) "Multiple Family Residential," as shown in Figure 6; a Development Plan Approval with a MOD for the front wall setback; and a Tentative Tract Map (TTM 83383), to develop the residential multifamily townhome community with private drive aisles, parking, landscaping, and recreation area. Figure 7, *Conceptual Site Plan* illustrates the project as proposed.

3.2 PROJECT FEATURES

Development Summary
The proposed project would construct 63 townhomes within 11 multi-family buildings on the 3.02-acre site, which would result in a density of 21 units per acre. Each residential building would have between 4 and 8 townhome units. The townhomes would be comprised to 4 different floorplans that are grouped into 4 different building types. Table 1 provides a summary of the proposed townhomes.

Table 1: Townhome Unit Summary

Plan	Square Footage	Bedrooms	Bathrooms	Balcony Square Footage	Number of Units
Plan 1	1,528 sf	2	2.5	75	14
Plan 2	1,640 sf	3	2.5	68	13
Plan 3	1,702 sf	3	3.5	64	20
Plan 4	1,801 sf	4 (or 3 + office)	3.5	63	16

The proposed buildings would be a maximum height of 35 feet, measured from finish grade to top of highest roof ridges. The R-3 zoning standard (SFSMC Section 155.097) allows building heights of over 25 feet with a 5-foot increase to the side and rear yard setbacks per SFSMC Section 155.101, which has been included in the project. The project would provide a minimum front setback of 20 feet, side setback of 15 feet, and rear setback of 15 feet to residential structures. Conceptual elevations of the proposed residential structures are provided in Figures 8a and 8b.

Recreation and Open Space
The project includes approximately 27,800 SF (441 SF/Unit) of common open space that would be provided in an open space recreational area on the site. The open space areas would have shade structures, picnic tables, trash receptacles, a tot-lot play area with curved seat wall, landscaping, turf area, bench seating, and bicycle parking. A 6-foot-wide pedestrian esplanade would be located next to the onsite recreation area. In addition, a 4-foot-wide sidewalk would provide pedestrian access throughout the site.

Walls and Lighting
The project includes a 6-foot-high decorative concrete masonry unit (CMU) wall to be located along the frontage of the project along Florence Avenue (Figure 9). The wall would be setback 10 feet from the right of way with landscape improvements within the setback. The 6-foot-high wall is more

than the maximum 3-foot 6-inch high standard, per SFSMC 155.106. Thus, the project includes a MOD permit to provide separation and noise attenuation from the existing traffic noise from Florence Avenue. Conceptual perspectives of the proposed walls, residential structures, and landscaping along Florence Avenue are provided in Figure 10. The project would redevelop the 6-foot-high walls along the eastern and northern site boundary, and the existing 6-foot-high wall along the western boundary would remain in place.

Outdoor lighting would be typical of residential uses and would consist of wall-mounted lighting, pole-mounted lights along the driveway, path lights/bollards, and landscape lighting. All of the project's outdoor lighting would be directed downward and shielded to minimize off-site spill and would be in compliance with Municipal Code Chapters 155.432 and 155.496.

Access and Circulation
The project includes a 26-foot-wide driveway at Florence Avenue that would provide access to the 26-foot-wide onsite drive isles that provide direct access to garages and on-site parking. Pedestrian sidewalks would be installed to circulate the site and connects to a new meandering sidewalk along Florence Avenue.

Parking
The proposed project includes 2 garage parking spots per unit, which equals 126 parking spots and 22 guest parking spots that would be located next to the residential buildings. The project would provide 2.35 parking spots per residential unit, which is more than the City's requirement of 2.0 parking spaces per unit.

Landscaping
The project would install new drought tolerant low water use ornamental landscaping throughout the site, which would include 15 gallon, 24-inch, and 36-inch box trees, such as*: Wilsonii Olive (Olive olea 'Wilsonii'*), Gem Magnolia (*Magnolia g. 'Little Gem'*) *Arbutus unedo* (Strawberry Tree), *Tristania conferta* (Brisbane Box), California Sycamore *(Platanus racemosa)*, Crape Myrtle *(Lagerstroemia i.x f. 'Natchez'*), (Paperbark Melaleuca (*Melaleuca quinquenervia*), Geijera parvilflora (Australian Willow), and *Cupressus sempervirens* (Italian Cypress). In addition, a variety of ornamental shrubs, vines, and groundcovers would be installed. Figure 10, *Conceptual Landscape Plan* shows that trees would be installed adjacent to the proposed walls along the site boundary and along a landscape setback along Florence Avenue. The landscaping irrigation would be installed pursuant to CalGreen water regulations (AB 1881).

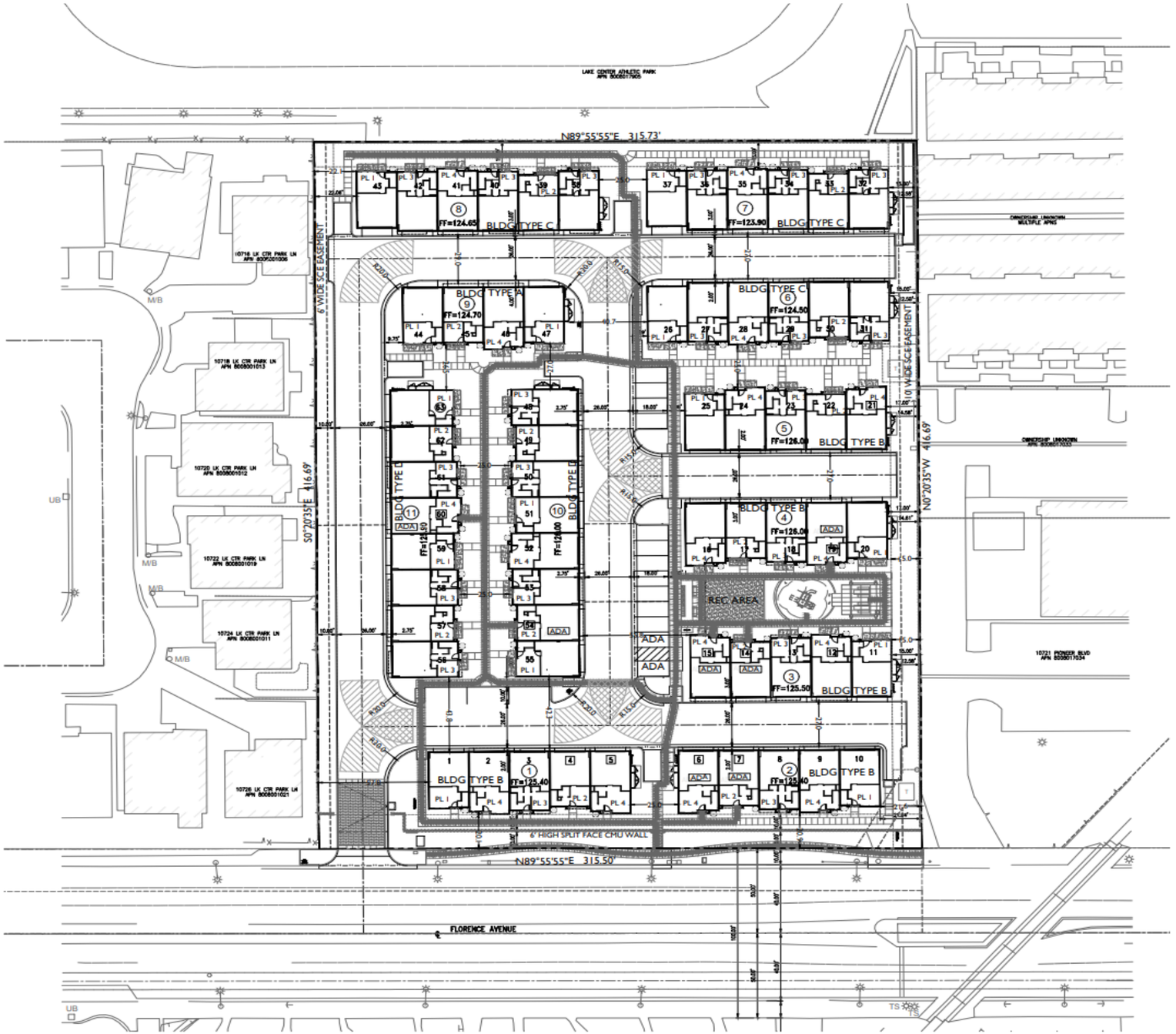
Infrastructure Improvements

The proposed development would construct an onsite driveway and storm drain improvements, and would connect to the existing water, sewer, and drainage infrastructure in the Florence Avenue right-of-way.

Water: The project would install and onsite water system that would connect to the existing water lines in Florence Avenue.

Sewer: The project would install and onsite sewer system that would connect to the existing 27-inch sewer line in Florence Avenue.

Conceptual Site Plan



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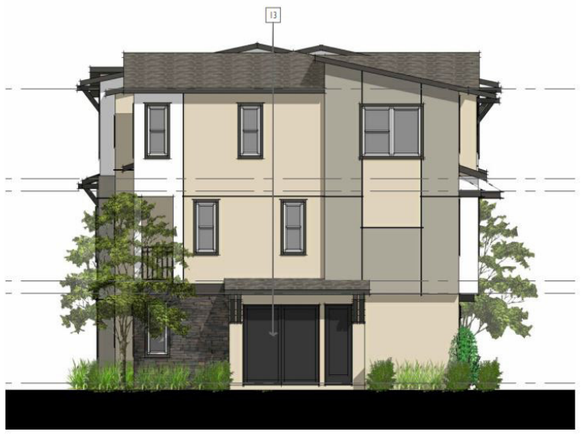
Elevations

LEFT ELEVATION

FRONT ELEVATION



RIGHT ELEVATION

REAR ELEVATION

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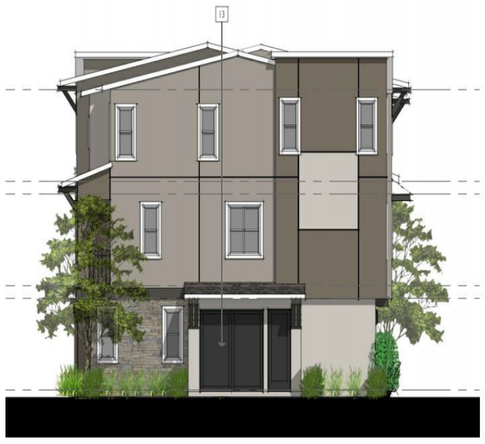
Elevations

LEFT ELEVATION

FRONT ELEVATION



RIGHT ELEVATION

REAR ELEVATION

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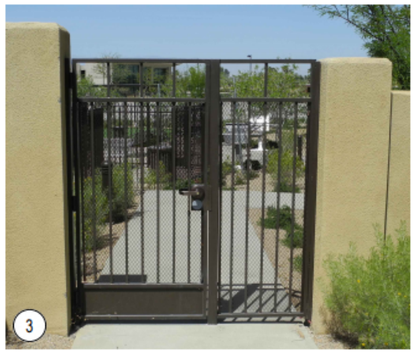
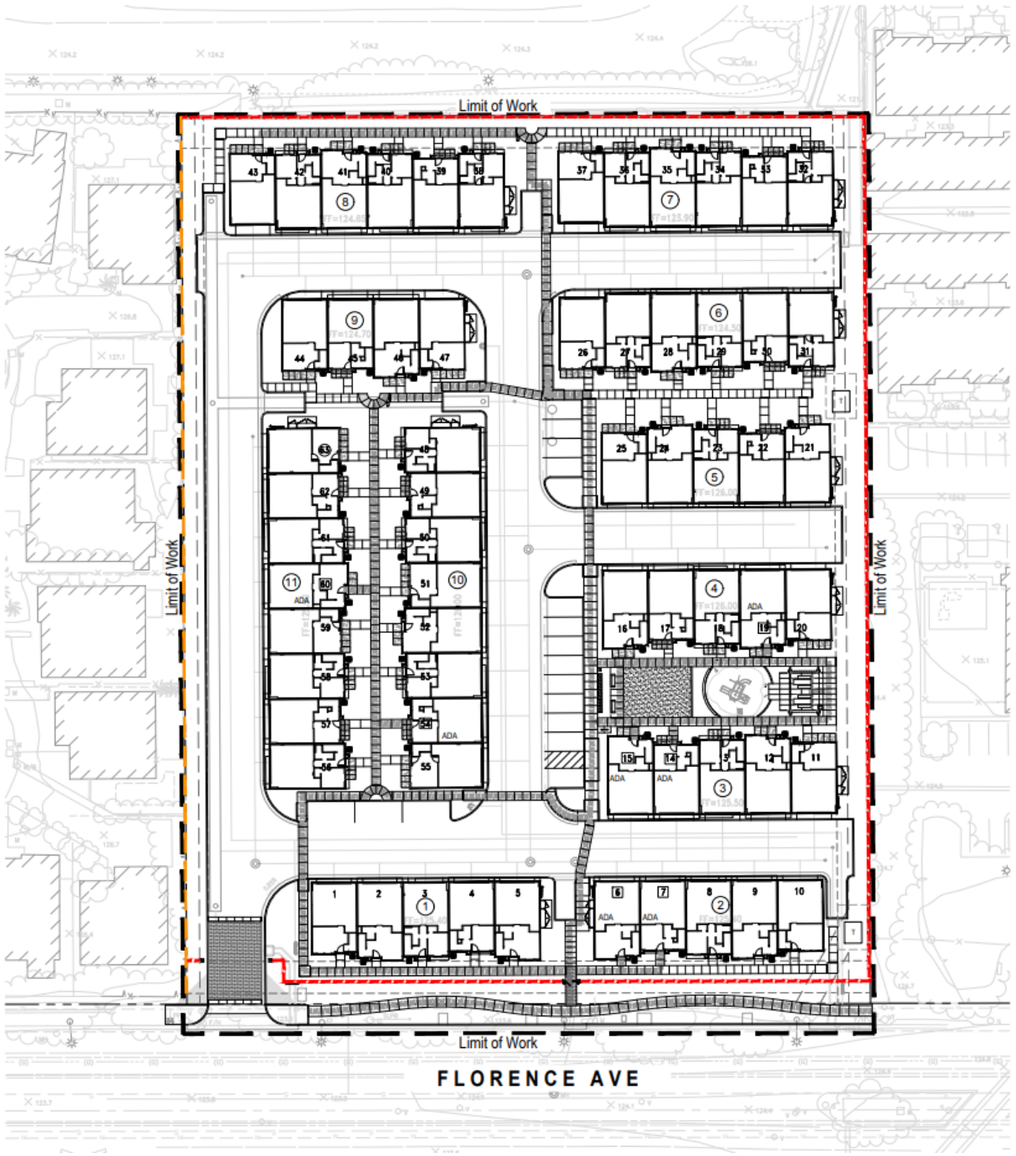
Wall and Fence Plan



*Conceptual images (provided herein are conceptual and subject to change)



WALL LEGEND

- Existing +- 6'-0" High property line wall, protect in place.
- 1 — 6'-0" High split-face CMU wall, with 2" high precision CMU cap (Borrego color).
- 2 — 6'-6" High (16" sq.) split-face block pilaster, with 18" sq. split-face cap to match (Borrego color).
- 3 — 5'-6" High metal pedestrian gate (ADA accessible, non lockable).
- ADA Path of Travel

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Conceptual Perspectives from Florence Avenue

Entry persective of the Project Site from Florence Avenue.

Perspective views of the southern boundary of the Project Site from Florence Avenue.

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Conceptual Landscape Plan

LEGEND

1. Central community open space area with shade structure, picnic tables, trash receptacle, and integral colored concrete for small social events and group gatherings.
2. Tot-lot play area with curved seat wall, specimen tree, and canopy trees for shade.
3. Turf area for passive and active play and bench seating.
4. Four community cluster mailboxes and two parcel lockers, per USPS review and approval.
5. Proposed wall, pilaster, or gate, per Wall & Fence Plan.
6. Enhanced paving at main project entry.
7. Proposed tree, per Planting Plan.
8. 6' wide pedestrian esplanade, natural colored concrete, with light top-cast finish and saw-cut joints.
9. 4' wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
10. Accessible parking stall and striping, per Civil plans.
11. Guest / Residential parking stall.
12. Natural colored concrete driveway, with light broom finish and tooled joints.
13. Common area landscape, builder installed and HOA maintained.
14. Community dog bag station (black in color), for pet owners.
15. Property line.
16. Public street R.O.W.
17. Proposed meandering public street sidewalk.
18. Transformer to be screened with landscape, quantity and final locations to be determined.
19. Short term bike parking (1 bike rack to accommodate 2 bike stalls).
20. Integral colored concrete paving nodes, with light top-cast finish and saw-cut joints.
21. Entry wall sign at main project entry.

Florence Avenue Townhomes, Santa Fe Springs Draft IS/MND **Figure 11**

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Stormwater Drainage: The project would install an onsite drainage system of curbs and gutters that would direct flows towards three catch basins and drop inlets. The runoff in these catch basins would be conveyed via storm drain piping to one drywell system for infiltration. This drywell system would be located within the drive aisle and parking areas. The drywell includes a settling chamber to screen hydrocarbons silt, sediment, and debris and other floating constituents. Runoff not conveyed to the drywell would be conveyed to perforated storm drain piping for infiltration.

Solar Panels: Consistent with the 2019 CA Building Energy Efficiency Standards (Title 24 Part 6), the project would include photovoltaic (PV) solar panels on the rooftops of each residences.

3.3 CONSTRUCTION

Construction activities for the project would occur over one phase lasting approximately 14 months and in the following stages: (1) demolition and removal of existing structures, foundations, asphalt/pavement, utilities, and other subsurface improvements; (2) grading and excavation; (3) site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities and services; (4) building construction; and (5) landscape installation, paving, and application of architectural coatings. Table 2 details total working days for each phase of construction for analytical purposes. Construction activities would be limited to the hours between 7:00 a.m. and 7:00 p.m. pursuant to the City's Municipal Code Chapter 155.425.

Table 2: Construction Schedule

Construction Phase	Work Days
Demolition	20
Site Preparation	5
Grading	8
Building Construction	230
Paving	18
Architectural Coating	18

Construction activities include removal and re-compaction of soils to a minimum depth of 2 feet below existing grade, pursuant to California Building Code (CBC) requirements.

3.4 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approval and permits are anticipated from the City of Santa Fe Springs to be necessary for implementation of the proposed project:

- General Plan Amendment to change site land use from Public Facilities to Multiple-Family Residential
- Zone Change from Public Use Facilities (PF) to Multiple-Family Residential (R-3)
- Tentative Tract Map (TTM) for condominium purposes
- Development Plan Approval (DPA)
- Modification (MOD) Permit for development of a 6-foot-high front wall with a 10-foot setback

4 ENVIRONMENTAL CHECKLIST

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

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

Environmental Factors Potentially Affected

☐	Aesthetics	☐	Agriculture and Forest Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils/Paleontological	☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

4.2 DETERMINATION

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

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

Signature	Date
Jimmy Wong	City of Santa Fe Springs
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than

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

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

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

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

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

The project site is within an urbanized developed area of the City of Santa Fe Springs. The site is surrounded by park recreation uses to the north, a 5-lane arterial roadway to the south, single-family west, and church and multi-family uses to the east. Existing public vantage points exist along roadways that surround the project site, which do not contain scenic vistas. Due to the existing one and two-story development and a flat topography views at the project site are limited to roadway corridor views of developed areas along Florence Avenue with vehicle parking and powerlines along both sides of the roadway.

The project would redevelop the site and construct new three-story residential structures that would be one story higher than the two-story residential structures that are located to the east, west, and south of the site. However, the new residential buildings would be setback 20-feet from Florence Avenue and the proposed 6-foot-high wall would be setback 12-feet from Florence Avenue, and the proposed structures on the site would not encroach into views along the urban roadway corridor. Also, as the area is urban and there are no existing scenic vistas. Thus, redevelopment of the project

site with three-story residential buildings would not obstruct, interrupt, or diminish a scenic vista; and impacts would not occur.

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

No Impact. The nearest Officially Designated State Scenic Highway is a portion of State Route 57 (SR-57), which runs north-south starting north of the City of Brea to the State Route 60 interexchange (Caltrans 2021). The location of SR-57 is shown in Figure1, and is located over 11.5 miles east of the project site and is not visible from the project site. Therefore, no impacts to scenic resources within a state scenic highway would occur.

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

Less than Significant Impact. The project site is located within an urbanized area of the City of Santa Fe Springs, along a 5-lane arterial roadway and surrounded by residential, park, and church land uses. The project site is developed with an 16,847 square foot church building, shed, parking lot, walls and fences, and mature landscaping. Public views of the project site from the street are limited to views of the front lawn setback with mature shrubs and trees, driveways, wrought iron fences, and views of the parking lot through the fencing on both sides of the church building. As shown on Figure 4, *Existing Views of the Site from Florence Avenue*. Views of the existing church building from Florence Avenue are obscured behind a brick wall and mature trees that are located both in the front setback and along the sidewalk on Florence Avenue.

The project would redevelop the project to provide 63 townhomes within 11 three-story buildings, as shown in Figure 7, *Conceptual Site Plan*. The visual density of development on the site would increase with implementation of the project. The architectural design of the proposed buildings is characterized as contemporary, utilizing low profile roofs with varying roof planes and angles, rich color blocking stucco, stone veneer, vertical metal railings, decorative outlookers, stucco relief reglets, corbels, and decorative metal awnings as shown in Figures 8a and 8b, *Building Elevations*. Large residential windows, balconies, sidewalks, and landscaping provide a residential character.

A 6-foot-high masonry decorative wall is proposed to be located along the frontage of the project site along Florence Avenue. The wall would be setback 10 feet from the right of way with landscape improvements within the setback, as shown in Figure 7, *Conceptual Site Plan* and Figure 9, *Conceptual Perspectives from Florence Avenue*. Therefore, forefront public views of the site would be primarily of the new landscaping, decorative wall, and the driveway with enhance pavement along Florence Avenue. Middle and background views would be limited screened views of the onsite driveways, three-story residential buildings, and landscaping.

General Plan. The project site has a General Plan land use designation of Public Facilities, which includes public and quasi-public uses that generally involve larger buildings such as schools, government offices, museums, and utility structures. The General Plan does not identify a lot coverage or density maximum for the Public Facilities land use designation. As part of the project, a General Plan Amendment is proposed to change the land use designation of the site to Multiple-Family Residential, which allows one dwelling unit per 2,000 square feet of lot area, which yields up to 21.8 dwelling units per acre. The proposed project would result in 21 units per acre, which would not exceed the allowable density for either the existing or proposed land use designations.

Therefore, the project would not conflict with an applicable General Plan land use regulation related to scenic quality, and impacts would be less than significant.

Zoning. The project site is currently zoned Public Facilities (PF). The City's Municipal Code Section 155.270, et al. describes that the PF zone provides for a variety of public and quasi-public uses, such as churches, schools, government offices, museums, and utilities, which generally consist of large buildings. The PF zone allows for buildings up to 35 feet in height but does not identify a maximum lot coverage.

The project includes a zone change to Multiple-Family Residential (R-3). The R-3 zone allows a maximum building height of 35-feet, with provision of a 20-foot front setback, and 10-foot rear and side setbacks. As shown in Table AES-1, the proposed project includes a 20-foot front setback and 15-foot minimum side and rear setbacks, which meet/or exceed the R-3 zoning requirements for building heights and setbacks.

Regarding lot size and coverage, the R-3 zone allows a minimum lot area of 7,500 square feet and 2,000 square feet per dwelling unit with a maximum lot coverage of 60 percent. The project site is 3.02-acres, which exceeds the 7,500 square foot minimum. The proposed project would provide 2,088 square feet of site area per unit, which exceeds the 2,000 square foot minimum; and the project would result in a lot coverage of 36.2 percent, which is less than the 60 percent maximum. Therefore, the project site and proposed project would meet the R-3 lot size and coverage standards.

The project includes a proposed MOD permit, which would allow a deviation from the R-3 front wall height standard of 3.5 feet. The project proposes a 6-foot-high decorative masonry wall to be located along the frontage of the site. The wall would be setback 10 feet from the right-of-way with landscape improvements within the setback. The decorative wall would provide separation from the activity and noise of Florence Avenue and would be consistent with the existing wall and fence height currently on the site. With approval of the MOD permit, the proposed wall would not conflict with the R-3 zoning regulations. As detailed, in Table AE-1, the project would be consistent with the Municipal Code standards for the Multiple-Family (R-3) zone. Therefore, the project would not conflict with an applicable zoning regulation related to scenic quality, and impacts would be less than significant.

Table AES-1: Consistency with Proposed Zoning Development Standards

Development Feature	R-3 Zoning Requirement	Proposed Project Consistency
Minimum Lot Area	7,500 square feet	**Consistent.** The proposed project 131,551 square feet, which exceeds the 7,500 square foot minimum.
Minimum Lot Width	60 feet	**Consistent.** The project site has a width of 315 feet along Florence Avenue, which exceeds the 60-foot minimum.
Minimum Lot Depth	125 feet	**Consistent.** The project site is 416 feet in depth, which exceeds the 125-foot minimum
Minimum Lot Area per Dwelling Unit	2,000 square feet	**Consistent.** The project would provide 2,088 square feet of site area per unit, which exceeds the 2,000 square foot minimum.
Building Height	25 feet. For each additional 10 feet of height above 25 feet, the front, side, and rear setbacks shall be increased by 5 feet.	**Consistent.** The proposed residential buildings would be 35 feet in height from the finished grade to the top of the highest architecture. As described below, increased

Development Feature	R-3 Zoning Requirement	Proposed Project Consistency
		setbacks are provided consistent with the zoning code requirements.
Front Yard	15 feet	**Consistent.** The project includes a 20-foot front setback, which meets the R-3 zoning requirement of a 35-foot-high building.
Side Yard	5 feet	**Consistent.** The project includes 15-foot minimum side setbacks, which exceeds the R-3 zoning requirement of a 35-foot-high building.
Rear Yard	5 feet	**Consistent.** The project includes 15-foot minimum rear yard setbacks, which exceeds the R-3 zoning requirement of a 35-foot-high building.
Maximum Lot Coverage	60 percent	**Consistent.** The project would result in a 36.2 percent lot coverage, which is less than the maximum lot coverage allowance of 60 percent.
Front Yard Fences and Walls	3.5 feet high	**Consistent.** The project proposes a 6-foot-high decorative masonry wall to be located along the frontage of the site. The wall would be setback 10 feet from the right of way with landscape improvements within the setback. The decorative wall would provide separation from the activity and noise of Florence Avenue and would be consistent with the existing wall and fence height on the site. With approval of the MOD permit, the proposed wall would not conflict with the R-3 zoning regulations.

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

Less than Significant Impact. The project site is located within a developed urban area. Existing sources of light in the vicinity of the project site includes: streetlights, lights from the athletic tract adjacent to the north of the site, lighting from vehicle headlights along Florence Avenue, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that passthrough windows. The exterior lighting on the project site includes exterior building mounted lighting and lighting at building entrances.

Construction. Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours, as permitted by the City's Municipal Code Chapter 155.425 (permitted construction activities from 7:00 a.m. to 7:00 p.m.). Lighting required during construction of the project would be shielded and directed toward work activity areas, in compliance with Municipal Code Chapters 155.432 and 155.496 (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. In addition, construction may include nighttime security lighting; however, this would be similar to the existing security lighting on the site, adjacent sites, and streetlights. Also, any construction related lighting would be temporary (approximately 14 months). Therefore, construction of the project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation. The project would include the provision of nighttime lighting for security purposes around

the residential buildings, onsite drives, and in the open space/recreation area. The density of uses on the site would increase with implementation of the project. Thus, the project would contribute additional sources to the overall ambient nighttime lighting conditions. However, the site is located within an urban area that includes various sources of nighttime lighting, including the street lighting along Florence Avenue. All outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with Municipal Code Chapters 155.432 and 155.496 (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. Because the project area is within an already developed area with various sources of existing nighttime lighting, and because the project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

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

Effects related to shadows can result when taller buildings are developed adjacent to shadow sensitive uses, such as residential areas. Shadows that are cast by structures change development change during the various solar periods of the year that include spring equinox (March 20), summer solstice (June 21), autumn equinox (September 22), and winter solstice (December 21). Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest of the year. Figure 12 was prepared with a Trimble Sketchup shadow model, which shows that during the winter solstice (December 21) when the shadows are the longest of the year, the proposed project would not cast longer shadows onto the adjacent residential land uses. Thus, potential impacts related to shade and shadow would be less than significant.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to aesthetics are required.

Sources

Caltrans State Scenic Highway System Map (Caltrans 2021). Accessed: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983

Figure 12: Winter Solstice Shadows

Winter Solstice Shadows

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The project site is developed for urban uses and located in an area that is completely developed for urban uses. The project site and its vicinity are void of agricultural uses. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as urban land and it is not identified as Prime, Unique, or Farmland of Statewide Importance (CDC 2021). Therefore, conversion of such farmland designations would not occur from implementation of the proposed project. No impact would occur.

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

No Impact. The project site is currently zoned Public Facilities (PF), which does not provide for agricultural uses. In addition, the site is not subject to a Williamson Act contract. Thus, the proposed project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.

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

No Impact. The project site currently includes a church building and parking lot and is next to an arterial roadway within an urbanized developed area. No forest land exists on or adjacent to the project site. The project site is currently zoned Public Facilities (PF) and is not zoned for forest land or timberland uses. Thus, the proposed project would not result in impacts related to a conflict with existing forest land or timberland zoning, and impacts would not occur.

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

No Impact. The project site currently includes a church building and parking lot with areas of landscaping. The site within an urbanized developed area. No forest land exists on or adjacent to the project site. Thus, the project would not result in the loss of forest land or conversion of forest land to a non-forest use, and impacts would not occur.

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

Sources

California Department of Conservation (CDC 2021). Division of Land Resource Protection. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/

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

The discussion below is based on the Air Quality, Greenhouse Gas, and Energy Impact Analysis, prepared by EPD Solutions. Inc., which is included as Appendix A.

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

Less than Significant Impact. The project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The 2016 AQMP details goals, policies, and programs for improving air quality in the Basin.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The site is a previously developed site that is located along an arterial roadway that is adjacent to residential and park and school land uses. The proposed project would remove the vacant church and develop 63 townhome residences on the site. As further described in Section 14, *Population*

and Housing, the 63 new residences would result in a 1.1 percent increase in residential units within the City. This limited level of growth would not exceed growth projections and would be consistent with the assumptions in the 2016 AQMP.

Also, emissions generated by construction and operation of the proposed project would not exceed thresholds. As described in the analysis below and detailed in Appendix A, the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the 2016 AQMP from the proposed project would be less than significant.

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

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

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	*55*
VOC	*75*	*55*
PM10	150	150
PM2.5	*55*	*55*
SOx	150	150
CO	*550*	*550*
Lead	3	3

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015 (Source: EPD, 2021 (Appendix A).

Construction

Construction activities associated with the proposed project would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, building construction, paving, architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Construction activities would generate emissions from the demolition of the 16,847 square foot church structure, onsite pavement, infrastructure, and a tool shed. In addition, the project would generate a need for construction worker vehicle trips to and from the project site during the estimated 14 months of construction.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling

soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-2.

In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, would be required and is included as PPP AQ-3. As shown in Table AQ-2, CalEEMod results provide that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Regional Construction Emissions Summary

Activity	Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2022	3.3	50.4	23.2	0.01	7.1	4.6
2023	22.7	16.7	20.1	0.00	1.6	0.9
Maximum Daily Emissions	**22.7**	**50.4**	**23.2**	**0.01**	**7.1**	**4.6**
Significance Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: NOx = nitrogen oxides; CO = carbon monoxide; PM_{10} and $PM_{2.5}$ = particular matter; ROG = reactive organic gasses; SOx = sulfur oxides
Source: EPD, 2021 (Appendix A)

Operation
Implementation of the 63 residential units would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the project.

Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and would be less than significant.

Table AQ-3: Summary of Regional Operational Emissions

Operational Emissions Source	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area	1.5	0.1	5.2	0.0	0.0	0.0
Energy	0.0	0.2	0.1	0.0	0.0	0.0
Mobile	1.3	1.6	11.2	0.0	2.4	0.6
Total Project Operational Emissions	**2.9**	**1.9**	**16.5**	**0.0**	**2.4**	**0.6**
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: EPD, 2021 (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis.

The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. According to the LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (Urban 2019a). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 5, Southeast Los Angeles County.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The nearest LST sensitive receptor to the project site are the existing residences that are adjacent to the east and west of the site.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily and were used to evaluate LSTs. Localized construction emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-4. As shown in Table AQ-4, with implementation of SCAQMD Rules 403 and 1113 (included as PPP AQ-2 and PPP AQ-3), the maximum daily construction emissions from the proposed project would not exceed the applicable SCAQMD LST thresholds.

Table AQ-4: Localized Construction Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
2022				
Demolition	25.7	20.6	3.9	1.6
Site Prep	50.3	20.0	6.9	4.6
Grading	33.8	15.5	3.1	2.1
Building Construction	16.8	17.4	0.9	0.8
Maximum Daily Emissions	**50.3**	**20.6**	**8.7**	**5.4**
2023				
Building Construction	15.4	17.3	0.7	0.7
Paving	10.6	14.5	0.5	0.5
Architectural Coating	1.7	2.4	0.1	0.1
Maximum Daily Emissions	**15.4**	**17.3**	**0.7**	**0.7**
Maximum Daily Emission 2022-2023	**50.3**	**20.6**	**6.9**	**4.6**
SCAQMD Significance Thresholds	143	1,171	9.3	5.0
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: EPD, 2021 (Appendix A)

Operation

Localized Significance Analysis. For operational LSTs, on-site passenger car and truck travel emissions were modeled using CalEEMod. As shown on Table AQ-5, operational emissions would not exceed the SCAQMD's LST thresholds for any criteria pollutant at the nearest sensitive receptor.

Therefore, the project would result in a less than significant impact related to localized emissions from operational activities.

Table AQ-5: Localized Operational Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	0.1	5.2	0.1	0.1
Energy	0.2	0.1	0.0	0.0
Mobile	0.4	2.8	0.0	0.0
Total Project Operational Emissions	**0.7**	**8.1**	**0.1**	**0.1**
SCAQMD Significance Thresholds	133	1,067	2.7	1.3
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: EPD, 2021 (Appendix A)

CO Hotspots. Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

With the turnover of older vehicles and introduction of cleaner fuels, electric vehicles, and vehicles with stop-start systems (where the engine shuts down when the vehicle is stopped and restarts when the break petal is released), as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined.

The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot (exceedance the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm) and the volume of traffic with implementation of the proposed project. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to exceed state standards and generate a CO hot spot.

As detailed in Section 17, *Transportation* (Table T-1) and Appendix G, *Trip Generation and Level of Service Analysis*, based on the trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition,* 2017, the proposed project would generate 23 vehicle trips (6 inbound trips and 17 outbound trips) during the AM peak hour. During the PM peak hour, the project would generate 28 new vehicle trips (17 inbound trips and 11 outbound trips). Over a 24-hour period, the project is forecast to generate approximately 343 new daily trips. Thus, the proposed project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate a CO hotspot. Therefore, impacts related to CO hotspots from operation of the proposed project would be less than significant.

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

Less Than Significant Impact. The proposed project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

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

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed project would implement residential development within the project area that does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by non-residential land uses are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with other emissions, such as odors, would not adversely affect a substantial number of people.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 402. The construction plans and specifications shall state that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-2: Rule 403. The construction plans and specifications shall state that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

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

- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The construction plans and specifications shall state that the project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

No mitigation measures related to air quality are required.

Sources

Air Quality, Greenhouse Gas, and Energy Impact Analysis. Prepared by EPD Solutions (EPD, 2021) (Appendix A).

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

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

No Impact. The project site is developed with an existing church, paved parking lot, and landscaping. The project site is surrounded by urban developed areas with structures, paved parking, and ornamental landscaping. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) occur on the site.

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

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

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

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

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

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

Less than Significant with Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. The project site does not support conditions of migratory wildlife corridors or linkages. The project site is completely developed and surrounded by a roadway and developed land uses. The site and surrounding areas do not provide function for wildlife movement. Additionally, the surrounding area is developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the project would not result in impacts related to wildlife movement or wildlife corridors.

However, the project site contains existing ornamental trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA

prohibits disturbing or destroying active nests. Therefore, Mitigation Measure BIO-1 has been included to require that if commencement of vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-1, potential impacts to nesting birds would be less than significant.

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

No Impact. There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the project. Trees in the public right-of-way in the City are protected under the City's Municipal Code Sections 96.130 through 96.140, which regulates the planting, maintenance, and removal of trees in public locations in the City, such as street trees. The project may install new trees along Florence Avenue, which would be new public street trees. Installation and/or removal of any new public street trees would be completed in compliance with the City's requirements, as included by PPP BIO-1. Therefore, implementation of the project would not conflict with local polices or ordinances protecting trees and no impact would occur.

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

Mitigation Measure BIO-1: Migratory Bird Treaty Act. Prior to commencement of grading activities, the City Building Department, shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

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

Sources

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

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

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

The discussion below is based on the Preliminary Geotechnical Investigation, prepared by Albus & Associates, Inc., 2020 (GEO 2020) (Appendix B) and the Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Phase 1 2020) (Appendix C).

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

Less Than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria:

(1) listed in, or determined eligible for listing in, the California Register of Historical Resources;

(2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);

(3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or

(4) determined to be a historical resource by the project's Lead Agency.

According to the PRC, a resource is considered historically significant if it meets at least one of the following criteria:

1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;

2) Associated with the lives of persons important to local, California or national history;

3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or

4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The Phase I Environmental Site Assessment (ESA) prepared for the project site, includes aerial photographs describing that the site was undeveloped agricultural land from 1896 through 1953

when a farmhouse was developed on site, which was demolished in 1963, and the existing church structure was developed in 1964 and a rear addition to the building was developed in 2004. The church congregation has moved to a different facility on a different site.

There are no documented historic resources on or within the vicinity of the project site. The church structure is brick, stone, and stucco with modern doors and aluminum framed windows and as a shingled pitched roofline in the center of the building surrounded by a flat roofline with mechanical venting equipment, and overhanging eaves. An obelisk is located adjacent to the southeast side of the church building and wall (toward Florence Avenue). The church building is surrounded by an asphalt parking lot, and the site is surrounded by modern cement block walls and wrought iron fencing. The building is not substantially unique and does not have distinctive characteristics that represents the work of a master or possesses high artistic values.

The church building possesses characteristics of the mid-century modern style, but it is a typical example of mid-1960s construction conducted using similar stylistic features and materials throughout the region. The commonly seen combination of construction and materials of this building does not exemplify the distinctive characteristics of a type, period, or method of construction, and it is not an important example of building practices from a particular time in history.

In addition, the record searches conducted by the Phase I Environmental Site Assessment did not identify any events on the project site or persons in relation to the project site, that would meet the California Register criteria of a historic resource. Therefore, the existing church structure does not meet the CEQA criteria for a historic resource and impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. The Phase I ESA prepared for the project site, includes aerial photographs that detail that the site was used as agricultural land from 1896 through 1953 when a farmhouse was developed on site, which was demolished in 1963, and the existing church structure was developed in 1964. The Preliminary Geotechnical Investigation describes that onsite testing identified fill soils that of two feet in depth across the site, as the site was raised two feet during construction of the existing church and parking lot.

Project construction would include removal and re-compaction of the two feet of fill material as part of development of the proposed building foundations. The project grading is anticipated to remain within the artificial fill material but has the potential to encroach into native soils that have not been previously disturbed and could contain archaeological resources. As a result, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. Mitigation Measure CUL-1 requires that work in the vicinity of a find be halted until the find can be assessed for significance by a qualified archaeologist to determine the appropriate treatment and documentation of the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f). Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

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

Less than Significant Impact. The project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Sources

California Public Resources Code Section 21084.1

City of Santa Fe Springs Dice and Burke Industrial Development MND, Section 3 Environmental Analysis, Page 52 (Dice and Burke 2018). Accessed: https://www.santafesprings.org/civicax/filebank/blobdload.aspx?t=38065.18&BlobID=12134

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

Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Phase 1 2020) (Appendix C).

Preliminary Geotechnical Investigation, prepared by Albus & Associates, Inc., 2020 (GEO 2020) (Appendix B).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The discussion below is based on the Air Quality, Greenhouse Gas, and Energy Impact Analysis, prepared by EPD Solutions. Inc., which is included as Appendix A.

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

Less Than Significant Impact.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in southern California. Construction does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur are limited to an approximate 14-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process. In addition, compliance with existing CARB idling restrictions, which is included as PPP E-1, would reduce fuel combustion and energy consumption. The project construction fuel usage over the estimated 14-month construction period would result in the need for 16,256 gallons of diesel fuel, which is summarized in Table E-1.

Table E-1: Estimated Construction Equipment Fuel Consumption

Activity	Equipment	Number	Horse-power	Load Factor	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition (20 days)	Concrete/Industrial Saws	1	81	0.73	9461	0.04183	396
	Excavators	3	158	0.38	28819	0.019856	572
	Rubber Tired Dozers	2	247	0.40	31616	0.020601	651
Site Preparation (5 Days)	Rubber Tired Dozers	3	247	0.40	11856	0.020601	244
	Crawler Tractors	4	212	0.43	14586	0.022176	323
Grading (8 Days)	Excavators	1	158	0.38	3843	0.019856	76
	Graders	1	187	0.41	4907	0.021161	104
	Rubber Tired Dozers	1	255	0.40	6528	0.020601	130
	Crawler Tractors	3	97	0.37	17503	0.022176	388
Building Construction (230 Days)	Cranes	1	231	0.29	123262	0.014895	1836
	Forklifts	3	89	0.20	98256	0.010444	1026
	Generator Sets	1	84	0.74	114374	0.042336	4842
	Tractors/Loaders/Backhoes	3	97	0.37	198113	0.019147	3793
	Welders	1	46	0.45	38088	0.025838	984
Paving (18 Days)	Cement and Mortar Mixers	2	9	0.56	1452	0.032033	47
	Pavers	1	130	0.42	7862	0.021532	169
	Paving Equipment	2	132	0.36	13686	0.018465	253
	Rollers	2	80	0.38	8755	0.019836	174
	Tractors/Loaders/Backhoes	1	97	0.37	5168	0.019147	99
Architectural Coating (18 Days)	Air Compressors	1	78	0.48	5391	0.027608	149
						Total	**16,256**

Source: EPD, 2021 (Appendix A)

Table E-2 shows that construction related vehicle usage would use approximately 5,083 gallons of diesel fuel and 9,995 gallons of gasoline to travel to and from the project site. Tables E-3 shows that a total of approximately 21,339 gallons of diesel fuel and 9,995 gallons of gasoline would be used for construction of the proposed project.

Table E-2: Estimated Construction Vehicle Fuel Consumption

Construction Use	Number	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	647	12,940	5.87	2,204	0
Vendor Trucks	16	25,392	8.82	2,879	0
Worker Vehicles	152	253,163	25.33	0	9,995
Total				**5,083**	**9,995**

Source: EPD, 2021 (Appendix A)

Table E-3: Estimated Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	5,083	9,995
Off-road Construction Equipment	16,256	0
Total	**21,339**	**9,995**

Source: EPD, 2021 (Appendix A)

In addition, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Also, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. As detailed in Table E-4, operation of the proposed project would use approximately 255,035 kilowatt-hour (kWh) per year of electricity, approximately 843,959 thousand British thermal units (kBTU) per year of natural gas, and 43,952 gallons of gasoline annually.

Table E-4: Estimated Annual Operational Energy Consumption

Energy Type	Energy Usage	
Electricity (Kilowatt-Hours)	255,035	
Natural Gas (Thousands British Thermal Units)	843,959	
Gasoline Consumption	Annual VMT	Gallons of Gasoline Fuel
	1,113,308	43,952

Source: EPD, 2021 (Appendix A).

Consistent with the 2019 CA Building Energy Efficiency Standards (Title 24 Part 6), the project would include photovoltaic (PV) solar panels on the rooftops of each of the residences. The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by the City that the project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6). The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, and is included as PPP ENG-1, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. The California Energy Commission estimates that single-family homes built in compliance with the 2019 energy efficiency standards uses about 7 percent less energy due to energy-efficiency measures versus those built under the 2016 code. With use of rooftop solar electricity generation, homes built under the 2019 code use about 53 percent less energy than those under the 2016 standards (2019 Fact Sheet). Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur.

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

No Impact. The proposed project would be required to meet the CalGreen energy efficiency standards in effect during permitting of the project, as included as PPP E-1. The City's administration of the requirements includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the project proposes to use photovoltaic (PV) solar panels on each of the residences to offset their energy demand in accordance with the existing Title 24 requirements (included as PPP E-1). As such, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to energy are required.

Sources

Air Quality, Greenhouse Gas, and Energy Impact Analysis, Prepared by EPD Solutions (EPD, 2021) (Appendix A).

2019 Residential Energy Code Fact Sheet (2019 Fact Sheet). Accessed: https://energycodeace.com/content/resources-ace/file_type=fact-sheet

2019 Building Energy Efficiency Standards. Accessed: https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1500mandatoryfeaturesanddevices.htm#mairdistributionandventilationsystemductsplenumsandfans.htm

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

The discussion below is based on the Preliminary Geotechnical Investigation, prepared by Albus & Associates, Inc., 2020 (GEO 2020) (Appendix B) and the Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Phase 1 2020) (Appendix C).

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

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

No Impact. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no faults were identified on the site (GEO 2020). The closet known active faults are associated with the Puente Hills Fault Zone, located approximately 1.39 miles from the project site; the Elsinore Fault Zone, approximately 4.54 miles from the project site; the Elysian Park Fault, approximately 9.06 miles from the project site; and the Newport Inglewood Fault Zone, approximately 9.67 miles from the project site. Therefore, the project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault. No impact would occur.

ii. Strong seismic ground shaking?

Less than Significant Impact. The project site is located within a seismically active region of Southern California. As mentioned previously, the Puente Hills Fault Zone is located 1.39 miles from the site and the Elsinore Fault Zone is located approximately 4.54 miles from the site (GEO 2020). Thus, moderate to strong ground shaking can be expected at the site. The amount of motion expected at the project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

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

iii. Seismic-related ground failure, including liquefaction?

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

According to the Preliminary Geotechnical Investigation, the project site is located within a State-designated zone of potentially liquefiable soils (GEO 2020). However, groundwater was not encountered to the maximum depth of 51.5 feet drilled during site exploration. Furthermore,

groundwater well measurements by the Los Angeles County in the vicinity of the project site since the 1940's indicates that groundwater has been deeper than 50 feet for more than 70 years. Therefore, historical high groundwater is anticipated to be deeper than 50 feet below the ground surface. As a result, the potential for liquefaction to occur beneath the site is considered very low (GEO 2020). In addition, the proposed project would be required to be constructed in compliance with the CBC and the City's Municipal Code, included as PPP GEO-1, which would be verified through the City's plan check and permitting process. With compliance with existing regulations, impacts related to seismically related ground failure and liquefaction would be less than significant.

iv. Landslides?

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

The site is relatively flat with elevations ranging from approximately 123 to 125 feet above mean sea level (GEO 2020) and is surrounded by level areas that do not include hills or other changes in topography that may result in landslides. As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the Geotechnical Investigation states that the site is not within an area identified to have a potential for landsliding (GEO 2020). Therefore, the project would not cause potential substantial adverse effects related to seismically induced landslides.

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

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

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

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

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

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

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. According to the Geotechnical Investigation, the project site is not within a liquefaction zone, and high groundwater is not located at the project site. Therefore, the site has a low potential for lateral spreading. In addition, site soils settlement would be reduced with implementation of the excavation and recompaction of the upper two feet of onsite soils as proposed by the project and compliance with the CBC. Thus, impacts related to lateral spreading would be less than significant.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. As described previously, groundwater was not encountered to the maximum depth of 51.5 feet drilled during site exploration (GEO 2020). The project site overlies the Central Basin, which is adjudicated with prescribed pumping allocations per water purveyor to ensure that a general lowering of the water within the Central Basin would not occur. In addition, the project would not involve groundwater pumping from the project area. Thus, impacts related to subsidence would not occur from implementation of the project.

Also, as described in Response a) iii., the project site is not within a potential liquefaction area as groundwater is not located within 50 feet of the ground surface. Construction would include removal and re-compaction of onsite soils in compliance with the CBC which would also reduce any potential of liquefaction, settlement, and subsidence. Therefore, impacts would be less than significant. As described previously, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process. Thus, potential impacts related to liquefaction, settlement, and subsidence would be less than significant.

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

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

The Geotechnical Investigation determined that the site soils are anticipated to have a "low" expansion potential based on soils testing. In addition, as described in the previous responses, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, that requires appropriate back fill, compaction of soils, and foundation design to ensure

stable soils, which would be verified through the City's plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

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

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

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

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological "sensitivity" is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

The Preliminary Geotechnical Investigation describes that onsite testing identified fill soils that of two feet in depth across the site, as the site was raised two feet during construction of the existing church and parking lot. Alluvial deposits that could be sensitive for paleontological resources lie under the fill soils. As described previously, the project site has been disturbed from previous development activities that include agriculture, residential, and church uses, which reduces the potential of existing resources onsite. Construction would include removal and re-compaction of the two feet of fill material as part of development of the proposed building foundations. The project grading is anticipated to remain within the fill material but has the potential to encroach into native soils that have not been previously disturbed and could contain paleontological resources. Therefore, Mitigation Measure PAL-1 has been included to provide procedures to be followed in the unlikely event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure PAL-1 requires that work shall cease within 50 feet of a find until a qualified paleontologist has evaluated the find in accordance with federal and state regulations. Mitigation Measure PAL-1 would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Existing Plans, Programs, or Policies

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

PPP WQ-1: SWPPP. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Chapter 52 Stormwater Management and Discharge

Control and the Los Angeles County RWQCB NPDES Storm Water Permit Order No. R4-2012-0175. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Santa Fe Springs staff or its designee to confirm compliance.

Mitigation Measures

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

Sources

Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Phase 1 2020) (Appendix C).

Preliminary Geotechnical Investigation, prepared by Albus & Associates, Inc., 2020 (GEO 2020) (Appendix B).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Greenhouse Gas, and Energy Impact Analysis, prepared by EPD Solutions. Inc., which is included as Appendix A.

Explanation

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

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

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

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

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

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from development, which is 3,000 metric tons carbon dioxide equivalent (MTCO2e) per year (SCAQMD 2008). This approach is widely used by cities in the South Coast Air Basin, including the City of Santa Fe Springs. As such, this threshold is utilized herein to determine if GHG emissions from this project would be significant.

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Construction GHG emissions associated with the proposed project were modeled using CalEEMod and are presented in Table GHG-1. As shown on Table GHG-1, the project has the potential to generate a total of approximately 17 MTCO2e per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG-1: Project Construction Emissions

Activity	Bio CO_2	NBio CO_2	Total CO_2	CH_4 GHG Emissions	N_20 GHG Emissions	Annual GHG Emissions ($MTCO_2e$)
2022	0	454	454	0.1	0	456
2023	0	66	66	0	0	66
Total	0	521	521	0.1	0	522
Total Construction Emissions Amortized Over 30 Years						**17**

Source: EPD, 2021 (Appendix A)

Operation

During operations, the proposed residences would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of 2 GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

Operational GHG emissions associated with the 63 residential townhomes were modeled using CalEEMod and are presented in Table GHG-2. The large majority of GHG emissions generated from the residences would be from vehicle trips. As shown in Table GHG-2, the project would generate approximately 603 MTCO2e per year, which is less than the SCAQMD threshold of 3,000 MTCO2e. Therefore, impacts would be less than significant.

Table GHG-2: Project Total GHG Emissions

Activity	Bio CO_2	NBio CO_2	Total CO_2	CH_4 GHG Emissions	N_20 GHG Emissions	Annual GHG Emissions ($MTCO_2e$)
Area	0	1	1	0	0	1
Energy	0	107	107	0	0	107
Mobile	0	451	451	0	0	452
Waste	6	0	6	0.4	0	15
Water	1	22	23	0.1	0	28
Subtotal	***7***	**581**	**588**	**0.5**	**0**	**603**
Amortized Construction Emissions						17
Total Emissions						**620**
Significance Threshold						3,000
Threshold Exceeded?						**No**

Source: EPD, 2021 (Appendix A)

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

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

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The proposed building would not conflict with fuel and car standards or cap-and-trade.
- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The project would develop a new building that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) buildings. The project is required to comply with Title 24, which would be verified by the City during the plan check and permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicles trips generated by the project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The project is required to comply with AB 1881 landscaping

requirements, which would be verified by the City during the plan check and permitting process.

- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the project would not result in an exceedance of an air quality standard.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described in the previous response, emissions would not exceed the thresholds. Therefore, implementation of the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Existing Plans, Programs, or Policies

See (b) above for applicable regulations.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

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

Air Quality, Greenhouse Gas, and Energy Impact Analysis. Prepared by EPD Solutions (EPD, 2021) (Appendix A).

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

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Phase I 2020) (Appendix C).

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

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

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

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

Operation
The project involves operation of 63 new residences and an onsite recreation facility, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the project. Therefore, operation of the project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

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

Less than Significant Impact.

Construction
Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction would be implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;

- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Methane Gas. The project site is located within a "Methane Zone" as designated by the City of Santa Fe Springs. An offsite well (API: 037-15453) that is plugged and abandoned is located approximately 150 feet north of the site. The Phase I ESA describes that methane gas testing was conducted onsite, which did not detect methane in readings (Phase I 2020). Because the site is located within the City of Santa Fe Springs Methane Zone, the Municipal Code Section 117.131 requires new buildings to be constructed with a methane gas mitigation system (e.g. passive vapor barrier). In addition, Municipal Code Section 117.131 requires an initial methane gas survey and quarterly monitoring for one year. Based on the results, annual monitoring may be required pursuant to Municipal Code Section 117.131. With inclusion of the methane gas mitigation system and the required monitoring, pursuant to Municipal Code Section 117.131, which is included as PPP HAZ-1, impacts related to methane gas would be less than significant.

Asbestos. Asbestos is a naturally occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by the USEPA. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. Asbestos and asbestos-containing materials (ACMs) are both a hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation.

The Occupational Safety and Health Administration (OSHA) regulation 29 CFR 1926.1101 requires certain construction materials to be presumed to contain asbestos, for purposes of this regulation. All thermal system insulation, surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1981 and have not been appropriately tested are "presumed asbestos-containing material".

The buildings within the project site were constructed prior to 1981 when asbestos containing materials were commonly used and the Phase I ESA identified suspected asbestos containing material in the existing structure on the site. As a result, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that asbestos removed during demolition of the existing buildings is done appropriately and transported and disposed of at an appropriate facility. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These requirements are included as PPP HAZ-2 to ensure that the project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Lead. Lead-based materials may also be located within existing structures on the project site. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and state regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by Cal-OSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. These requirements are included as PPP HAZ-3 to ensure that the project applicant submits verification to the City that the appropriate activities related to lead have occurred, which would reduce the potential of impacts related to lead-based materials to a less than significant level.

Operation

As described previously, operation of the proposed 63 townhomes and the recreation area includes use of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. Normal routine use of typical residential products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the project.

Also, because the site is within a designated methane zone, the project includes installation of vapor barrier systems to provide a physical barrier under the foundations and a passive venting system pursuant to Municipal Code Section 117.131, which is included as PPP HAZ-1, impacts related to methane gas would be less than significant. As a result, operation of the proposed project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant.

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

Less than Significant Impact. The Lake Center Middle School is located 250 feet north of the project site, beyond the park's running track. In addition, the Santa Fe High School is located 0.33-mile northwest of the site. However, as described previously, construction and operation of the project would involve the use, storage, and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the project were evaluated in the air quality analysis discussed above, and the emissions generated from the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

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

No Impact. According to the California Department of Toxic Substances Control EnviroStor database, and the Phase I Environmental Site Assessment prepared for the site (Phase 1 2020) the project site is not located on or nearby any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.

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

No Impact. The project site is not within two miles of an airport. The closest airport is the Fullerton Municipal Airport, which is 7.5 miles southeast of the project site. The project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport safety zone. Therefore, the project would not result in a safety hazard for people residing or working in the project areas, and no impacts would occur.

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

Less than Significant Impact.
Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways, Florence Avenue would remain open to ensure adequate emergency access to the project area and vicinity. Impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation
Operation of the proposed project would not result in a physical interference with an emergency response evacuation. Direct access to the project site would be provided from Florence Avenue, which is a 5-lane arterial roadway that is adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 93.01. As a result, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

No Impact. According to the California Fire Hazard Severity Zones mapping and Figure 12.5, *Fire Hazard Severity Zones Policy Map*, of the Los Angeles County General Plan, the City of Santa Fe Springs (including the project site) is not within a Very High Fire Hazard zone. The project site is

located within an urbanized and redevelopment of the site with residential uses would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

PPP HAZ-1: Municipal Code Section 117.131, Methane Gas. Pursuant to Municipal Code Section 117.131, the project is located in a methane zone and shall install methane gas mitigation systems for the new buildings (e.g. ventilation system or a passive barrier system) and quarterly methane gas monitoring shall be conducted for one year. If concentrations are below 25 percent of the Lower Explosive Limit (LEL) (i.e. 1.25 percent by volume of air or 12,500 ppm/v), during the first year, the system shall be required to be monitored on an annual basis.

PPP HAZ-2: SCAQMD Rule 1403, Asbestos. Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that an asbestos survey has been conducted at all existing buildings located on the project site. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP HAZ-3: Lead Based Paint. Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

Department of Toxic Substances Control EnviroStor Database: Available: https://www.envirostor.dtsc.ca.gov/public/

Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (HMC 2020) (Appendix C).

Los Angeles County Department of Regional Planning (Los Angeles County 2015). General Plan 2035. Figure 12.5, Fire Hazard Severity Zones Policy Map. Adopted October 6, 2015. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_12-5_Fire_Hazard_Severity_Zones_Policy_Map_Responsibility.pdf

State Geoportal. California Fire Hazard Severity Zones (FHSZ). Available: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::california-fire-hazard-severity-zones-fhsz

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

The discussion below is based on the Preliminary Hydrology Study and Preliminary Low Impact Development Plan, 2021. Prepared by KES Technologies (Appendix D and E).

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

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

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

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

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

Chapter 52 of the City's Municipal Code (and PPP WQ-2) requires implementation of Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the project. The BMP would include pollutant source control features and pollutant treatment control features. In addition, the City requires the project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. Project drainage on the site would include a drywell system for infiltration. This drywell system would be located within the drive aisle and parking areas. The drywell includes a settling chamber to screen hydrocarbons silt, sediment, and debris and other floating constituents. Runoff not conveyed to the drywell would be conveyed to perforated storm drain piping for infiltration.

With implementation of the WQMP, pursuant to the City Municipal Code, (included as PPP WQ-2); which would be verified during the plan check and permitting process for the proposed project, the proposed project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

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

Less Than Significant Impact. The project currently receives water from the Central Basin Municipal Water District that operates several groundwater wells within the Central Basin. The Basin adjudicated and water extractions are managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. In addition, the project would receive water supplies through the City's water supply and would not extract groundwater.

As described in the previous response, the project would install a drywell system that would infiltrate stormwater. Runoff not conveyed to the drywell would be conveyed to perforated storm drain piping for infiltration. Thus, the proposed project would implement groundwater recharge through onsite infiltration, and project interference with groundwater recharge or groundwater management would not occur from the project. Impacts would be less than significant.

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

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

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

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

Operation
The project site is currently developed with a church and storage shed structures and paved with asphalt and concrete surfaces and has limited areas of landscaping. The existing condition has 19% (0.42 acres) pervious area and 81% (2.60 acres) impervious area. After development of the project, the site would have 25% (0.75 acres) pervious area and 75% (2.27 acres) impervious area. The proposed project would reduce the overall impervious footprint by 11% (0.33 acres). Pervious areas onsite would be landscaped and would not generate soils that could erode. In addition, the proposed drainage infrastructure would slow and retain stormwater, which would also limit the

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

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

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

Also, as described above, the project would reduce the overall impervious footprint by 11% (0.33 acres), and therefore not increase the amount of runoff. The project would implement an operational WQMP (as included by PPP WQ-2) that would install an onsite storm drain system that would include a drywell system and perforated storm drain piping for infiltration. Thus, the project would not increase the rate or amount of surface runoff, and flooding on or off-site would not occur.

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

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

The project would reduce the overall impervious footprint by 11% (0.33 acres), and therefore not increase the amount of runoff. Also, the project would implement an operational WQMP (included as PPP WQ-2) that would install an onsite storm drain system that would include a drywell system with a filtration system and perforated storm drain piping for infiltration. Thus, operation of the proposed project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The project site is located in Zone X per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1837F (FEMA 2021). The site is identified as Zone X because it is located in an area with reduced flood risk due to a levee. Thus, the proposed project would not impede or redirect flood flows, and impacts would be less than significant.

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

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

The Pacific Ocean is located over 19 miles southwest of the project site; consequently, there is no potential for the project site to be inundated by a tsunami that could release pollutants. In addition, the project site is flat and not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the project site. No impact would occur.

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

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

As described previously, water supplies are provided by the Central Basin Municipal Water District that extracts water from the Central Basin. Groundwater pumping is regulated through a Basin Production Percentage to ensure the groundwater supply is sustainable. In addition, the project would not extract groundwater. Thus, the proposed project would not result in the obstruction or conflict with a groundwater management plan, and impacts would be less than significant.

Existing Plans, Programs, or Policies

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

ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Santa Fe Springs staff to confirm compliance.

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

Mitigation Measures

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

Sources

Federal Emergency Management Agency (FEMA 2021). National Flood Hazard Layer (NFHL) Viewer. Map #06037C1829F. Available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html

Preliminary Hydrology Study, 2021. Prepared by KES Technologies (Appendix D).

Preliminary Low Impact Development Plan, 2021. Prepared by KES Technologies (Appendix E).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

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

The project site is currently developed with a vacant church facility and is surrounded by a roadway to the south followed by multi-family residential development, single-family residential development to the west, a park athletic field to the north, and multi-family residential and a church to the east. The proposed project would redevelop the site to provide 63 townhome residential units, which are consistent with the existing residential development to the west, east, and south of the site across Florence Avenue. Therefore, the change of the project site from a vacant church facility to townhome residential would not physically divide an established community. In addition, the project would not change roadways, or install any infrastructure that would result in a physical division. Thus, the proposed project would not result in impacts related to physical division of an established community, and no impact would result.

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

Less Than Significant Impact. As described previously, the project site is located adjacent to Florence Avenue, residential development, athletic facilities, and a church. The project would redevelop the project site to provide 63 new townhome residences, which would be similar to the residential uses that are located adjacent to, and across the street from the site. Residential uses are also consistent with the adjacent park and athletic facilities.

General Plan

As the site is developed with a church, it currently has a General Plan land use designation of Public Facilities, which does not have the purpose of avoiding or mitigating an environmental effect. The Public Facilities land use designation is for public and quasi-public uses that generally involve larger buildings such as schools, government offices, museums, and utility structures. The General Plan does

not identify a lot coverage or density maximum for the Public Facilities land use designation. The proposed project includes a General Plan Amendment to change the land use designation of the site to Multiple Family Residential that allows up to 21.8 dwelling units per acre. The General Plan Land Use Element states that the Multiple Family Residential designation allows for the development of townhome residences that provide for individual ownership. As the project would develop townhome residences in the Multiple Family Residential designation at a density of 21 dwelling units per acre, it would be consistent with the proposed land use designations, and the proposed change in land uses would be less than significant.

Zoning

The project site is currently zoned as (PF) Public Facilities, and the project would change the site's zoning from PF-Public Facilities to R3-Multiple Family Residential to allow for the development of the 63 townhome residences and the open space recreation area.

The R-3 zone allows a maximum building height of 35-feet, with provision of a 20-foot front setback, and 10-foot rear and side setbacks. As described previously, in Table AES-1, the proposed project includes a 20-foot front setback and 15-foot minimum side and rear setbacks, which meet/or exceed the R-3 zoning requirements for building heights and setbacks.

Regarding lot size and coverage, the R-3 zone allows a minimum lot area of 7,500 square feet and 2,000 square feet per dwelling unit with a maximum lot coverage of 60 percent. The project site is 3.02-acres, which exceeds the 7,500 square foot minimum. The proposed project would provide 2,088 square feet of site area per unit, which exceeds the 2,000 square foot minimum; and the project would result in a lot coverage of 36.2 percent, which is less than the 60 percent maximum. Therefore, the project site and proposed project would meet the R-3 lot size and coverage standards.

The project includes a proposed MOD permit, which would allow a deviation from the R-3 front wall height standard of 3.5 feet. The project proposes a 6-foot-high decorative masonry wall to be located along the frontage of the site. The wall would be setback 10 feet from the right-of-way with landscape improvements within the setback. The decorative wall would provide separation from the activity and noise of Florence Avenue and would be consistent with the existing wall and fence height currently on the site. With approval of the MOD permit, the proposed wall would not conflict with the R-3 zoning regulations. As detailed, in Table AE-1, the project would be consistent with the Municipal Code standards for the Multiple-Family (R-3) zone. Thus, the proposed project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Sources

City of Santa Fe Springs. Municipal Code. Available: https://codelibrary.amlegal.com/codes/santafesprings/latest/santafesprings_ca/0-0-0--1073654633

City of Santa Fe Springs. General Plan, Land Use Element. Available: https://www.santafesprings.org/cityhall/planning/planning/planning_handouts/default.asp

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

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

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

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

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

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

California Geological Survey (CGS 2010), Special Report 209, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, 2010. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The discussion below is based on the Noise Impact Analysis prepared by Vista Environmental, Inc. (Noise 2021) (Appendix F).

Noise Element of the General Plan

The City's General Plan Noise Element includes a compatibility matrix (Table 1) to determine if new land uses are compatible with the existing noise environment, which illustrates that exterior noise levels for residential land uses are normally acceptable below 60 dBA CNEL and conditionally acceptable with noise levels below 70 dBA CNEL. Table 2 of the Noise Element shows that the exterior noise standard for residential uses is 65 dBA CNEL and the interior noise standard is 45 65 dBA CNEL.

Municipal Code

Municipal Code Chapter 155.424, Permitted Noise Levels. Noise levels shall not exceed levels set forth in Table N-1, below.

Table N-1: Municipal Code Exterior Permitted Noise Levels

A-Weighted Sound Level in Decibels (dB(A))										
	Daytime (7:00 a.m. to 10:00 p.m.)					Nighttime (10:00 p.m. to 7:00 a.m.)				
	Maximum Cumulative Minutes Duration in Any 1-Hour Period				Absolute Maximum	Maximum Cumulative Minutes Duration in Any 1-Hour Period				Absolute Maximum
	30	15	5	1		30	15	5	1	
In the R-1 or R-3 zone	50	55	60	65	70	45	50	55	60	65
In the ML, PF, or BP zone	60	65	70	75	80	60	65	70	75	80

Source: City of Santa Fe Springs Municipal Code Section 155.424 (E)

Municipal Code Chapter 155.425. The following additional provisions shall apply to certain special noise sources:

(B) Construction of buildings and projects. It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day.

(C) Maintenance. It shall be unlawful for any person, including city and utility crews, to perform maintenance of real property, other than emergency work, between 7:00 p.m. on one day and 7:00 a.m. of the following day, if such maintenance activity produces noise above the ambient level at any lot line of property within a residential zone.

Federal Transit Administration

The construction noise threshold from *Transit Noise and Vibration Impact Assessment* (2018), identifies a significant construction noise impact if construction noise exceeds 80 dBA Leq over an eight-hour period during the daytime at the nearby sensitive receivers (e.g. residential, etc.).

The *Transit Noise and Vibration Impact Assessment* (2018) provide thresholds for increases in ambient noise from vehicular traffic based on increases to ambient noise. An impact would occur if existing noise levels at noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates an increase of 3 dBA CNEL or greater project-related noise level increase; or if existing noise levels range from 60 to 65 dBA CNEL and the project creates 2 dBA CNEL or greater noise level increase.

Caltrans Transportation and Construction Vibration Guidance Manual

The City does not have vibration standards that are applicable to the proposed project, hence, California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual guidelines are used as a screening tool for assessing the potential for adverse vibration effects related to structural damage and human perception. Caltrans guidance defines the threshold of perception from transient sources as 0.25 inch per second PPV.

Existing Noise Levels

As detailed in the Noise Impact Analysis (Appendix F), to identify the existing ambient noise level environment, 24-hour noise level measurements were taken at two locations on the project site (shown on Figure 13) between 4:52 p.m. on Wednesday, March 31, 2021 and 5:02 p.m. on Thursday, April 1, 2021. The sound level meters and microphones were mounted approximately five feet above the ground and were equipped with a windscreen. The measured sound levels in dBA have been used to calculate the minimum and maximum Leq averaged over 1-hour intervals. Table N-2 also shows the Leq, Lmax, and CNEL, based on the entire measurement time. Figure 14 shows a graph of the 24-hour noise measurements. As shown in Table N-2, noise levels on the project site range from 61.3 to 73.3 dBA CNEL.

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

Site No.	Site Description	Average (dBA L_{eq})	Maximum (dBA L_{max})	(dBA $L_{eq\ 1\text{-}hour}$/Time) Minimum	(dBA $L_{eq\ 1\text{-}hour}$/Time) Maximum	Average (dBA CNEL)
A	Located on a power pole near the southeast corner of the project site, approximately 100 feet north of the Florence Avenue centerline and 110 feet northwest of the railroad tracks.	67.6	99.5	59.8 2:11 a.m.	72.6 9:42 a.m.	73.3
B	Located on a tree near the northwest corner of the project site, approximately 30 feet south of the running track at Lake Center Athletic Park.	55.3	84.2	51.0 3:09 p.m.	59.3 9:43 a.m.	61.3

Source: Noise Impact Analysis (Appendix F).

As detailed in the Noise Impact Analysis (Appendix F), the Southern Pacific Railroad is located as close as 75 feet to the southeast of the project site and a railroad crossing is located at the Florence Avenue and Pioneer Boulevard intersection. Trains blow their horns prior to crossing the intersection, which results in short-term instantaneous increases in noise from the railroad. This short-term rail noise increases the overall average ambient noise levels at the site by approximately 15 dBA. The Noise Impact Analysis utilized traffic volume data and the FHWA Model, which calculated that roadway noise adjacent to Florence Avenue (at Noise Measurement Site A shown on Figure 13) is 58.3 dBA CNEL, and as shown in Table N-2, the average dBA CNEL at the southeast corner of the site averages to 73.3 dBA CNEL.

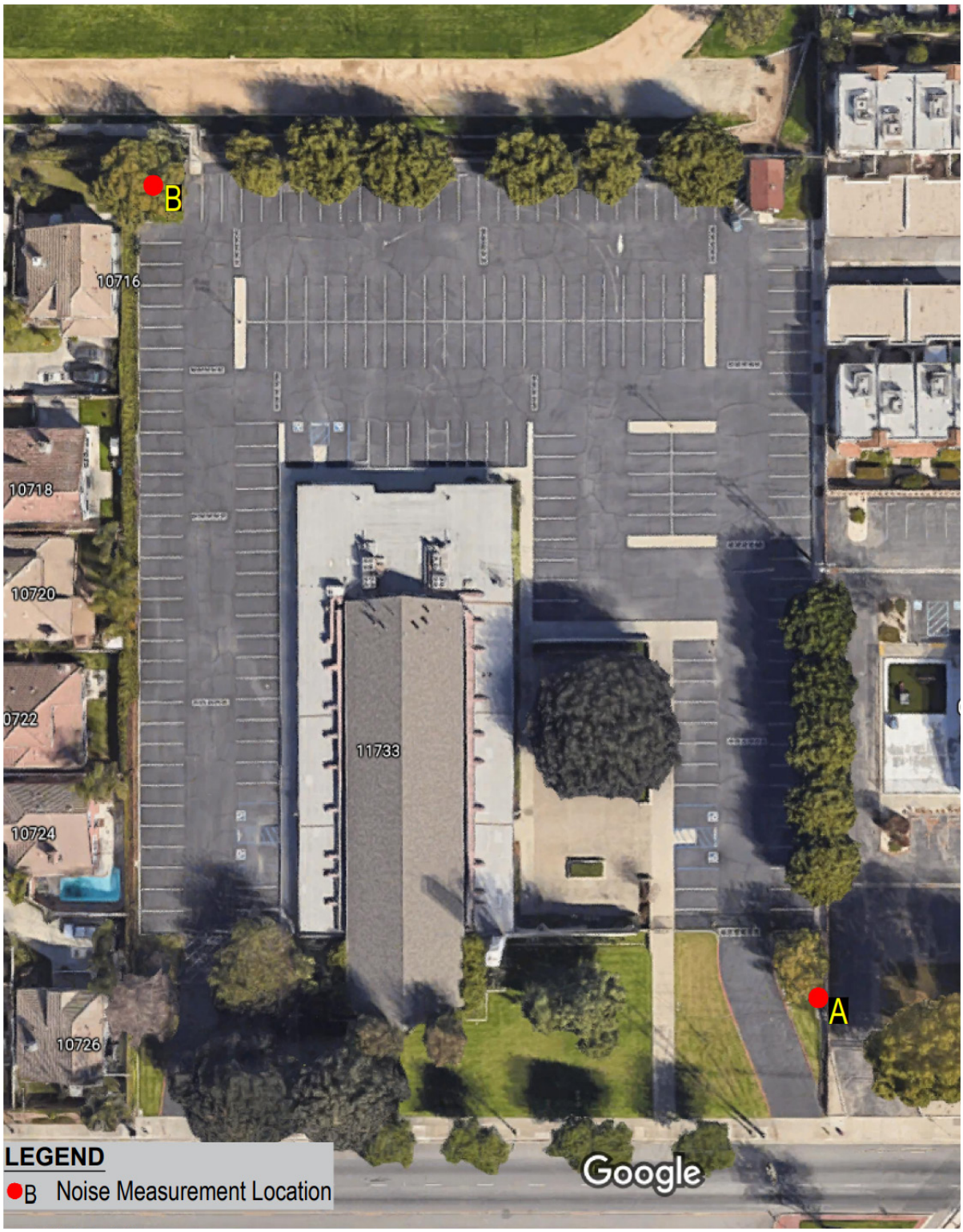
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation Incorporated.

Construction

The construction activities for the proposed project are anticipated to include demolition, site preparation, grading, building construction, paving, and architectural coating. Construction of the proposed project would occur over a 14-month period. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Noise levels generated by heavy construction equipment have the potential to range from approximately 77 dBA to 83 dBA at 50 feet in distance, as shown on Table N-3.

Noise Measurement Locations



Source: Vista Environmental

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Ambient Noise Levels

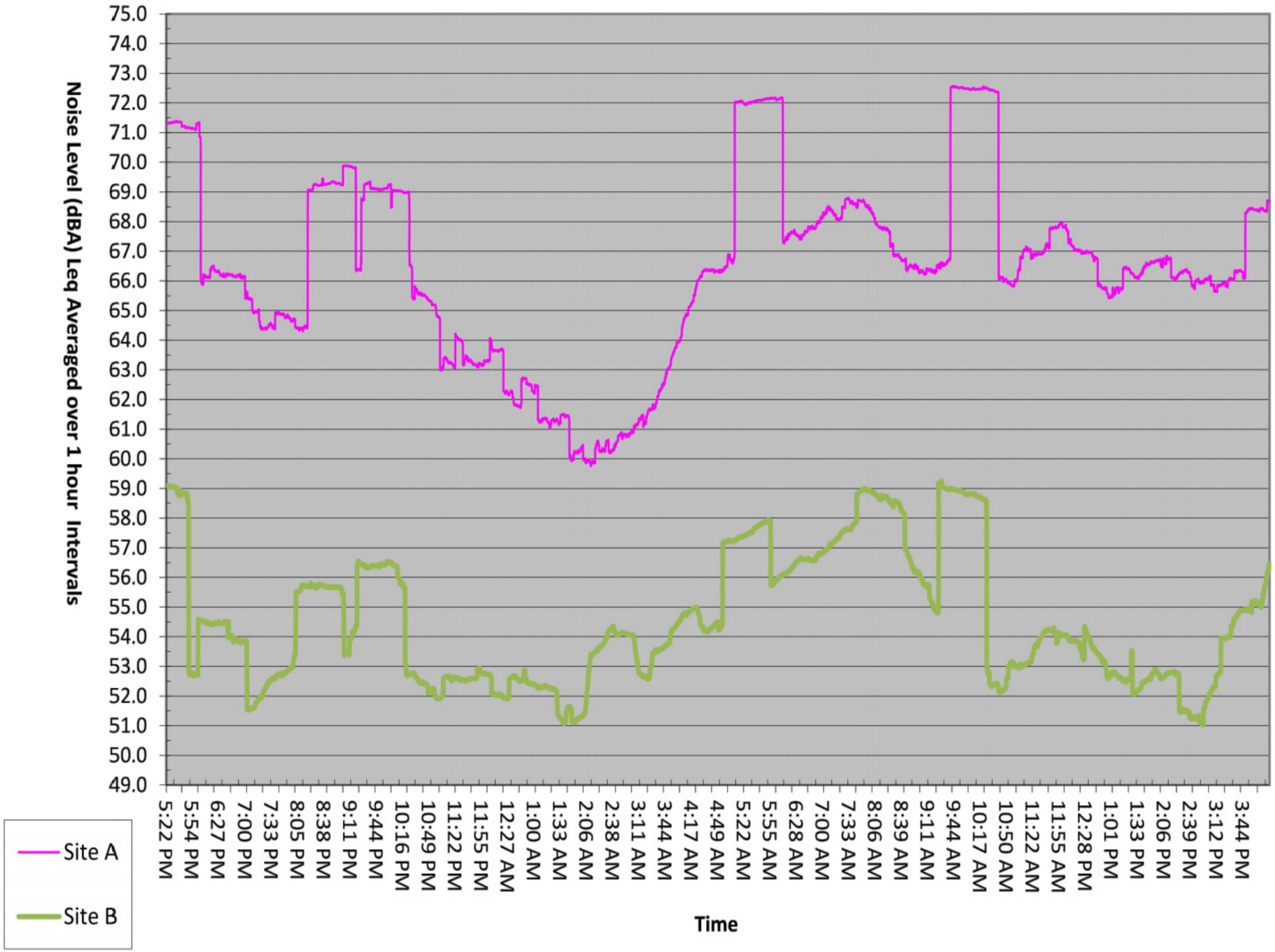

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Table N-3: Construction Activity Noise Levels at 50 Feet

Equipment Description	Number of Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Demolition				
Concrete/Industrial Saws	1	40	85	82
Excavators	3	40	85	81
Rubber Tired Dozers	2	40	85	82
Site Preparation				
Rubber Tired Dozers	3	40	85	82
Tractor, Loader, or Backhoes	4	40	84	N/A
Grading				
Excavator	1	40	85	81
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Crawler Tractors (Dozer)	3	40	85	82
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoes	3	40	84	N/A
Welder	1	40	73	74
Paving				
Cement and Mortar Mixers	2	50	85	77
Paver	1	50	85	77
Paving Equipment	2	50	85	77
Roller	2	20	85	80
Tractor, Loader or Backhoe	1	40	84	N/A
Architectural Coating				
Air Compressor	1	40	80	78

Notes:
[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level utilized by the RCNM program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
Source: Noise Impact Analysis (Appendix F).

Per Section 155.425(B) of the City's Municipal Code, noise from construction activities are exempt from the City's established noise standards as long as the activities occur between the hours of 7:00 a.m. and 7:00 p.m. The proposed project's construction activities would occur pursuant to these regulations, which is included as PPP NOI-1 and would be detailed in the construction permts. Therefore, project construction would be compliant with the City's noise related standards and impacts related to standards would be less than significant.

Neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Thus, the construction noise thresholds from the FTA T*ransit Noise and Vibration Impact Assessment* (2018), have been utilized, which identifies a significant construction noise impact if construction noise exceeds 80 dBA at sensitive receptors. The nearest sensitive receptors to the project site are the single-family residences located as near as three feet to the west and the multi-family residences as near as five feet to the east. There is also a church located as near as 65 feet to the east.

Modeling of the construction noise to the location of the existing sensitive receptors is summarized in Table N-4, which shows that construction noise at the closest sensitive receptors is anticipated to range from 60 dBA Leq to 77 dBA Leq, which is less than the 80 dBA threshold. Therefore, noise impacts would be less than significant. In addition, the construction noise over the 14-month period would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-4: Construction Noise Levels at the Nearest Sensitive Receptors

	Construction Noise Level (dBA Leq) at:		
Construction Phase	**Nearest Residence to the West[1]**	**Nearest Residence to the East[2]**	**Nearest Church to the East[3]**
Demolition	76	73	73
Site Preparation	76	73	72
Grading	76	73	72
Building Construction	77	74	73
Paving	74	71	71
Painting	64	61	60
FTA Construction Noise Threshold	**80**	**80**	**80**
Exceed Thresholds?	No	No	No

[1] The nearest homes to the west are located as near as 160 feet from the center of the project site.
[2] The nearest homes to the east are located as near as 225 feet from the center of the project site.
[3] The nearest church to the east is located as near as 250 feet from the center of the project site.
Source: Noise Impact Analysis (Appendix F).

Overall, as temporary construction activity would occur in compliance with the City's regulations and would be less than the noise level threshold at existing sensitive receptors, impacts related to construction noise would be less than significant.

Operation

The proposed project would result in the operation of 63 residential townhomes. Potential noise impacts associated with the project would be from project-generated vehicular traffic on the nearby roadways. In addition, the proposed development would be adjacent to Florence Avenue and in close proximity to the Southern Pacific Railroad, which may create exterior and interior noise levels in excess of City standards at the proposed residences.

Vehicular Noise. Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project is a residential project that would not result in a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Goal 2 of the City's General Plan Noise Element requires the City to incorporate noise consideration into land use planning decisions. However, neither the General Plan nor the CEQA Guidelines define what constitutes a "substantial permanent increase to ambient noise levels", as such, this impact analysis has utilized guidance from the Federal Transit Administration and the FHWA traffic noise model to identify noise level increases. The proposed project's offsite traffic noise impacts have been calculated through a comparison of the without project scenario to the with project scenario.

As detailed in the Transportation discussion and listed in Table T-1, the project is anticipated to generate 343 daily trips with 23 vehicular trips in the AM peak hour and 28 vehicular trips in the PM peak hour. Table N-5 shows that these vehicular trips would result in a 0.2 dBA noise level increase, which is below the 2 dBA noise level threshold. In addition, Table N-5 shows that roadway noise levels would be 61.6 dBA with the project, which is less than the 65 dBA exterior General Plan noise level standard for residential areas. Therefore, the project would result in a less than significant impact related to vehicular noise.

Table N-5: Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor			Increase
Roadway	Segment	Without Project	With Project	Project Contribution	Threshold
Florence Avenue	West of Pioneer Boulevard	61.4	61.6	+0.2	+2 dBA

Source: Noise Impact Analysis (Appendix F).

Rail Noise. The Southern Pacific Railroad is located as near as 75 feet to the southeast of the project site and there are railroad crossings in the immediate vicinity of the project site at both Florence Avenue and Pioneer Boulevard. As such, the primary railroad noise impact is from the trains blowing their horns prior to traveling across these roads.

Exterior Noise. Table 2 of the General Plan Noise Element states that the exterior area for multi-family residential areas is defined as patios and balconies with a depth of 6 feet or more and common recreation areas. The architectural plans for the project identify that the Plan 3 units would have a patio or balcony that has a depth greater than 6 feet and are oriented toward the rail line. The Plan 3 units have second story balconies with a depth of 6 feet 5.5 inches and the balconies on units 3, 8, 18, and 29 would have a direct line-of-sight view to the rail line (shown on Figure 15). These Plan 3 townhomes would be the only units that would have a potential noise impact from train noise. The common recreation area location is approximately 220 feet from the rail line and located behind the proposed 6-foot-high CMU wall along the boundary.

The calculated noise levels from train noise at these exterior areas are listed on Table N-6. As shown, with the proposed 6-foot-high CMU walls along the south and east sides of the project site and Mitigation Measure NOI-1 that requires a 3.5-foot-high solid noise barrier (to be constructed of either a minimum 3/8-inch thick glass [tempered or laminate], 3/4-inch wood, or plaster or stucco) on the second-floor balconies of units 3, 8, and 18, the noise levels would be below the City's 65 dBA CNEL residential exterior noise standard. Thus, impacts would be less than significant with implementation of mitigation.

Table N-6: Exterior Area Noise Levels With and Without Sound Barriers

	Exterior Noise Levels (dBA CNEL)		Sound Barrier Height[1] (feet)
Receiver Location	Without Sound Barrier	With Sound Barrier[1]	
Common Recreation Area	**66**	61	6.0
Lot 3 Balcony	**65**	61	3.5
Lot 8 Balcony	**69**	64	3.5
Lot 18 Balcony	**65**	61	3.5
Lot 29 Balcony	63	58	3.5

Notes:
[1] Includes a 6-foot high cmu wall along the south and east sides of the project site and 3.5-foot-high walls on the second-floor balconies.
Meeting or exceedance of City's 65 dBA CNEL residential exterior noise standard shown in **bold**.
Source: Noise Impact Analysis (Appendix F).

Interior Noise. As described in the Noise Impact Analysis, all new residences constructed in California are required to be designed to meet Title 24 Part 6 building energy efficiency requirements, that require the installation of standard dual pane windows that have a minimum sound transmission class (STC) rating of 26 STC as well as walls with ½-inch drywall on the interior, minimum R-13 insulation, ½-inch sheer panel, a vapor layer, and a stucco exterior. New residences built to meet the Title 24 standards have a minimum of 25 dB of exterior to interior noise reduction rate.

The architectural plans were utilized to calculate the exterior to interior noise reduction rates of the rooms in Plan 1, since the Plan 1 units are the easternmost units that are closest to the railroad and would have the greatest noise exposure from train noise. For each analyzed room, the floor area covered by carpet or vinyl was calculated along with the total square footage of the ceilings and walls, to determine the sound absorption rate of the room. The area of exterior walls, windows and exterior doors were also calculated to determine the exterior transmission levels. The windows and walls were based on the Title 24 minimum requirements (described above). The exterior to interior noise reduction was then determined by combining the calculated room absorption rate to the exterior to interior transmission calculations. Table N-7 shows the calculated exterior to interior noise reduction rates for the rooms in Plan 1.

Table N-7: Proposed Townhomes Exterior to Interior Noise Reduction Rates

Plan	Floor	Room Type	Exterior to Interior Noise Reduction with STC 26 Windows/Doors (dBA)
1	First	Den	30
	Second	Living Room/Kitchen	30
	Third	Master Bedroom	32
	Third	Bedroom 2	31
Minimum Exterior to Interior Noise Reduction			**30**

Source: Noise Impact Analysis (Appendix F).

Table N-7 shows that with the noise reduction of 30 dBA (identified in Table N-7) the interior noise levels at the closest proposed townhomes (units 10 and 11) would be within the City's residential interior noise standards of 45 dBA CNEL. Therefore, the proposed project would comply with the City's residential interior noise standards, and impacts related to interior noise levels would be less than significant.

Table N-8: Interior Noise Levels from Rail Line Operation

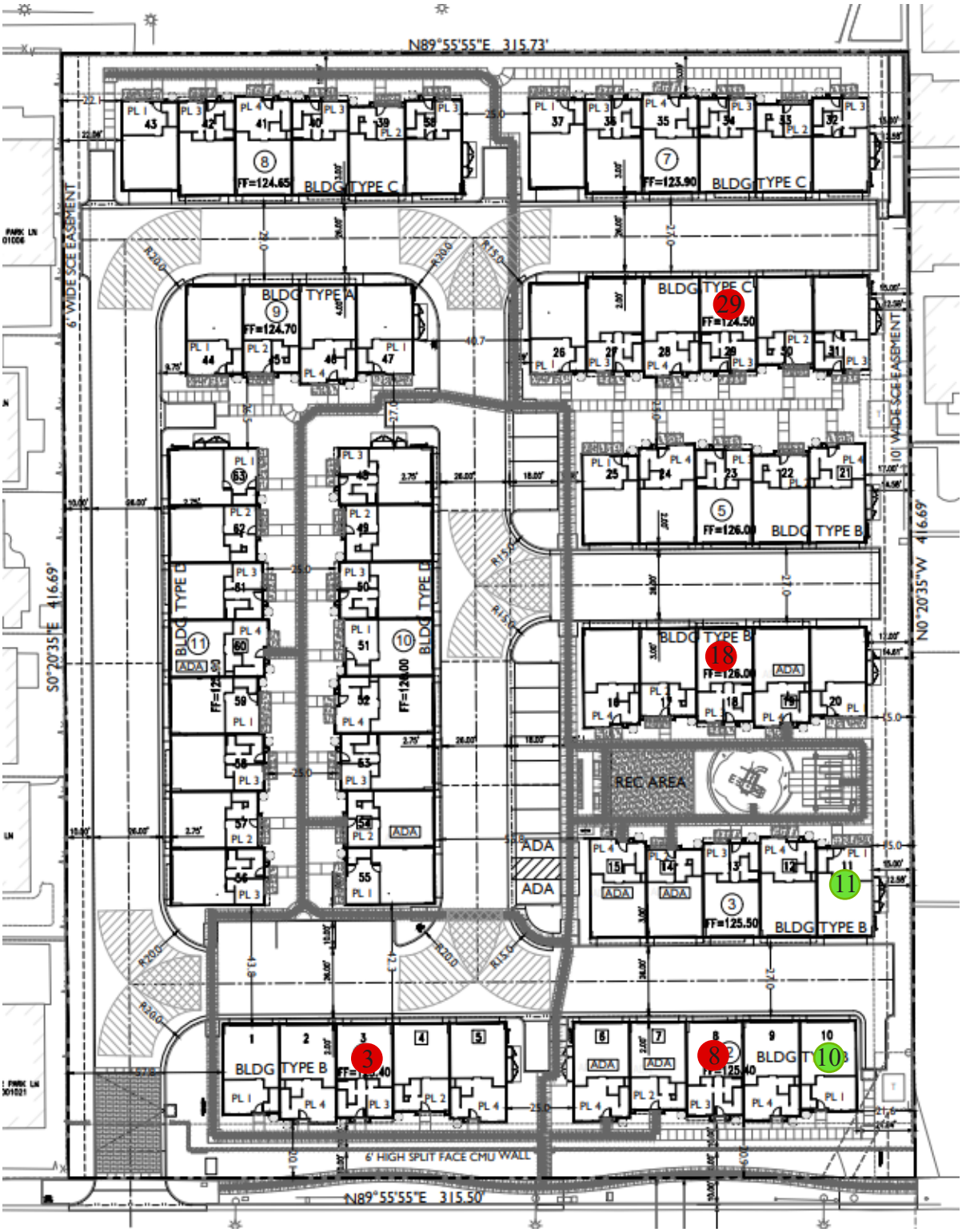
Closest Units	Exterior Noise Level at Building Façade (dBA CNEL)	Interior Noise Level (dBA CNEL)	Residential Interior Noise Standard (dBA CNEL)	Exceed Standard?
10	74.1	44.1	45	No
11	70.9	40.9	45	No

Source: Noise Impact Analysis (Appendix F).

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

Less than Significant Impact. The City does not have quantified vibration standards applicable to the proposed project. However, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) provides guidelines for assessing the potential for adverse vibration effects related to structural damage and human perception. Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction

Plan 3 Units with Balconies toward the Rail Line and Closest Units



Source: Vista Environmental

Plan 3 Unit Balconies toward the Rail Line

Closest Units to Rail Line

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equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table N-9 provides vibration levels for particular construction activities at a distance of 25 feet.

Table N-9: Vibration Source Levels for Construction Equipment at 25 Feet

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v)at 25 feet
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Noise Impact Analysis (Appendix F).

The primary source of vibration during construction would be from the operation of a bulldozer. As shown on Table N-9, a large bulldozer would create a vibration level of 0.089 inch-per-second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite sensitive receptors (single-family residences as near as 3 feet to the west of the project site) would be 0.92 inch per second PPV, which would exceed the 0.25 inch per second PPV threshold detailed above. Therefore, Mitigation Measure NOI-2 is included to require construction activities restrict the use of a large dozer within 20 feet of any offsite residence.

For all grading activities that occur within 20 feet of any offsite residence, construction shall use a small dozer or other type of equipment that is less than 150 horsepower. As shown on Table N-9, a small bulldozer would create a vibration level of 0.003 inch-per-second PPV at 25 feet. Based on typical propagation rates, the vibration level from a small dozer at the nearest home (3 feet away from the project site boundary) would be 0.03 inch per second PPV, which would be below the 0.25 inch per second PPV threshold. Therefore, with implementation of Mitigation Measure NOI-2, impacts related to construction vibration would be less than significant.

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

No Impact. There are no airports within two miles of the project site. The closest airport is the Fullerton Municipal Airport that is located 7.5 miles southeast of the project site. Similarly, the project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels related to an airstrip. No impacts related to airport or airstrip noise would occur from implementation of the project.

Existing Plans, Programs, or Policies

PPP NOI-1: Construction Hours. Per Municipal Code Section 155.424, it shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next.

Mitigation Measures

Mitigation Measure NOI-1: Noise Barriers. Project plans and specifications shall ensure that along with 6-foot-high CMU walls along the south and east sides of the project site, development of the project includes a 3.5-foot-high solid noise barrier on the second-floor balconies of units 3, 8, and 18 to shield noise from operation of the rail line. The balcony noise barriers shall be solid, free of cut-outs or openings, and shall be constructed of a minimum 3/8-inch-thick glass (tempered or laminate), 3/4-inch wood, plaster, or stucco. The construction of the noise barriers identified herein, shall be completed and verified by the City's Building and Safety Division prior to provision of occupancy permits.

Mitigation Measure NOI-2: Construction Vibration. Project plans and specifications shall include the requirement that that operation of any large bulldozers that is powered by a greater than 150 horsepower engine be restricted from operating within 20 feet of any offsite residence. Construction plans and permits shall specify that the project shall utilize a small bulldozer (i.e., D1, D2, or D3 dozers) or other type of equipment that is less than 150 horsepower to perform construction activities within 20 feet of any offsite residence.

Sources

Noise Impact Analysis prepared by Vista Environmental, Inc. (Noise 2021) (Appendix F).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

Less Than Significant Impact. The project would remove the vacant church building and construct 63 single-family residences and a park facility. The California Department of Finance (CDF) data details that the City of Santa Fe Springs had a residential population of 18,295 and 5,514 residential units in 2020. Of these, 3,215 (58.3 percent) are single-family detached units, and 499 are attached units (9.1 percent). The CDF data details that 5,340 of the units are occupied (households) and that the vacancy rate within the City is 3.2 percent. In addition, it is estimated that the City has an average of 3.39 persons per household.

Based on this information, the proposed 63 townhome residences would result in an increase of approximately 214 new residents. The addition of 214 new residents would represent a population increase of 1.2 percent and the new housing units would result in a 1.1 percent increase in residential units within the City. The Southern California Association of Governments (SCAG) Demographics and Growth Forecast (SCAG 2020) anticipates a City population of 20,600 in year 2045, which is an increase of 2,305 persons over the year 2020 population; and forecasts 6,500 households in the City in year 2045, which is an increase of 1,160 residential units over the number of units in 2020. The 63 residential units developed by the proposed project would equate to 5.4 percent of the forecasted growth in residential units, which is a limited amount of the projected growth in residential housing. Thus, the project would not directly result in substantial unplanned growth.

Also, the proposed project is located in an urbanized residential area of the City and is surrounded by residential, park, and church uses and is already served by the existing roadways and infrastructure systems. No infrastructure would be extended or constructed to serve areas beyond the project site, and indirect impacts related to growth would not occur from implementation of the proposed project. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would be less than significant.

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

No Impact. The project site is currently developed with a vacant church building and does not contain any housing. The project would redevelop the site to construct 63 new townhome residences.

No people or housing would be displaced by implementation of the proposed project. Conversely, housing would be developed by the project. Thus, no impact would occur.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to population and housing are required.

Sources

California Department of Finance. January 2020. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. Accessed: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

Southern California Association of Governments Demographics and Growth Forecast. Table 14 Jurisdiction-Level Growth Forecast, September 2020. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

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

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

***Fire Protection* – Less than Significant Impact.** The Santa Fe Springs Department of Fire currently provides services to the project site and surrounding area. The Fire Department provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The Fire Department responds to over 3,100 calls for service a year, with a 90% arrival time within five minutes.

The Fire Department has four fire stations. The closest fire station to the project site is Fire Station 4, located at 11736 Telegraph Road, which is located approximately 1.2 miles north of the site. In addition, Fire Station 1, located at 11300 Greenstone Avenue is approximately 2 miles southeast of the project site.

The proposed project would remove the existing church facilities and develop 63 townhome residences. Implementation of the project would be required to adhere to California Fire Code (Title 24, Part 9 of the California Code of Regulations) included in Chapter 93.01 of the City's Municipal Code, which regulates fire-resistant construction, emergency planning, fire protection system, and appropriate emergency access throughout the site. As part of the permitting process, the project plans would be reviewed by the City's Building and Safety Division to ensure that the fire protection requirements are met.

Due to the small increase in onsite people that would occur from implementation of the project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in residents onsite is limited (214 residents) and would not increase demands such that the existing two fire stations would not be able to accommodate servicing the project in addition to its existing commitments. Provision of a new or physically altered fire station would not be required that could cause environmental impacts. Therefore, impacts related to fire protection services from the proposed project would be less than significant.

***Police Protection* - Less than Significant Impact.** The City of Whittier Police Department provides policing services for the City of Santa Fe Springs under contract. The Police Services Center is located at 11576 Telegraph Road, approximately 1.3 miles north of the project site. The Santa Fe Springs policing team consists of Whittier Police personnel who are assigned directly to the city. The police staffing includes a dedicated a patrol division, detective bureau, records bureau, Problem Oriented Policing Team, school resource officer, traffic enforcement, tactical team, and a special occurrence response team. Approximately 35 sworn and 6 support personnel are assigned to the City. Based on the CDF population data for the City in 2020 of 18,295, the City has approximately1.9 sworn officers per 1,000 residents.

Development of the proposed 63 townhome residences would result in an incremental increase in demands on law enforcement services. However, the increase would not be significant when compared to the current demand levels. As described previously, the residential population of the project site at full occupancy would be approximately 214 residents and based on the Police Department's staffing of 1.9 officers per thousand population, the proposed project would require 0.41 percent of an additional officer.

Since the need by the project is less than one full-time officer at the existing staffing ratio, the project would not require the construction or expansion of the City's existing policing facilities. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur. Thus, impacts related to police services would be less than significant.

***Schools* – Less than Significant Impact.** The project site is located within Little Lake City School District (K-8) and the Whittier Union High School District. The public schools that serve the project site are:

- Elementary School: Lakeview Elementary (K-5)
- Middle School: Lake Center Middle School (6-8)
- High School: Santa Fe High School (9-12)

The State Office of Public School Construction utilizes a student yield factor of 0.7 students per dwelling unit. Using this factor, the proposed 63 residences could result in approximately 44 new students that would range in age from elementary through high school.

The Little Lake City School District's 200-21 Budget shows that student enrollment in the district has declined steadily from 5,070 students in the 2006-07 school year to 4,143 students in the 2020-21 school year. In addition, the budget anticipates enrollment will decline by 3.27% or by 140 students next year. Due to the steady and projected decline in enrollment the Lakeview Elementary and Lake Center Middle Schools would be able to accommodate the elementary and middle school students that would reside at the project site.

The Santa Fe High School school accountability information shows that enrollment at the high school has also declined steadily from 2,841students in the 2007-08 school year to an enrollment of 2,054 in the 2019-20 school year. This is a decrease of 787 students. Thus, due to the steady decline in students, the Santa Fe High School would be able to accommodate the high school students that would reside at the project site. In addition, as required by all projects within the City, the proposed project is required to pay School Mitigation Impact fees, as included by PPP PS-1. Therefore, impacts related to schools would be less than significant.

***Parks* – Less than Significant Impact.** The City of Santa Fe Springs has 80.3 acres of parkland within 15 park and recreational facilities. Of this parkland 31.8 acres is within 1.2 miles of the project site, and include the following facilities:

- Lake Center Athletic Park located at 11641 Florence Avenue, which is adjacent to the project site. This park is 4.5 acres and contains the following facilities: Baseball/softball fields, basketball courts, play fields, playgrounds, picnic areas.
- Little Lake Park located at 10900 Pioneer Blvd, which is 0.5 mile from the project site. This park is 19.8 acres and contains the following facilities: athletic fields (baseball/softball), basketball courts, tot lot playground, horseshoe pits, lighted facilities, picnic areas with bbq grills, wading pool, parking lot.
- Heritage Park located at 12100 Mora Drive, which is 1.2 mile from the project site. This park is 7.5 acres and contains the following facilities: Carriage Barn Museum, Tankhouse Windmill Building, Plant Conservatory, special event rentals, picnic areas with BBQ grills, restrooms, parking lot.

The project would develop 63 townhome residences and a 27,800 square foot open space recreation area on the site for use by residents. As described previously, approximately 214 new residents would occur from the proposed project. This equates to approximately 7 new residents per acre of parkland within 1.2 miles of the site. Due to the limited increase in population from implementation of the project and provision of onsite open space and recreational facilities, the project would not require the construction or expansion of any existing park facility. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur.

In addition, the impacts of development of the proposed 27,800 square foot open space recreation area on the site are considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the park are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

***Other Public Facilities* – Less than Significant Impact.** The proposed project would redevelop the project site with 63 townhome residential units within an area that already contains residential land uses. The additional residences would result in a limited incremental increase in the need for

additional services, such as public libraries and post offices, etc. Because the project area is already served by other services and the project would result in a limited increase in population, the project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to public services are required.

Sources

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

City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan, August 2020. Accessed: https://www.reimaginesantafesprings.org/files/managed/Document/69/SFS_GenPlan_ExistCondsRprt_08-2020.pdf

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

City of Santa Fe Springs. Parks and Athletic Fields. Accessed: https://www.santafesprings.org/cityhall/community_serv/parks/parks_and_athletic_fields/default.asp

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

Office of Public School Construction. 2009. State of California Enrollment Certification/Projection – School Facility Program. Accessed: https://www.dgsapps.dgs.ca.gov/OPSC/ab1014/sab50-01instructions.pdf.

Little Lake City School District's 200-21 Budget. Accessed: https://www.llcsd.net/apps/pages/index.jsp?uREC_ID=1027184&type=d&pREC_ID=1333931

Santa Fe High School School Accountability Information. Accessed: https://www.wuhsd.org/apps/pages/index.jsp?uREC_ID=753789&type=d&pREC_ID=1161410

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

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

Less than Significant Impact. The project would develop 63 townhome residences and a 27,800 square foot open space recreation area on the site for use by residents. Therefore, some of the project's park and recreational demand would be met by the provision of the onsite facilities. The City currently has over 80.3 acres of parkland, with 31.8 acres of parkland within 1.2 miles of the site. As described previously in the parks discussion, the approximately 214 new residents would equate to approximately 7 new residents per acre of park and recreational area that is within 1.2 miles of the site. Due to the limited increase in population from implementation of the project, provision of onsite open space and recreational facilities, and the amount of existing recreation facilities near the site, impacts related to the increase in the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated would be less than significant.

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

Less than Significant Impact. As described above, the project includes a 27,800 square foot open space recreation area. The impacts of development of the park are considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

Also, as described in the previous response, the approximately 214 new residents would equate to approximately 7 new residents per existing acre of park and recreational area that is within 1.2 miles of the site. Thus, the project would have a limited increase in use of existing public recreation facilities and would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to recreation are required.

Sources

City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan, August 2020. Accessed: https://www.reimaginesantafesprings.org/files/managed/Document/69/SFS_GenPlan_ExistCondsRprt_08-2020.pdf

City of Santa Fe Springs. Parks and Athletic Fields. Accessed: https://www.santafesprings.org/cityhall/community_serv/parks/parks_and_athletic_fields/default.asp

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

The discussion below is based on the Trip Generation and Level of Service Analysis Memo, prepared by EPD Solutions, Inc. (Traffic 2021) (Appendix G) and the Vehicle Miles Traveled Analysis Memo, prepared by EPD Solutions, Inc. (VMT 2021) (Appendix H).

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

Traffic Threshold

As described in the City of Santa Fe Springs General Plan Circulation Element, LOS D is the lowest acceptable Level of Service (LOS) for peak hour intersection and major arterial volumes in the City. However, automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines. (Pub. Resources Code, § 21099(b)(2).) CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

Thus, the LOS analysis using a threshold of LOS D is provided to describe the project effect on the adjacent roadway and project consistency with the General Plan Circulation Element LOS D requirement.

Less than Significant Impact.

Construction

Construction activities associated with the project would generate vehicular trips from construction workers traveling to and from the project site, delivery of construction supplies and import materials to, and export of debris from, the project site. However, these activities would only occur for an

estimated time period of 14 months. The increase of trips during construction activities would be limited and would not exceed the number of daily operational trips described below. The short-term vehicle trips from construction of the project would generate less than significant traffic related impacts.

Construction activities of the project would generate vehicular trips from construction workers traveling to and from project site, delivery of construction supplies and import materials to, and export of debris from the project site. However, these activities would only occur for a period of 14 months. The demolition phase of construction would require 647 haul trips that would occur over the 20-day demolition period, which would result in approximately 33 haul trips per day and 15 worker trips per day. The building construction phase of development would be the most intensive and would occur over a 230-day period, as shown in Table 2, *Construction Schedule*. The Air Quality, Greenhouse Gas, and Energy Impact Analysis (Appendix A) describes that approximately 70 daily workers trips and 16 vendor trips would occur daily during the building construction activities. Thus, approximately 86 trips per day would occur from the most intensive construction activity.

As shown in Table T-2, Florence Avenue at the project driveway and the Pioneer Boulevard and Florence Avenue intersection are forecast to continue to operate at satisfactory LOS D or better in the Plus Project conditions with the addition of the project's operational trips of 343 new daily trips. The increase of trips during construction activities would involve temporary truck trips along Florence Avenue but would involve far fewer trips than what would occur during operation (i.e., occupancy) of the proposed residences, which would not result in an inconsistency with the General Plan Circulation Element LOS D requirement. Therefore, the fewer trips during construction would also not result in an inconsistency with the General Plan Circulation Element LOS D requirement, and impacts would be less than significant.

Operation

Vehicular Trips. The proposed project would redevelop the project site with 63 townhome residences and a recreation area. The project trip generation was calculated using trip rates from the Institute of Transportation Engineers, *Trip Generation 10th Edition*, 2017 for the Multifamily Housing (Mid-Rise) land use. As shown in Table T-1, the project would generate approximately 343 daily trips including 23 trips during the AM peak hour and 28 trips during the PM peak hour.

Table T-1: Project Trip Generation

			AM Peak Hour			PM Peak Hour		
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates								
Multifamily Housing (Mid-Rise)[1]		5.440	0.094	0.266	0.360	0.268	0.172	0.440
Project Trip Generation								
Dwelling Units	63	343	6	17	23	17	11	28
Total Trip Generation		**343**	**6**	**17**	**23**	**17**	**11**	**28**

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition,* 2017. Land Use Code 221 Multifamily Housing (Mid-Rise).
Source: EPD 2021, Appendix G.

Traffic counts were collected on Tuesday, April 20, 2021 at Pioneer Boulevard and Florence Avenue and on Thursday, June 3, 2021, at Orr and Day Street and Florence Avenue. The Opening Year traffic volumes were forecast by adding a 2 percent per year growth rate to these traffic counts

and by adding trips generated by one other projects in the area that consists of a 137,000 square foot industrial parking facility at 11401 Greenstone Avenue.

As shown in Table T-2, with the addition of traffic from the proposed 63 townhome residences both Florence Avenue at the project driveway and the intersection of Pioneer Boulevard/Florence Avenue would operate at an acceptable LOS D with operation of the project both the existing and opening year scenarios, which would not exceed the City's threshold. In addition, the Orr and Day Street and Florence Avenue intersection would operate at an LOS E in opening year PM peak hour both with and without the project. As shown on Table T-2, the project would increase the delay by less than 1 second, which would result in a less than significant impact. In both the with and without project scenarios, the delay would be less than one minute, which is typical operations during peak hours at a two-way stop-controlled intersection along an urban arterial. Therefore, impacts would be less than significant.

Table T-2: Existing Plus Project and Opening Year Plus Project Level of Service

Intersection	AM Peak		PM Peak		AM Peak		PM Peak		Impact?
	Delay	LOS[1]	Delay	LOS[1]	Delay	LOS[1]	Delay	LOS[1]	
	Existing				Existing plus Project				
1. Project Driveway/Florence Ave[2]	0.0	A	0.0	A	12.8	B	16.3	C	**No**
2. Pioneer Blvd/Florence Ave	25.5	C	28.3	C	25.5	C	28.3	C	**No**
3. Orr and Day St/ Florence Ave	47.8	D	53.7	D	47.7	D	54.2	D	**No**
	Opening Year				Opening Year plus Project				
1. Project Driveway/Florence Ave[2]	0.0	A	0.0	A	13.2	B	17.3	C	**No**
2. Pioneer Blvd/Florence Ave	27.5	C	30.2	C	27.5	D	30.3	D	**No**
3. Orr and Day St/ Florence Ave	48.3	D	59.6	E	48.5	D	60.3	E	**No**

[1] Level of Service
[2] Exceed LOS D per the General Plan Circulation Element
Source: EPD 2021, Appendix G.

In addition, Table T-3 shows the queue on Florence Avenue at the project driveway during peak hours. As detailed, operation of the project would not exceed the queue or cause any deficiencies in queuing on Florence Avenue. Therefore, impacts related to vehicular congestion on Florence Avenue would be less than significant.

Table T-3: Florence Avenue Queuing with Project Operation

Intersection	AM Peak		PM Peak		Impact?[1]
	Queue Length	Storage Space	Queue Length	Storage Space	
Existing plus Project					
Florence Ave/Project Driveway EB Left	0.97 ft	200 ft	3.29 ft	200 ft	**No**
Florence Ave/Project Driveway SB Left/Right	4.74 ft	60 ft	4.38 ft	60 ft	**No**
Florence Ave/Project Driveway WB Right	0.00 ft	240 ft	0.00 ft	240 ft	**No**
Opening Year plus Project					
Florence Ave/Project Driveway EB Left	1.02 ft	200 ft	3.57 ft	200 ft	**No**
Florence Ave/Project Driveway SB Left/Right	5.03 ft	60 ft	4.81 ft	60 ft	**No**
Florence Ave/Project Driveway WB Right	0.00 ft	240 ft	0.00 ft	240 ft	**No**

[1] Exceed Storage Space
Source: EPD 2021, Appendix G.

Transit Services. The project vicinity receives bus service from the Norwalk Transit System that provides direct interconnectivity to rail stations (Metrolink and Metro Green line light rail). Norwalk

Transit Routes 1 and 3 run east-west on Florence Avenue and Norwalk Transit Route 3 runs north-south on Pioneer Boulevard. There is an existing bus stop for Norwalk Transit approximately 120 feet north of the site on Florence Avenue at the Pioneer Boulevard intersection.

In addition, the project area is currently served by the Los Angeles County Metropolitan Transportation Authority (LA Metro). There is an existing bus stop for LA Metro's Local Route 120 also approximately 120 feet north of the site on Florence Avenue at the Pioneer Boulevard intersection. These existing transit services would serve project residents. The proposed 63 townhome residential units would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Circulation. There are no existing bicycle infrastructure such as bicycle trails/lanes on the surrounding streets. Therefore, the project would not alter or conflict with any bicycle facilities.

Pedestrian Facilities. Sidewalks currently exist adjacent to the site along both Florence Avenue and Pioneer Boulevard; and pedestrian crosswalks are provided at the intersection of Florence Avenue and Pioneer Boulevard. The proposed project would provide onside pedestrian sidewalks that would circulate the site and connect to a new meandering sidewalk along Florence Avenue. This would facilitate pedestrian use and walking to nearby locations. Therefore, the proposed project would install and improve, and not conflict with, pedestrian facilities.

Overall, impacts from operation of the proposed 63 townhome residences related to the circulation system, including transit, bicycle, and pedestrian facilities would be less than significant.

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

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHG emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines that became effective on July 1, 2020 and requires that Vehicle Miles Traveled (VMT) be evaluated for impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for its evaluation.

VMT Screening Thresholds

The City of Santa Fe Springs is currently in the process of adopting VMT guidelines and screening thresholds. OPR has recommended using a screening threshold for small projects that generate fewer than 110 daily trips. This threshold was created by using the CEQA exemption for additions to existing structures of up to 10,000 square feet, which is not appliable to the proposed project and is not substantively connected to the SB 743 goals of reducing GHG emissions.

Therefore, this analysis utilizes a GHG screening threshold for VMT where the project is determined to be less than significant, and therefore screened out of a VMT analysis, if it produces less than 3,000 metric tons of Carbon Dioxide Equivalent (MTCO2e) annually. This threshold is consistent with the current screening thresholds utilized by the SCAQMD that are implemented by the City for evaluation of GHG emissions (as detailed in Section 8, *Greenhouse Gas Emissions*. Thus, this threshold also meets the intent of SB 743 to reduce GHG emissions.

Less than Significant Impact. The proposed project is a redevelopment and infill project within an urbanized area that is served by transit. As described previously, the project vicinity receives bus service from the Norwalk Transit System that provides direct interconnectivity to rail stations (Metrolink and Metro Green line light rail) and received services from LA Metro. Existing bus stops for both transit systems are located approximately 120 feet north of the site on Florence Avenue at the Pioneer Boulevard intersection. Therefore, residents at the site would have direct and convenient to existing local and regional transit services, which would support the reduction of VMT.

The project would also support pedestrian circulation. As detailed in the previous response, new onsite sidewalks would be developed to connect to currently existing sidewalks that are adjacent to the site along both Florence Avenue and Pioneer Boulevard. This would facilitate pedestrian use and walking to nearby locations, such as the nearby schools and park facilities. Therefore, the project meets the intent of SB 743 to support multimodal transportation and a diversity of interrelated land uses, such as residential, schools, and parks.

As detailed previously on Table T-1, the proposed 63 townhome residences would generate 343 daily trips. The CalEEMod modeling of the GHG emissions that would be generated by operation of the proposed project identified (in Table GHG-2) that operational activities of the project would generate 603 MTCO2e annually, which is substantially less than the 3,000 MTCO2e screening threshold. Therefore, the project would result in a less than significant impact related to VMT.

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

Less than Significant Impact. The project would develop and operate 63 townhome residences on the site. None of the proposed structures would include incompatible uses such as farm equipment. The project would also not increase any hazards related to a design feature. The onsite drives would be developed in conformance with City design standards. The City's construction permitting process includes review of project plans to ensure that no potentially hazardous transportation design features would be introduced by the project. For example, the design of the onsite circulation would be reviewed to ensure fire engine accessibility is provided to the fire code standards. Also, access to the project site would be provided by a 26-foot-wide driveway along Florence Avenue that would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and delivery trucks. As a result, impacts related to geometric design feature would be less than significant.

d) Result in inadequate emergency access?

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

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Florence Avenue would remain open to ensure adequate emergency access to the project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed project would also not result in inadequate emergency access. Direct access to the project site would be provided from Florence Avenue. The driveways and on-site circulation constructed by the project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Santa Fe Springs Fire Department would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

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

Mitigation Measure

No mitigation measures related to transportation are required.

Sources

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

City of Santa Fe Springs General Plan Circulation Element. Accessed: https://www.santafesprings.org/civicax/filebank/blobdload.aspx?blobid=7154

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

Trip Generation and Level of Service Analysis, prepared by EPD Solutions, Inc. (Traffic 2021) (Appendix G).

Vehicle Miles Traveled Analysis Memo, prepared by EPD Solutions, Inc. (VMT 2021) (Appendix H).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

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

No Impact. The Phase I ESA prepared for the project site, includes aerial photographs describing that the site was undeveloped agricultural land from 1896 through 1953 when a farmhouse was developed on site, which was demolished in 1963, and the existing church structure was developed in 1964 and a rear addition to the building was developed in 2004. The church congregation has moved to a different facility on a different site. There are no documented historic resources on or within the vicinity of the project site. The project site is not eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The proposed project would not result in an impact to a historical resource.

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

Less than Significant Impact with Mitigation Incorporated. The Phase I ESA prepared for the project site, includes aerial photographs that detail that the site was used as agricultural land from

1896 through 1953 when a farmhouse was developed on site, which was demolished in 1963, and the existing church structure was constructed in 1964. The Preliminary Geotechnical Investigation describes that onsite testing identified fill soils that of two feet in depth across the site, as the site was raised two feet during construction of the existing church and parking lot.

Project construction would include removal and re-compaction of the two feet of fill material as part of development of the proposed building foundations. The project grading is anticipated to remain within the fill material but has the potential to encroach into native soils that have not been previously disturbed.

Assembly Bill 52

Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

A search of the Sacred Lands File (SLF) was requested for the project by the Native American Heritage Commission (NAHC). The NAHC responded stating that there are no known/known sacred lands within 0.5 mile of the project site. Pursuant to the requirements of AB 52, the City sent informational letters about the proposed project and requests for consultation to each tribe on the City's list of tribes requesting consultation on April 8, 2021. These tribes include the following: Gabrielino-Tongva Tribe, Gabrielino Band of Mission Indians – Kizh Nation, Gabrielino Tongva – San Gabriel Band of Mission Indians, Gabrielino Tongva – San Gabriel California Tribal Council, and Gabrielino/Tongva Nation.

On April 16, 2021, the City received an e-mailed response to the City's AB 52 outreach letters, which was from the Gabrieleno Band of Mission Indians stating that the subject site is within their Ancestral Tribal Territory and thus had requested that a consultation be scheduled to go over the project and surrounding location in further detail. Said consultation occurred via email between May 26 and June 2, 2021. The consultation included provision of information that the project site includes fill materials over native alluvial soils. The tribe Chairman, Andy Salas, provided modifications to the previous mitigation measure that was used for another project within the City for its use for the proposed project. The measure has been included as Mitigation Measure TCR-1 that provides tribal monitoring of initial site clearing (such as pavement removal) and ground-disturbing activities.

Also, as described previously, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential resources are discovered during grading, excavation, or construction activities. As detailed previously, if the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources. Additionally, as described previously (and included as PPP CUL-1), California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact,

by telephone within 24 hours, the Native American Heritage Commission. Thus, impacts related to California Native American tribe resources would be less than significant with implementation of Mitigation Measures TCR-1and CUL-1; and PPP CUL-1.

Existing Plans, Programs, or Policies

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

Mitigation Measures

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

Mitigation Measure TCR-1: Native American Monitor. Prior to the issuance of any permits for initial site clearing (such as pavement removal) or issuance of permits allowing ground-disturbing activities that cause excavation of soils (including boring, grading, excavation, drilling, potholing or auguring, and trenching), the City of Santa Fe Springs shall ensure that the project applicant/developer has retained qualified Native American Monitor(s) to be present during construction-related ground disturbance activities. The monitor(s) shall be approved by the tribal representatives of the Gabrieleño Band of Mission Indians - Kizh Nation and be present on-site during construction that involves ground disturbing activities identified herein. The Native American monitor(s) shall be responsible for the following activities during the monitoring, as appropriate:

- Complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified.
- The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor have indicated that the site has a low potential for tribal cultural resources.
- Upon discovery, the tribal and/or archaeological monitor/consultant/consultant shall immediately divert work a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) shall then notify the tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner.
- Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC, as mandated by state law, who will then appoint a Most Likely Descendent (MLD).
- If the Gabrieleño Band of Mission Indians - Kizh Nation is designated MLD, the following treatment measures shall be implemented.
- Prior to the continuation of ground-disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.
- The tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that the burials will be removed. The tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully.

- If data recovery is approved by the tribe, documentation shall be taken that includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the tribe for data recovery purposes.
- Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes
- Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project Site but at a location agreed upon between the tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Sources

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

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

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

Less than Significant Impact.

Water Infrastructure

The proposed project is within an urbanized, developed area of Santa Fe Springs. Two existing water lines are located within Florence Avenue adjacent to the project site. The project would install new 6-inch domestic water and fire service lines on the site that would connect to the existing lines in Florence Avenue. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code and the City's Municipal Code Section 54.01 for efficient use of water.

The proposed project would continue to receive water supplies through the existing water lines located within the Florence Avenue right-of-way that have the capacity to provide the increased water supplies needed to serve the proposed project, and no expansions of the water pipelines that convey water to the project site would be required. Installation of the new water distribution

lines on the site would only serve the proposed project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed residences is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the water infrastructure is included in Sections 3, *Air Quality* and 8, *Greenhouse Gas Emissions,* and noise volumes from these activities are evaluated in Section 13, *Noise*. Therefore, the proposed project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment
The project site is currently served by the existing 27-inch sewer line within Florence Avenue. The project includes installation of onsite 8-inch sewer lines that would connect to the existing 8-inch sewer line in Finch Avenue. The project also includes installation of a sewer lift station at the northern end of the project site to convey wastewater flows to the existing sewer line in Florence Avenue.

The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed project, is included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section 3, *Air Quality* and 8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section 13, *Noise*. As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

Stormwater Drainage
The project would maintain the existing stormwater flow pattern. The existing condition has 19% (0.42 acres) pervious area and 81% (2.60 acres) impervious area. After development of the project, the site would have 25% (0.75 acres) pervious area and 75% (2.27 acres) impervious area. The proposed project would reduce the overall impervious footprint by 11% (0.33 acres), which would reduce offsite stormwater drainage. The project would install new onsite storm drains that would convey runoff to a drywell system and perforated storm drain piping for infiltration.

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

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

Less than Significant Impact. According to the City of Santa Fe Springs 2015 Urban Water Management Plan (UWMP), the City receives water supplies from local groundwater pumped from

city wells, treated groundwater through the Central Basin Water Quality Protection Program (CBWQPP), treated imported water purchased from the Metropolitan Water District (MWD) through the Central Basin Municipal Water District (CBMWD), and recycled water supplies (UWMP 2017). In 2015, the City utilized a total of 6,369 acre-feet per year (afy) of water, which included: 2,716 afy of groundwater treated by CBWQPP, 2,714 afy of imported water from MWD, and 939 afy of recycled water from CBMWD.

The UWMP projects that the water supply mix will remain similar through 2040, with an increase in recycled water and groundwater to cover the incremental increased demand for water related to anticipated growth within the City during multiple dry years. The City's water demand in 2020 was 6,216 acre-feet and is projected to increase to 7,351 AFY by 2040 (UWMP 2017).

The UWMP estimates water demand based on the water use target of 119 gallons per capita daily. As described in Section 14, *Population and Housing*, the proposed 63 residential townhomes are anticipated to result in approximately 214 new residents. Based on the UWMP water estimates, the Project would result in a water demand of 25,466 gallons per day (25.53-acre feet per year). The project's demand of 25.53 acre-feet equates to 2.2 percent of the anticipated increase in water demand. This does not include the reduction in demand from the existing church facility; and thus, is a conservative estimate. Based on the City's UWMP supply and demand data and the limited increase in water demand from the proposed project, the City would have water supplies available to serve the project. In addition, the project would limit water use by inclusion of low-flow plumbing and irrigation fixtures, pursuant to the California Title 24 requirements. Therefore, the proposed project would have sufficient water supplies available to serve the project, and impacts would be less than significant.

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

Less than Significant Impact. The proposed townhome residences would generate wastewater flows, which would be conveyed through existing sewer facilities to the Los Coyotes Water Reclamation Plant (WRP). The Los Coyotes WRP provides primary, secondary, and tertiary treatment and has a capacity to treat up to 37.5 million gallons per day (UWMP 2017). The Los Angeles County Sanitation District wastewater generation factors (LACSD 2021) estimate that townhome residences generate 156 gallons of wastewater per day. Therefore, the 63 proposed townhome residences would generate approximately 9,828 gallons of wastewater per day. The additional wastewater would be 0.0003 percent of the capacity of the Los Coyotes WRP. Therefore, the Los Coyotes WRP would be able to accommodate the wastewater flow from the project, and impacts related to the wastewater treatment system would be less than significant.

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

Less than Significant Impact. In 2019, most of the solid waste from the City, which was disposed of in landfills, went to either the Bowerman Sanitary Landfill or Sunshine Canyon Landfill (CalRecycle 2021a).

The Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053. In March 2021, a maximum of 8,499 tons in a day was disposed at the Bowerman Sanitary Landfill, which provides for a remaining capacity of 3,001 tons per day. In addition, the Sunshine Canyon Landfill is permitted to accept 12,100 tons per day of

solid waste and is permitted to operate through 2037. The CalRecycle monthly reports indicate that it is operating within the permitting capacity limits (CalRecycle 2021b).

Construction
Project construction would generate solid waste for landfill disposal in the form of demolition debris from the existing building and infrastructure that would be removed from the site. Demolition waste would be properly characterized as required by law and recycled or disposed of at an appropriate type of landfill for such materials. Construction waste in the form of packaging and discarded materials would also be generated by the proposed project. Utilizing a construction waste factor of 4.34 pounds per square foot (EPA 2003), demolition of the 16,847 square foot church structure would generate approximately 36 tons of waste during demolition and additional waste during construction. However, Section 5.408.1 of the 2016 California Green Building Standards Code and the City Municipal Code Chapter 50.64 requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition activities, which would generate the most solid waste would generate approximately 12.6 tons of solid waste. As shown in Table 4 of the Project Description section, demolition activities would occur over 20 working days period. This equates to approximately 0.63 tons of debris per day.

As described above, the Frank Bowerman Sanitary Landfill had additional capacity of approximately 3,001 tons per day. Therefore, the facility would be able to accommodate the addition of 0.63 tons of waste per day during demolition of the proposed project, and impacts would be less than significant.

Operation
The CalEEMod solid waste generation rate for residential land use is 0.41 tons per resident per year. As described previously, full occupancy of the proposed project would generate approximately 214 residents. Thus, operation of the project would generate approximately 87.74 tons per solid waste per year; or 1.69 tons per week. However, at least 75 percent of the solid waste is required by AB 341 and Municipal Code Chapter 50.64 to be recycled, which would reduce the volume of landfilled solid waste to approximately 845 pounds per week. As the Frank Bowerman Sanitary Landfill has additional capacity of approximately 3,001 tons per day, the solid waste generated by the project would be within the capacity of the landfill. Thus, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and the project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

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

No Impact. The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the 2016 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste, as included in Municipal Code Chapter 50.64. Implementation of the proposed project would be consistent with all state regulations, as ensured through the City's development project permitting process. Therefore, the proposed project would comply with all solid waste statute and regulations; and impacts would not occur.

Existing Plans, Programs, or Policies

PPP UT-1: Solid Waste. As required by Municipal Code Chapter 50.64, Section 5.408.1 of the 2016 California Green Building Standards Code, and AB 341 the project shall implement a Waste Management Plan to ensure that the construction and operational diversion requirements would be met.

Mitigation Measures

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

Sources

CalReycyle Disposal Reporting System: Jurisdiction Tons by Facility(CalRecycle 2021a). Accessed: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

CalReycyle Solid Waste Information System (CalRecycle 2021b). Accessed: http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx

City of Santa Fe Springs Urban Water Management Plan (UWMP 2017). Accessed: https://www.santafesprings.org/civicax/filebank/blobdload.aspx?blobid=12521

Sanitation Districts of Los Angeles County Loadings for Each Class of Land Use (LACSD 2021). Accessed: https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531

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

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

No Impact. According to the California Fire Hazard Severity Zones mapping and Figure 12.5, *Fire Hazard Severity Zones Policy Map*, of the Los Angeles County General Plan, the City of Santa Fe Springs (including the project site) is not within a Very High Fire Hazard zone. Direct access to the project site would be provided from a 26-foot-wide driveway along Florence Avenue. The project is required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code, and the Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Chapter 93.01, Adoption of California Fire Code and Other Recognized Standards). As a result, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and impacts not occur.

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

No Impact. As described in the previous response, the project site is not located within a Very High Fire Hazard Severity Zone. The project site is relatively flat with elevations ranging from 123 to

125 feet above mean sea level. The areas within the project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, no impact would occur.

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

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

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

No Impact. As described in the previous responses, the project site is not within a Very High Fire Hazard Severity Zone. The project site is relatively flat with elevations ranging from 123 to 125 feet above mean sea level. Likewise, areas adjacent to the project site are relatively flat urban sites that do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. The project would not generate slopes and would connect to existing drainage facilities. Thus, the project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, impacts would not occur.

Existing Plans, Programs, or Policies

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

Mitigation Measures

No mitigation measures related to wildfires are required.

Sources

State Geoportal. California Fire Hazard Severity Zones (FHSZ). Available: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::california-fire-hazard-severity-zones-fhsz

Los Angeles County Department of Regional Planning (Los Angeles County 2015). General Plan 2035. Figure 12.5, Fire Hazard Severity Zones Policy Map. Adopted October 6, 2015. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_12-5_Fire_Hazard_Severity_Zones_Policy_Map_Responsibility.pdf

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

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

Less than Significant with Mitigation Incorporated. As described in Section 4, *Biological Resources*, the project site is located within an urban area and currently developed with a church facility and contains paved surfaces and ornamental landscaping. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) occur on the site. The proposed project would redevelop the project site with single-family residences, which would include installation of new ornamental landscaping. As no sensitive species or habitats are located within the urban and developed site, implementation of the project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or impact a plant or animal community.

However, the project site contains ornamental trees that could be used for nesting by common bird species that are protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515. These bird species are protected during the avian nesting and breeding season, which occurs between February 1 and September 15. Therefore, Mitigation Measure BIO-1 has been included to require a nesting bird survey if construction commences during nesting season. Mitigation Measure BIO-1 would reduce potential impacts to a less than significant level.

As described in Section 5, *Cultural Resources*, the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource.

Regarding archaeological resources, the project grading is anticipated to remain within the artificial fill material but has the potential to encroach into native soils that have not been previously disturbed and could contain archaeological resources. As a result, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. With implementation of Mitigation Measure CUL-1, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant with Mitigation Incorporated. The project would redevelop the project site for 63 townhome residences within a developed area. The project would provide land uses that are consistent with the adjacent residential and park uses. As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the City that effectively reduce environmental impacts.

The City has 4 cumulative projects, which are listed in the City's website and include the following:

1. Greenstone Outdoor Trailer Parking Project (11710 Telegraph Road, which is 1 mile north of the project site). Project consists of improvement of the site for continued trailer parking.
2. Pioneer Boulevard Industrial Warehousing Project (9920 Pioneer Boulevard, which is 1.1 mile north of the project site). The project consists of removal of the existing industrial buildings and construction of new industrial buildings.
3. Telegraph Road Self Storage (13020 Telegraph Road, which is 2.1 miles northeast of the project site). This project consists of removal of existing self-storage units and development of new self-storage units.
4. Carmenita Road Industrial (13900 Carmenita Road, which is 4.5 miles south of the project site). The project consists of removal of the existing industrial buildings and construction of new industrial buildings.

Like the proposed project, the 4 cumulative projects involve redevelopment of parcels within the existing urban environment. The cumulative projects consist of trailer parking facilities, industrial warehousing buildings, and self-storage facilities. Access to those cumulative project sites would be from I-5 and Telegraph Road to I-5 (for Projects 1-3) and from I-5 and Rosecrans Avenue (for Project 4); that are not directly related to the function of Florence Avenue at the project site. These cumulative project sites are currently developed, and the projects would provide redevelopment for continued use of the sites for industrial type uses.

As the proposed project site is a minimum of one mile away from the cumulative projects, the site is located adjacent to existing residential, school, church uses, and vehicular trips from the project would access I-5 from Florence Avenue, the proposed project would not result in cumulatively

considerable impacts related to other projects.

The cumulative effects of the proposed project taken into consideration with these other projects would be limited, because the project site and cumulative project sites have already been developed and disturbed and the new uses onsite would not result in substantial change in the urban use of the area. As the project was previously used as a church facility, the existing public services and utility infrastructure are in place to serve the project and would not result in cumulatively considerable increases in service and utility needs to serve the project. Similarly, the project would provide an onsite recreation area that would reduce the cumulative need for park and recreation facilities. In addition, the project would not result in substantial effects to any environmental resource topic, as described throughout this document.

Overall, the proposed project would develop an area that has been subject to previous urban uses, is disturbed, and is surrounded by consistent development. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant with implementation of the previously identified mitigation measures related to biological resources, cultural resources, paleontological resources, and tribal cultural resources.

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

Less than Significant with Mitigation Incorporated. The project proposes redevelopment of the project site for townhome residential uses. As described previously, the project site is within an urban area and surrounded by consistent land uses. The project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. This includes potential impacts related to construction, demolition, and the proposed residential activities. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures related to biological resources, cultural resources, paleontological resources, and tribal cultural resources; and existing plans, programs, or policies that are required by the City. Consequently, with mitigation, the proposed project would result in less than significant direct and indirect environmental effects on human beings.

Existing Plans, Programs, or Policies

PPP AES-1: Light and Glare. As listed in Section 1, *Aesthetics*.

PPP AQ-1: Rule 402. As listed in Section 2, *Air Quality*.

PPP AQ-2: Rule 403. As listed in Section 2, *Air Quality*.

PPP AQ-3: Rule 1113. As listed in Section 2, *Air Quality*.

PPP BIO-1: Street Trees. As listed in Section 4, *Biological Resources*.

PPP CUL-1: Human Remains. As listed in Section 5, *Cultural Resources*.

PPP ENG-1: CalGreen Compliance. As listed in Section 6, *Energy*.

PPP GEO-1: California Building Code. As listed in Section 7, *Geology and Soils*.

PPP HAZ-1: Municipal Code Section 117.131, Methane Gas. As listed in Section 9, *Hazards and Hazardous Materials.*

PPP HAZ-2: SCAQMD Rule 1403, Asbestos. As listed in Section 9, *Hazards and Hazardous Materials.*

PPP HAZ-3: Lead Based Paint. As listed in Section 9, *Hazards and Hazardous Materials.*

PPP WQ-1: SWPPP. As listed in Section 10, *Hydrology and Water Quality*.

PPP WQ-2: Water Quality Management Plan. As listed in Section 10, *Hydrology and Water Quality*.

PPP NOI-1: Construction Hours. As listed in Section 13, *Noise.*

PPP PS-1: School Fees. As listed in Section 15, *Public Services.*

PPP UT-1: Solid Waste. As listed in Section 19, *Utilities and Service Systems.*

Mitigation Measures

Mitigation Measure BIO-1: Migratory Bird Treaty Act. As listed in Section 4, *Biological Resources.*

Mitigation Measure CUL-1: Inadvertent Discoveries. As listed in Section 5, *Cultural Resources.*

Mitigation Measure PAL-1: Paleontological Resources. As listed in Section 7, *Geology and Soils.*

Mitigation Measure NOI-1: Noise Barriers. As listed in Section 13, *Noise.*

Mitigation Measure NOI-2: Construction Vibration. As listed in Section 13, *Noise.*

Mitigation Measure TCR-1: Native American Monitor. As listed in Section 18, *Tribal Cultural Resources.*

5 GENERAL REFERENCES

City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan, August 2020. Accessed: https://www.reimaginesantafesprings.org/files/managed/Document/69/SFS_GenPlan_ExistCondsRprt_08-2020.pdf

City of Santa Fe Springs General Plan. Accessed: https://www.santafesprings.org/cityhall/planning/planning/planning_handouts/default.asp

City of Santa Fe Springs General Plan EIR. Accessed: https://www.santafesprings.org/civicax/filebank/blobdload.aspx?t=61586.29&BlobID=12756

6 DOCUMENT PREPARERS AND CONTRIBUTORS

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Preliminary Geotechnical Investigation, Appendix B
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Phase I Environmental Site Assessment, Appendix C
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Preliminary Hydrology Study, Appendix D
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Preliminary Low Impact Development Plan, Appendix E
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Noise Impact Analysis, Appendix F
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Trip Generation and Level of Service Analysis, Appendix G
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Vehicle Miles Traveled Analysis, Appendix H
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2.0 Response to Comments on the Public Review IS/MND

This chapter of the Final Initial Study/Mitigated Negative Declaration (IS/MND) contains responses to the comments that the City of Santa Fe Springs (Lead Agency) received on the Public Review IS/MND (Chapter 1) for the Florence Avenue Townhome Project during the public review period, which began July 13, 2021and closed August 12, 2021. This document has been prepared in accordance with California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (Cal. Code Regs., tit. 14, § 15000 et seq.) and represents the independent judgment of the Lead Agency. This document, together with the Public Review IS/MND, the Revisions to the Public Review IS/MND, and the Mitigation Monitoring and Reporting Program comprise the Final MND.

The following public comments were submitted to the City of Santa Fe Spring during the public review period:

1. County of Los Angeles Fire Department, Received August 10, 2021 (3 pages)
2. Los Angeles County Sanitation Districts, Received August 2, 2021 (2 pages)
3. Alejandro Huitron, Received August 12, 2021 (2 pages)

The public comments and responses to comments are included in the public record and are available to the Lead Agency decision-makers for their review and consideration prior to making their decision whether to approve the proposed project. Pursuant to State CEQA Guidelines Section 15074(b) C*onsideration and Adoption of a Negative Declaration or Mitigated Negative Declaration*, none of the comments provide substantial evidence that the project will have significant environmental effects which would require preparation of an Environmental Impact Report. Further, none of the information in the letters or responses constitute the type of significant new information that requires recirculation of the Florence Avenue Townhome Project IS/MND for further public review under State CEQA Guidelines Section 15073.5 *Recirculation of a Negative Declaration Prior to Adoption*. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Florence Avenue Townhome Project IS/MND. Additionally, none of this information indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in State CEQA Guidelines Section 15073.5.

This Response to Comments includes revisions to the Public Review Draft MND based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. These revisions do not alter any impact significance conclusions as disclosed in the MND. Changes made to the MND are identified here in ~~strikeout~~ text to indicate deletions and in <u>underlined</u> text to signify additions. These revisions are also outlined in Chapter 3, Revisions to the Public Review IS/MND.

Although State CEQA Guidelines Section 15088 does not require a Lead Agency to prepare written responses to comments received, the City of Santa Fe Springs has elected to prepare the following written responses with the intent of providing a comprehensive and meaningful evaluation of the

proposed project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

Letter 1: County of Los Angeles Fire Department, Received August 10, 2021 (1 of 3 pages)

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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SHEILA KUEHL
THIRD DISTRICT
JANICE HAHN
FOURTH DISTRICT
KATHRYN BARGER
FIFTH DISTRICT

August 10, 2021

Jimmy Wong, Associate Planner
City of Santa Fe Springs
Planning Department
11710 E. Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Wong:

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION, "FLORENCE AVENUE TOWNHOME PROJECT," WOULD DEMOLISH THE EXISTING CHURCH AND PARKING LOT TO REDEVELOP THE 3.02-ACRE PROJECT SITE WITH 63 ATTACHED FOR-SALE 3-STORY MULTI-FAMILY RESIDENTIAL TOWNHOMES AND OPEN SPACE RECREATIONAL AREAS, LOCATED AT 11733 FLORENCE AVE, SANTA FE SPRINGS, FFER 2021007626

The Notice of Intent to Adopt a Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

1.1

The subject property is entirely within the City of Santa Fe Springs, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

For any questions regarding this response, please contact Loretta Bagwell, Planning Analyst, at (323) 881-2404 or Loretta.Bagwell@fire.lacounty.gov.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	CARSON	EL MONTE	INGLEWOOD	LAWNDALE	PICO RIVERA	SIGNAL HILL
ARTESIA	CERRITOS	GARDENA	IRWINDALE	LOMITA	POMONA	SOUTH EL MONTE
AZUSA	CLAREMONT	GLENDORA	LA CANADA-FLINTRIDGE	LYNWOOD	RANCHO PALOS VERDES	SOUTH GATE
BALDWIN PARK	COMMERCE	HAWAIIAN GARDENS	LA HABRA	MALIBU	ROLLING HILLS	TEMPLE CITY
BELL	COVINA	HAWTHORNE	LA MIRADA	MAYWOOD	ROLLING HILLS ESTATES	VERNON
BELL GARDENS	CUDAHY	HERMOSA BEACH	LA PUENTE	NORWALK	ROSEMEAD	WALNUT
BELLFLOWER	DIAMOND BAR	HIDDEN HILLS	LAKEWOOD	PALMDALE	SAN DIMAS	WEST HOLLYWOOD
BRADBURY	DUARTE	HUNTINGTON PARK	LANCASTER	PALOS VERDES ESTATES	SANTA CLARITA	WESTLAKE VILLAGE
CALABASAS		INDUSTRY		PARAMOUNT		WHITTIER

Letter 1: County of Los Angeles Fire Department, Received August 10, 2021 (2 of 3 pages)

Jimmy Wong, Associate Planner
August 10, 2021
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LAND DEVELOPMENT UNIT:

This project is located entirely in the City of Santa Fe Springs; therefore, the City of Santa Fe Springs Fire Department has jurisdiction concerning this project and will be setting conditions.

This project is located in close proximity to the jurisdictional area of the County of Los Angeles Fire Department: however, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department. 1.1

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade. 1.2

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no jurisdiction in the City of Santa Fe Springs.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions. 1.3

If you have any additional questions, please contact this office at (323) 890-4330.

Letter 1: County of Los Angeles Fire Department, Received August 10, 2021 (3 of 3 pages)

Jimmy Wong, Associate Planner
August 10, 2021
Page 3

Very truly yours,

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac

RESPONSE TO COMMENT LETTER 1: County of Los Angeles Fire Department

Comment 1.1: This comment states that the Notice of Intent to Adopt a Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The letter states that the project site is not within the response area for the County Fire Department and that the Planning Division and Land Development Unit do not have concerns related to potential project impacts.

Response to Comment 1.1: This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Comment 1.2: This comment describes the Forestry Divisions authority related to erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed. The comment also details the Los Angeles County Oak Tree Ordinance.

Response to Comment 1.2: This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. Potential impacts related to each of the issue areas have been evaluated within the IS/MND, which determined that impacts would be less than significant with implementation of existing regulations related to erosion control, vegetation, watershed management and mitigation measures related to archeological and cultural resources. The IS/MND determined that the site does not contain rare/endangered species, oak trees, and is not within a fire hazard area. No further response is needed or warranted.

Comment 1.3: This comment states that the Health Hazardous Materials Division has no jurisdiction in the City of Santa Fe Springs and provides Los Angeles County Fire Department contact information.

Response to Comment 1.3: This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Letter 2: Los Angeles County Sanitation Districts, Received August 2, 2021 (1 of 2 pages)

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager
1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

August 2, 2021

Ref. DOC 6252023

Mr. Jimmy Wong
City of Santa Fe Springs
Planning Department
11710 East Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Wong:

NOI Response for The Florence Avenue
Townhome Project at 11733 Florence Avenue

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on July 15, 2021. The proposed project is located within the jurisdictional boundary of District No. 18. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge directly to the Districts' Florence Avenue Trunk Sewer, located in Florence Avenue west of Pioneer Boulevard. The Districts' 27–inch diameter trunk sewer has a capacity of 6.5 million gallons per day (mgd) and conveyed a peak flow of 0.1 mgd when last measured in 2019. A 6-inch diameter or smaller direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit issued by the Districts. An 8-inch diameter or larger direct connection to a Districts' trunk sewer requires submittal of Sewer Plans for review and approval by the Districts. For additional information, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. **2.1**

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 259.6 mgd. **2.2**

3. The expected increase in average wastewater flow from the project site, described in the document as 63 attached for-sale 3-story multi-family residential townhomes, is 11,443 gallons per day, after the structure on the project site is demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link. **2.3**

4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by the Districts to upgrade or expand the Sewerage System. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more **2.4**

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Letter 2: Los Angeles County Sanitation Districts, Received August 2, 2021 (2 of 2 pages)

specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. **2.4**

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities. **2.5**

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsd.org.

Very truly yours,

Adriana Raza

Adriana Raza
Real Property Agent
Facilities Planning Department

AR:ar

cc: A. Schmidt
A. Howard

DOC 6266671.D18

RESPONSE TO COMMENT LETTER 2: Los Angeles County Sanitation Districts

Comment 2.1: This comment introduces the comment letter, and describes that wastewater flows from the project would discharge into the existing 27–inch diameter trunk sewer has a capacity of 6.5 million gallons per day (mgd) and conveyed a peak flow of 0.1 mgd when last measured in 2019. The comment also states that a connection to the trunk sewer requires a permit from the Sanitation Districts.

Response to Comment 2.1: The IS/MND describes that the project would install onsite sewer lines that would connect to the existing 27-inch sewer line in Florence Avenue, which would be completed pursuant to permits and approvals from the Sanitation Districts. This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Comment 2.2: This comment states that the wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 259.6 mgd.

Response to Comment 2.2: This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Comment 2.3: This comment states that the increase in wastewater flow from the project is 11,443 gallons per day based on the Districts' average wastewater generation factors, as detailed at www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

Response to Comment 2.2: Page 125 of the public review draft IS/MND describes that the Los Angeles County Sanitation District wastewater generation factors (LACSD 2021) estimate that townhome residences generate 156 gallons of wastewater per day. Therefore, the 63 proposed townhome residences would generate approximately 9,828 gallons of wastewater per day. This generation factor is consistent with the District's Table 1, Loadings for Each Class of Land Use link that is listed on the Districts' website. Pursuant to Comment 2.2, wastewater from the site would be treated at the Joint Water Pollution Control Plant that has excess capacity. The 9,828 gallons of wastewater per day would be 0.00007 percent of the existing available capacity of the Joint Water Pollution Control Plant. This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Comment 2.4: This comment describes the connection fees that the Sanitation Districts collect to maintain and upgrade wastewater facilities.

Response to Comment 2.4: This comment does not identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Comment 2.5: This comment states that the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG) and that all expansions of facilities must be sized and service phased in a manner that will be

consistent with the SCAG regional growth forecast and air quality management plans. The comment also states that the Districts intend to provide service up to the levels that are legally permitted.

Response to Comment 2.5: The IS/MND describes in Section 14, *Population and Housing*, that the 63 new residences would result in a 1.1 percent increase in residential units within the City that would not exceed growth projections and would be consistent with the assumptions in the SCAQMD Air Quality Management Plan. In addition, IS/MND Section 3, *Air Quality,* details that emissions generated by construction and operation of the proposed project would not exceed thresholds. This comment does not specifically identify any concerns related to the content or conclusions of the Florence Avenue Townhome Project IS/MND. No further response is needed or warranted.

Letter 3: Alejandro Huitron, Received August 12, 2021 (1 of 2 pages)

From: Alejandro Huitron <alxhuitron@aol.com>
Sent: Thursday, August 12, 2021 10:26 PM
To: Jimmy Wong
Cc: Irma Huitron
Subject: Comments - Notice of Intent to Adopt a Mitigated Negative Declaration "11733 Florence Townhomes Project"

August 12, 2021

To: City of Santa Fe Springs:

We are residents of Lake Center Park Lane and offer the following comments on the Notice of Intent to Adopt a Mitigated Negative Declaration prepared for the "11733 Florence Townhomes Project".

Concerns

* Zone Change
* General Plan Amendment
* Number of Units
* Number of Stories
* Parking concerns
* Construction hours

3.1

Sensitive Receptor

* Document does not take into consideration that the Lake Center Middle School includes the track field located adjacent to the project site.
* The track field is used as an athletic facility and is used for school physical education classes during school hours.
* The track and field is a sensitive receptor which shares the property line with the project site.
* Study describes the project to include a park facility which actually serves as private open space not a park.

3.2

Traffic/Noise

* Document refers to traffic counts and data taken during April and June 2021 when schools were operating virtually and not operating under "normal" pre-Covid conditions and therefore does not take into consideration "normal traffic".

3.3

Letter 3: Alejandro Huitron, Received August 12, 2021 (2 of 2 pages)

* These traffic counts should be taken again to reflect "normal" traffic and the study should be revised with counts taken after August 2021, which is when in-school operations will resume. **3.3**

* Mitigation of installing a six-foot masonry wall is based on an old 1972 HUD Noise/Land Use Compatibility Matrix and outdated General Plan noise standards.
* Instead a 10-foot high wall or taller should be required for noise mitigation.
* Florence Avenue was upgraded to a six-lane configuration in the summer 2020 and connects to the Interstate-5. The homes on Lake Center Lane that back up to Florence Avenue, vibrate when heavy vehicles go by and the homes also vibrate and make cracking noises when the train comes by. **3.4**
* A construction sound wall should be required next to all homes.

Landscaping

* The project plans call for the removal of a four mature heritage trees along Florence Avenue. These trees should remain in place. **3.5**

Sincerely,

Alejandro Huitron
10726 Lake Center Park Lane

RESPONSE TO COMMENT LETTER 3: Alejandro Huitron

Comment 3.1: This comment states that the letter is from residents of Lake Center Park Lane and lists concerns including the zone change, General Plan Amendment, number of units, number of stories, parking, and construction hours. The comment does not provide specific concerns related to these issues and does not question the content or conclusions of the IS/MND.

Response to Comment 3.1: Pages 36 through 38 of the IS/MND details the project's consistency with the proposed General Plan and zoning designations. As described the proposed Multiple Family Residential land use designation allows up to 21.8 dwelling units per acre, and the project includes 21 units per acre. In addition, the project meets or exceeds the proposed R-3 zone required setbacks, height, and lot coverage standards. Section 3.0, *Project Description,* describes that the project includes 2 garage parking spots per unit, which equals 126 parking spots and 22 guest parking spots that equates to 2.35 parking spots per residential unit, which is more than the City's requirement of 2.0 parking spaces per unit. In regard to construction hours, the IS/MND details in Section 3.0, *Project Description* and Section 13, *Noise* that Construction activities would be limited to the hours between 7:00 a.m. and 7:00 p.m. pursuant to the City's Municipal Code Chapter 155.425.

Comment 3.2: This comment states that the document does not take into consideration that the Lake Center Middle School includes the track field located adjacent to the project site, that the track field is used as an athletic facility and is used for school physical education classes during school hours, and that the track and field is a sensitive receptor which shares the property line with the project site. The comment also states that the study describes the project to include a park facility which actually serves as private open space not a park.

Response to Comment 3.2: As described on page 4 and shown on Figure 2 and Figure 5 of the IS/MND, the Lake Center Athletic Park is located to the north of the site. The Lake Center Middle School is located further north past the park. The Lake Center Athletic Park includes a running track that is used by the adjacent school. The location of the running tract is identified on pages 77, 86, and 92; and the location of the school facility is identified throughout the IS/MND on pages 4, 46, 77, and 131. Page 49 of the IS/MND describes that sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. As shown on Tables AQ-4 and AQ-5, air quality modeling identified that localized emissions impacts related to sensitive receptors adjacent to the project site would be less than significant. The noise analysis describes both the existing noise conditions and the potential noise impacts at the park facility, which is identified by noise measurement B (shown on IS/MND Figure 13). The construction noise analysis identifies that existing noise sensitive receptors are as close as three feet from the project site boundary and that construction noise at the closest sensitive receptors is anticipated to range from 60 dBA Leq to 77 dBA Leq, which is less than the 80 dBA threshold. Therefore, construction noise impacts would be less than significant. In addition, the construction noise over the 14-month period would be temporary in nature and would be required to comply with construction noise regulations in Municipal Code Chapter 155.425 as part of project permitting.

The IS/MND does not state that the project includes a park facility. Page 17 of the IS/MND, under the header of Recreation and Open Space, describes that the project includes approximately 27,800 SF (441 SF/Unit) of common open space that would be provided in an open space recreational area on the site. This would be private open space and recreation facilities to be used for site residents.

Comment 3.3: This comment states that the traffic counts conducted for the project were taken during April and June 2021 when schools were operating virtually and not operating under "normal" pre-Covid conditions and therefore does not take into consideration "normal traffic". The comment states that traffic counts should be taken again to reflect "normal" traffic and the study should be revised with counts taken after August 2021, which is when in-school operations will resume.

Response to Comment 3.3: Pages 114 and 115 of the IS/MND details that traffic counts were collected on Tuesday, April 20, 2021 at Pioneer Boulevard and Florence Avenue and on Thursday, June 3, 2021, at Orr and Day Street and Florence Avenue. The schools in the project vicinity were operating on a regular schedule on both of the days when traffic counts were conducted. The Little Lake School District started in-person learning on April 12, 2021[1] and the Whittier Union High School District started in-person learning on April 6, 2021[2]. Also, to provide for a conservative assumption of potential impacts, the traffic analysis for the opening year added a 2 percent per year growth rate to the traffic counts and added trips generated by the other development project in the area. Therefore, the existing and project opening year traffic conditions that are identified in the IS/MND are reflective of an appropriate baseline condition and provide for a conservative estimate of traffic in the opening year of the project.

However, in response to the comment and due to the traffic variation related to distance learning options available in the 2020-2021 school year, additional traffic counts were taken at both intersections on Thursday, August 26, 2021. Full time in-person instruction for the 2021-2022 school year began on Wednesday, August 18, 2021 for the Little Lake City School District and began on Thursday, August 12, 2021 for the Whittier Union High School District. Schools serving the project area were in operation during all of traffic counts. The additional traffic counts are provided in Attachment A. The traffic generated from the proposed project was combined with the new traffic count data and is provided in Table 1.

Table 1: Opening Year Plus Project Level of Service with Additional Traffic Counts

	Opening Year				Opening Year plus Project				
	AM Peak		PM Peak		AM Peak		PM Peak		
Intersection	Delay	LOS[1]	Delay	LOS[1]	Delay	LOS[1]	Delay	LOS[1]	Impact?
1. Project Driveway/Florence Ave[2]	0.00	A	0.00	A	15.97	B	13.44	B	**No**
2. Pioneer Blvd/Florence Ave	38.45	D	28.79	C	38.49	D	28.82	D	**No**
3. Orr and Day St/Florence Ave	93.18	F	60.78	E	94.17	F	61.23	E	**No**

[1] Level of Service

[2] Delay on Public Right of Way

As shown in Table 1, utilizing the additional traffic counts, both Florence Avenue at the project driveway and the intersection of Pioneer Boulevard/Florence Avenue would continue to operate at an acceptable LOS D, which would not exceed the City's threshold. The Orr and Day Street and Florence Avenue intersection would operate below LOS D both with and without the project. Consistent with the conclusions of the Public Review Draft IS/MND, the addition of project traffic would increase the delay at this intersection by less than 1 second, which is a less than significant impact. Therefore, the project would result in a less than significant impact under both traffic count scenarios.

[1] https://4.files.edl.io/d057/03/30/21/225038-28816d31-bd9c-46af-834c-0efa1ecc3a9b.pdf and https://www.whittierdailynews.com/2021/03/18/coronavirus-little-lake-school-board-votes-to-return-for-in-person-instruction-on-april-12/

[2] https://www.wuhsd.org/

Comment 3.4: This comment states that mitigation of installing a six-foot masonry wall is based on an old 1972 HUD Noise/Land Use Compatibility Matrix and outdated General Plan noise standards and that a 10-foot-high wall or taller should be required for noise mitigation. The comment also states that Florence Avenue was upgraded to a six-lane configuration in the summer 2020 and connects to the Interstate-5. The comment asserts that homes on Lake Center Lane that back up to Florence Avenue, vibrate when heavy vehicles go by and the homes also vibrate and make cracking noises when the train comes by. The comment further states that a construction sound wall should be required next to all homes.

Response to Comment 3.4: The comment related to the 1972 HUD Noise/Land Use Compatibility Matrix and General Plan regulations is inaccurate. The Noise Impact Analysis (IS/MND Appendix F) details that the current General Plan Noise Element identifies an exterior noise standard of 65 dBA CNEL and an interior noise standard of 65 dBA CNEL at residential properties, which are typical noise standards for residential uses within an urban area of southern California. In addition, the existing Noise Ordinance (Municipal Code Section 155.424 (E)) provides noise standards based on the cumulative duration of noise in any 1-hour period. These current standards are used to identify potential impacts related to noise and land use compatibility, as describes on pages 90 and 91 of the IS/MND. As detailed on page 99 (and on Table N-6), with the proposed 6-foot-high CMU walls along the south and east sides of the project site and Mitigation Measure NOI-1 that requires a 3.5-foot-high solid noise barrier (to be constructed of either a minimum 3/8-inch thick glass [tempered or laminate], 3/4-inch wood, or plaster or stucco) on the second-floor balconies of units 3, 8, and 18, the noise levels would be below the City's 65 dBA CNEL residential exterior noise standard and a 10-foot-high wall is not required for noise mitigation.

To identify the existing ambient noise and traffic levels on the site adjacent to Florence Avenue 24-hour noise level measurements were taken approximately 100 feet north of the Florence Avenue centerline beginning on March 31, 2021. These measurements captured existing noise from operation of Florence Avenue and the Southern Pacific Railroad line. In addition, traffic counts were taken (as detailed in Response to Comment 3.3) that identified existing traffic along Florence Avenue. As described in the Caltrans Transportation and Construction Vibration Guidance Manual, 2020[3] vibration related damage to modern residential structures could occur at 1.0 PPV in/sec for transient sources such as roadway related vibration. As shown on IS/MND Table N-9, a large bulldozer would create a vibration level of 0.089 inch-per-second PPV at 25 feet, and as detailed on IS/MND page 104, Mitigation Measure NOI-1 restricts operation of large bulldozers within 20 feet of any offsite residence. Thus, potentially significant vibration impacts from the project would not occur. Existing ambient vibration from roadway and train operations would be accommodated by structural engineering that is required by the California Building Code, which is included in the City's Municipal Code Section 150.001 and verified during the City's construction permitting process.

Regarding construction noise, as detailed in Response 3.1, construction activities would be limited to the hours between 7:00 a.m. and 7:00 p.m. pursuant to the City's Municipal Code Chapter 155.425. Also, as detailed in the IS/MND on pages 97-98 construction noise at the closest sensitive receptors is anticipated to range from 60 dBA Leq to 77 dBA Leq, which is less than the 80 dBA threshold. Therefore, noise impacts would be less than significant. In addition, the construction noise over the 14-month period would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day and the location of construction activities would vary throughout the site. Thus, impacts related to construction noise were determined to be less than significant in the IS/MND; and a construction sound wall would not be required.

[3] https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Comment 3.5: This comment states that the project plans call for the removal of a four mature heritage trees along Florence Avenue. These trees should remain in place.

Response to Comment 3.5: There are no City designated heritage trees along Florence Avenue. However, non-native ornamental trees exist on the project site and along the Florence Avenue right-of way that is adjacent to the project site. As described in the IS/MND on pages 18 and 55, the project may install new trees along Florence Avenue, which would be new public street trees. Installation and/or removal of any new public street trees would be completed in compliance with the City of Santa Fe Springs Municipal Code Chapters 96.130 through 96.140, also known as the "Tree Ordinance". The comment does not question the content or conclusions of the IS/MND, and no further response is warranted.

3.0 Revisions to the Public Review Draft IS/MND

This section contains revisions to the Public Review IS/MND based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. These revisions do not alter any impact significance conclusions as disclosed in the MND. Changes made to the MND are identified here in ~~strikeout~~ text to indicate deletions and underlined text to signify additions.

Revisions in Response to Written Comments and City Changes to Text

The following text, organized by IS/MND Sections, has been revised in response to comments received on the IS/MND and corrections identified by the City.

Section 14. Population and Housing

The first paragraph on page 105 is revised as follows:

In addition, the impacts of development of the proposed 27,800 square foot open space recreation area on the site are considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the ~~park~~ open space recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

Section 15. Public Services

The fifth paragraph on page 109 is revised as follows:

Less Than Significant Impact. The project would remove the vacant church building and construct 63 single-family residences ~~and a park~~ with open space and recreation facilities~~y~~.

Section 16. Recreation

The second paragraph on page 111 is revised as follows:

Less than Significant Impact. As described above, the project includes a 27,800 square foot open space recreation area. The impacts of development of the ~~park~~ open space recreation area are considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

Section 19. Utilities and Service Systems

The second paragraph on page 124 is revised as follows:

Wastewater Treatment
The project site is currently served by the existing 27-inch sewer line within Florence Avenue. The project includes installation of onsite ~~8-inch~~ sewer lines that would connect to the existing ~~8~~ 27-inch sewer line in ~~Finch~~ Florence Avenue. ~~The project also includes installation of a sewer lift station at the northern end of the project site to convey wastewater flows to the existing sewer line in Florence Avenue.~~

The fourth paragraph on page 125 is revised as follows:

Less than Significant Impact. The proposed townhome residences would generate wastewater flows, which would be conveyed through existing sewer facilities to the ~~Los Coyotes Water Reclamation Plant (WRP)~~ Joint Water Pollution Control Plant located in the City of Carson that has a capacity of 400 mgd and currently processes an average flow of 259.6 mgd. ~~The Los Coyotes WRP provides primary, secondary, and tertiary treatment and has a capacity to treat up to 37.5 million gallons per day (UWMP 2017).~~ The Los Angeles County Sanitation District wastewater generation factors (LACSD 2021) estimate that townhome residences generate 156 gallons of wastewater per day. Therefore, the 63 proposed townhome residences would generate approximately 9,828 gallons of wastewater per day. The additional wastewater would be 0.00007 percent of the existing available capacity of the ~~Los Coyotes WRP~~ Joint Water Pollution Control Plant. Therefore, the ~~Los Coyotes WRP~~ Joint Water Pollution Control Plant would be able to accommodate the wastewater flow from the project, and impacts related to the wastewater treatment system would be less than significant.

4.0 Mitigation Monitoring and Reporting Program

Introduction

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

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

Mitigation Monitoring and Reporting Program

The MMRP for the project will be active through all phases of the project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the City for the Florence Avenue Townhome Project. The table identifies the Standard Conditions; Plan, Program, Policies (PPPs); and Mitigation Measures required by the City to mitigate or avoid significant adverse impacts associated with the implementation of the project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual Plan, Program, Policies; and mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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Table 1: Mitigation Monitoring and Reporting Program
Florence Avenue Townhome Project

Standard Condition/ Plan, Program, Policy/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
AESTHETICS			
PPP AES-1: Light and Glare. Pursuant to Municipal Code Chapters 155.432 and 155.496, no activity shall be permitted which causes light or glare to be transmitted or reflected in such concentrated quantities as to be detrimental or harmful to the use of surrounding properties or streets.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
AIR QUALITY			
PPP AQ-1: Rule 402. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.	In Construction Plans and Specifications. Prior to the issuance of Grading and Building Permits.	City of Santa Fe Springs Building Department	
PPP AQ-2: Rule 403. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	
PPP AQ-3: Rule 1113. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of	In Construction Plans and Specifications. Prior to the issuance of Building Permits	City of Santa Fe Springs Building Department	

Standard Condition/ Plan, Program, Policy/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.			
BIOLOGICAL RESOURCES			
PPP BIO-1: Street Trees. Installation of street trees shall occur in compliance with the City of Santa Fe Springs Municipal Code Chapters 96.130 through 96.140, also known as the "Tree Ordinance".	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
Mitigation Measure BIO-1: Migratory Bird Treaty Act. Prior to commencement of grading activities, the City Building Department, shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 feet for raptors and 300 feet for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.	In Construction Plans and Specifications. Prior to issuance of Grading or Demolition Permits.	City of Santa Fe Springs Building Department	
CULTURAL RESOURCES			
PPP CUL-1: Human Remains. Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	

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Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to the issuance of any permits ground-disturbing activities that cause excavation of soils (including as grading, excavation, and trenching), the City of Santa Fe Springs shall ensure that all project grading and construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). If the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	
ENERGY			
PPP ENG-1: CalGreen Compliance. The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code (Chapter 150.001) to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
GEOLOGY AND SOILS			
PPP GEO-1: California Building Code. The project is required to comply with the California Building Code as included in the City's Municipal Code Section 150.001 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of project approval.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
PPP WQ-1: SWPPP. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Chapter 52 Stormwater Management and Discharge Control and the Los Angeles County RWQCB NPDES Storm Water Permit Order No. R4-2012- 0175. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during	In Construction Plans and Specifications. Prior to the issuance of Grading Permits.	City of Santa Fe Springs Building Department	

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construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Santa Fe Springs staff or its designee to confirm compliance.			
Mitigation Measure PAL-1: Paleontological Resources. Prior to issuance of a grading permit, the City of Santa Fe Springs Building Department shall verify that all project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits.	City of Santa Fe Springs Building Department	
GREENHOUSE GAS EMISSIONS			
PPP E-1: CalGreen Compliance. As listed above in Energy.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
HAZARDS AND HAZARDOUS MATERIALS			
PPP HAZ-1: Municipal Code Section 117.131, Methane Gas. Pursuant to Municipal Code Section 117.131, the project is located in a methane zone and shall install methane gas mitigation systems for the new buildings (e.g. ventilation system or a passive barrier system) and quarterly methane gas monitoring shall be conducted for one year. If concentrations are below 25 percent of the Lower Explosive Limit (LEL) (i.e. 1.25 percent by volume of air or 12,500 ppm/v), during the first year, the system shall be required to be monitored on an annual basis.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
PPP HAZ-2: SCAQMD Rule 1403, Asbestos. Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that an asbestos survey has been conducted at all existing buildings located on the project site. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal	In Construction Plans and Specifications. Prior to the issuance of Demolition Permits.	City of Santa Fe Springs Building Department	

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in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.			
PPP HAZ-3: Lead Based Paint. Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building Department that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.	In Construction Plans and Specifications. Prior to the issuance of Demolition Permits	City of Santa Fe Springs Building Department	
HYDROLOGY AND WATER QUALITY			
PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code Chapter 52 and the Los Angeles Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175 (MS4 Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Santa Fe Springs' staff to confirm compliance.	In Construction Plans and Specifications. Prior to the issuance of Grading and Demolition Permits.	City of Santa Fe Springs Building Department	
PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the project applicant shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Chapter 52 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the project.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits.	City of Santa Fe Springs Building Department	
NOISE			
PPP NOI-1: Construction Hours. Per Municipal Code Section 155.424, it shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick,	In Construction Plans and Specifications. Prior to the issuance of Demolition, Grading, and Building Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	

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power hoist, or any other construction type device between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next.			
Mitigation Measure NOI-1: Noise Barriers. Project plans and specifications shall ensure that along with 6-foot-high CMU walls along the south and east sides of the project site, development of the project includes a 3.5-foot-high solid noise barrier on the second-floor balconies of units 3, 8, and 18 to shield noise from operation of the rail line. The balcony noise barriers shall be solid, free of cut-outs or openings, and shall be constructed of a minimum 3/8-inch-thick glass (tempered or laminate), 3/4-inch wood, plaster, or stucco. The construction of the noise barriers identified herein, shall be completed and verified by the City's Building and Safety Division prior to provision of occupancy permits.	In Construction Plans and Specifications. Prior to provision of Occupancy Permits.	City of Santa Fe Springs Building Department	
Mitigation Measure NOI-2: Construction Vibration. Project plans and specifications shall include the requirement that that operation of any large bulldozers that is powered by a greater than 150 horsepower engine be restricted from operating within 20 feet of any offsite residence. Construction plans and permits shall specify that the project shall utilize a small bulldozer (i.e., D1, D2, or D3 dozers) or other type of equipment that is less than 150 horsepower to perform construction activities within 20 feet of any offsite residence.	In Construction Plans and Specifications. Prior to provision of Occupancy Permits.	City of Santa Fe Springs Building Department	
PUBLIC SERVICES			
PPP PS-1: School Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code Section 65995 et seq.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	
TRIBAL CULTURAL RESOURCES			
PPP CUL-1: Human Remains. As listed above in *Cultural Resources*.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	
Mitigation Measure CUL-1: Inadvertent Discoveries. Listed previously in Section 5, Cultural Resources.	In Construction Plans and Specifications. Prior to the issuance of Grading Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	

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Mitigation Measure TCR-1: Native American Monitor. Prior to the issuance of any permits for initial site clearing (such as pavement removal) or issuance of permits allowing ground-disturbing activities that cause excavation of soils (including boring, grading, excavation, drilling, potholing or auguring, and trenching), the City of Santa Fe Springs shall ensure that the project applicant/developer has retained qualified Native American Monitor(s) to be present during construction-related ground disturbance activities. The monitor(s) shall be approved by the tribal representatives of the Gabrieleño Band of Mission Indians - Kizh Nation and be present on-site during construction that involves ground disturbing activities identified herein. The Native American monitor(s) shall be responsible for the following activities during the monitoring, as appropriate: • Complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. • The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor have indicated that the site has a low potential for tribal cultural resources. • Upon discovery, the tribal and/or archaeological monitor/consultant/consultant shall immediately divert work a minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) shall then notify the tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner. • Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC, as mandated by state law, who will then appoint a Most Likely Descendent (MLD). • If the Gabrieleño Band of Mission Indians - Kizh Nation is designated MLD, the following treatment measures shall be implemented. • Prior to the continuation of ground-disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.	In Construction Plans and Specifications. Prior to the issuance of Demolition and Grading Permits. Ongoing during Construction Activities.	City of Santa Fe Springs Building Department	

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• In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. • The tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that the burials will be removed. The tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. • If data recovery is approved by the tribe, documentation shall be taken that includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the tribe for data recovery purposes. • Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes • Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project Site but at a location agreed upon between the tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.			
UTILITIES AND SERVICE SYSTEMS			
PPP UT-1: Solid Waste. As required by Municipal Code Chapter 50.64, Section 5.408.1 of the 2016 California Green Building Standards Code, and AB 341 the project shall implement a Waste Management Plan to ensure that the construction and operational diversion requirements would be met.	In Construction Plans and Specifications. Prior to the issuance of Building Permits.	City of Santa Fe Springs Building Department	