

# **Santa Fe Springs General Plan and Targeted Zoning Code Update Environmental Impact Report (SCH# 2021050193)**

## **Lead Agency:**

City of Santa Fe Springs  
Planning Department  
11710 Telegraph Road  
Santa Fe Springs, CA 90670



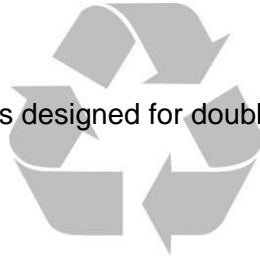
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November 3, 2021

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- B. GPU GOALS AND POLICIES
- C. EXISTING CONDITIONS REPORT
- D. AIR QUALITY, ENERGY, AND GHG ANALYSIS DATA
- E. NOISE ANALYSIS DATA
- F. TRANSPORTATION IMPACT ANALYSIS

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## 1.0 – Introduction

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### 1.1 – CEQA and the Purpose of an EIR

The City of Santa Fe Springs (City or Lead Agency) has prepared an update of its General Plan (General Plan and Targeted Zoning Code Update or GPTZCU), to establish a vision and policies to shape and manage long term growth in the City’s “Planning Area.” The Planning Area includes areas within the City’s incorporated boundaries and areas within the City’s Sphere of Influence (SOI).

The adoption and implementation of the GPTZCU is defined as a “project” and is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.). Accordingly, the City has prepared this environmental impact report (EIR) to assess the long-range and cumulative environmental consequences that could result from adoption and implementation of the proposed project.. This report has been prepared in accordance with the CEQA Statutes and Guidelines and with the City’s local rules and procedures for implementing CEQA. It was prepared by professional planning consultants under contract to the City. The City is the Lead Agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067, as amended), because it has primary discretionary authority with respect to adoption, amendment, and implementation of the proposed GPTZCU. The content of this document reflects the independent judgment of the City.

CEQA was originally enacted in 1970 and has been amended since. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

- (a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
- (b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- (c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- (d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- (e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- (f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

(g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

- h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
- i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- j) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
- k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- n) Require governmental agencies at all levels to consider qualitative factors and economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs, and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002, quoted below:

“The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event-specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

## 1.2 – Purpose and Scope

The proposed General Plan and Targeted Zoning Code Update is a long-range planning program to guide the growth and development of the City’s Planning Area. It is intended to communicate the City’s vision of its future and to establish a policy framework to govern decision-making concerning the physical development of the community, including assurances



that the community at large will be supported by an adequate range of public services and infrastructure systems. The City's GPTZCU analyzed in this EIR has been tailored to address revised development and land use policy direction, reflect current vision regarding housing, circulation, and mobility improvements, and to comply with current State law.

Although it will allow for an overall increase in development potential for the entire Planning Area, the GPTZCU would not, by itself, authorize any specific development project or other forms of land use approval or any kind of public facilities or capital facilities expenditures or improvements. As such, a Program EIR is the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the Planning Area. Further, the Program EIR is described in Section 15168 of the CEQA Guidelines as the appropriate analytical framework to assess the cumulative environmental effects of the full plan, in a first-tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives. This EIR also provide site-specific evaluations of four opportunity sites .

Later activities proposed pursuant to the goals and policies of the updated General Plan will be reviewed in light of this EIR and may focus on those site-specific and localized environmental issues that could not be examined in sufficient detail as part of this EIR. Advantages of a Program EIR for the GPTZCU include consideration of effects and alternatives that cannot practically be reviewed at the project level, consideration of cumulative impacts that may not be apparent on a project-by-project basis, the ability to enact citywide mitigation measures, and subsequent reduction in paperwork.

### **Organization of the Draft Program EIR**

The Draft Program EIR (DEIR or Draft EIR) contains the primary analysis of potential environmental impacts discussed in the following six sections described below

- |             |  |
|-------------|--|
| Section 1.0 | Introduction.  |
| Section 2.0 | Executive Summary: A brief discussion of the project and summary of project impacts, mitigation measures, and alternatives.  |
| Section 3.0 | Project Description: Provides a detailed description of the proposed project and the Environmental Setting/Existing Conditions and project objectives.   |
| Section 4.0 | Environmental Impact Analysis: Evaluates impacts of the GPTZCU at a program level and site-impacts of the four opportunity sites., and identifies mitigation measures designed to reduce significant impacts, where applicable. This Section includes 20 chapters, each addressing different topical areas (Air Quality, Noise, etc.). |
| Section 5.0 | Alternatives: Provides an analysis of three different alternatives to the proposed project.  |
| Section 6.0 | Mandatory CEQA Sections: Provides an analysis of growth-inducing impacts, significant unavoidable environmental impacts, and irreversible environmental change.  |

The appendices include:

- Appendix A: Notice of Preparation (NOP), including comment letters received on the NOP and the NOP distribution list
- Appendix B: List of General Plan Update Goals and Policies
- Appendix C: Existing Conditions Report
- Appendix D: Air Quality, Energy and Greenhouse Gas Analysis Technical Studies
- Appendix E: Noise Analysis Technical Studies
- Appendix F: Transportation Impact Analysis

In compliance with Public Resources Code Section 21081.6, a mitigation monitoring and reporting program (MMRP) will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR. The MMRP, responses to public comments on the Draft EIR, and any revisions to the Draft EIR will be identified in the Final EIR.

### **Approach to EIR Analysis**

The approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the General Plan Update. Each environmental issue is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the proposed GPTZCU's potential impacts on the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analysis provided for each of the 20 topical areas examines the broad, long-term environmental effects resulting from the implementation of the goals and policies contained in each of the updated General Plan elements. The assessment of impacts focuses on how the impact in question could occur and whether the goals, policies, or some other aspect of the proposed Plan would reduce or eliminate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the General Plan throughout the Planning Area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the benefits of any proposed goals or policies, mitigation measures are specified.

### **1.3 – Scoping and Public Review**

#### **Notice of Preparation**

To define the scope of the investigation of the Program EIR, the City of Santa Fe Springs distributed a Notice of Preparation (NOP) to local, county, state, and federal agencies along with interested private organizations and individuals. The NOP was delivered to the State Clearinghouse and the CEQA-required 30-day review period began on May 17, 2021, and ended on June 15, 2021. The purpose of the NOP is to provide agencies and private entities an opportunity to identify concerns regarding potential impacts of the proposed project, recommend items to be analyzed in the DEIR, and to provide suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines). The NOP is included in Appendix A,

along with copies of written comments received during the 30-day public review period for the NOP and the NOP distribution list.

On June 9, 2021, the City conducted a virtual scoping meeting on the NOP and issues to be addressed in the EIR. The written comments received on the NOP during the 30-day review period are summarized in Table 1.1 and comments received during the scoping meeting are included in Table 1.2. The comment letters are also included in Appendix A.

**Table 1-1  
Brief Summary of Comments on the NOP**

<b>Commenting Agency/Person</b>	<b>Brief Summary of Comments on the NOP</b>	<b>Section(s) Where Addressed</b>
Los Angeles County Metropolitan Transportation Authority (6-15-21)	The commenter recommended including an updated inventory of existing and planned transit service provided by Metro and any other transit operators serving the City. Reference documents that should be used include Metro's 2020 Long Range Transportation Plan, 2021 NextGen Bus Plan, Measure M Expenditure Plan, and Measure M Guidelines. The Plan should include policies to enhance access and use of public transit.	Transportation (4.17)
California Department of Fish and Wildlife (6-7-21)	The letter addressed a number of general issues related to sensitive species and habitat types, including nesting birds, wildlife corridors, Sensitive Ecological Areas (SEA's), coastal California gnatcatcher, bats, jurisdictional waters, impact analysis methodologies, and raptor habitat.	Biological Resources (4.4)
South Coast Air Quality Management District (6-15-21)	The letter provides input as to how the air quality and greenhouse gas analyses should be conducted in accordance with SCAQMD guidelines and includes reference to several information sources. The letter also provides information on potential mitigation measures.	Air Quality (4.3), Greenhouse Gas Emissions (4.8)
Los Angeles County Fire Department (6-9-21)	The County provided information on its concerns regarding access and water requirements for future development, Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance.	Wildfire (4.20), Public Services (fire)(4.15), Hazards and Hazardous Materials (wildfire)(4.9), Biological Resources (oaks)(4.4), Cultural Resources (4.5)
Los Angeles County Sanitation Districts (6-15-21)	This comment letter describes the Districts' roles and responsibilities with respect to sewage, identifies the capacity of existing facilities, and provides other information regarding service fees and sewage treatment demand factors for various land uses.	Utilities and Services (4.19)
California Dept. of Transportation, District 7 (6/1/21)	This comment letter indicates that the GPTZCU is not expected to result in a direct adverse impact to the existing State transportation facilities. It also	Transportation (4.17)

	recommends, to accommodate the additional housing units and not induce demand for excessive Vehicle Miles Travelled (VMT), that parking requirements be significantly reduced or eliminated. It also recommends the implementation of a TDM ordinance, as an alternative to requiring car parking.	
City of Cerritos (6-10-21)	Concerns expressed about the air quality impacts of changes in industrial uses in the south end of the City adjacent to residential uses in Cerritos	Air Quality (4.3)
Gabrieleno Band of Mission Indians, Kizh Nation (5/20/21 and 5/24/21)	These emails indicated that since no ground-disturbing activity would occur as a direct result of this project, the Band had no comments at this time.	Cultural Resources (4.5), Tribal Cultural Resources (4.5)

**Table 1.2  
Summary of Scoping Meeting Comments**

<b>Commenting Agency/Person</b>	<b>Summary of Comments</b>	<b>Section(s) Where Addressed</b>
Beth Chow, City of Norwalk	Since it is adjacent to Santa Fe Springs, Norwalk is concerned about increased traffic and congestion, especially at Bloomfield/Imperial which Caltrans considers a “hot spot” in terms of congestion.	Traffic / Transportation (4.17)
Lilliana Garcia, City resident	Indicated concern regarding air pollutants from trains and cars waiting for at-grade train crossings.	Air Quality (4.3)

**Public Review of Draft EIR**

Comments from all agencies and individuals are invited regarding the information contained in the Draft Program EIR. Such comments should explain any perceived deficiencies in the assessment of impacts or provide the information that is purportedly lacking in the Draft Program EIR or indicate where the information may be found.

All comments on the Draft Program EIR are to be submitted, by the close of the 45-day public review period to:

**Cuong Nguyen, Senior Planner**  
 City of Santa Fe Springs Planning Department  
 11710 Telegraph Road, Santa Fe Springs, CA 90670  
 cuongnguyen@santafesprings.org  
 (562) 868-0511, Ext 7359

Following the 45-day period of circulation and public review of the Draft Program EIR, all comments and the City’s responses to the comments will be incorporated into a Final Program EIR prior to certification of the document by the City of Santa Fe Springs.

**Availability of EIR Materials**

All materials related to the preparation of this Program EIR, including information incorporated by reference, are available for public review. The Notice of Preparation and the Draft Program EIR are posted on the City’s website:

[http://www.santafesprings.org/cityhall/planning/planning/environmental\\_documents.asp](http://www.santafesprings.org/cityhall/planning/planning/environmental_documents.asp)

To request an appointment to review these materials, please contact Cuong Nguyen (see contact information above).

#### 1.4 – Native American Consultation

On February 17, 2021, the City sent notices to the following nine (9) Native American Tribes/Tribal Representatives to determine if they wished to consult with the City regarding the GPTZCU:

##### **Native American Tribal Group**

Gabrieleno Band of Mission Indians - Kizh Nation  
Gabrieleno/Tongva San Gabriel Band of Mission Indians  
Gabrielino /Tongva Nation  
Gabrielino Tongva Indians of California Tribal Council  
Gabrielino-Tongva Tribe  
Juaneno Band of Mission Indians - Acjachemen Nation  
Santa Rosa Band of Cahuilla Indians  
Soboba Band of Luiseno Indians  
Soboba Band of Luiseno Indians

##### **Tribal Representative**

Andrew Salas, Chairperson  
Anthony Morales, Chairperson  
Sandonne Goad, Chairperson  
Robert Dorame, Chairperson  
Charles Alvarez  
Matias Belardes, Chairperson  
Lovina Redner, Tribal Chair  
Scott Cozart, Chairperson  
Joe Ontiveros

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and only the Gabrieleno Band of Mission Indians - Kizh Nation initially indicated a desire to consult with the City on the GPTZCU. However, upon learning there was no specific ground disturbance proposed, Ms. Brandy Salas with that tribe indicated in an email to Ms. Anh Wood with the City, dated May 11, 2021, that they no longer needed to consult regarding the GPTZCU but would want to consult with the City on any future actions that did result in ground disturbance.

#### 1.5 – Citation

Preparation of this Program EIR and the General Plan and Targeted Zoning Code Update rely on information from many sources, including the appendix materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are numbered sequentially and inclusive to each environmental impact topic (Sections 4.1 through 4.20). References are located at the end of each section of this DEIR.

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## 2 – Executive Summary

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This chapter provides a summary description for the City of Santa Fe Springs General Plan and Targeted Zoning Code Update ("GPTZCU" or "Project"), a list of associated environmental issues to be resolved, a summary of significant impacts and mitigation measures associated with the Project, and a summary of feasible alternatives to the Project, including identification of the environmentally superior alternative.

### 2.1 Project Location

Santa Fe Springs is located in southeast Los Angeles County, along the Interstate 5 corridor. The City is bordered by the cities of Downey, Pico Rivera, Whittier, La Mirada, Cerritos, and Norwalk. Adjacent unincorporated areas within the jurisdiction of Los Angeles County include Los Nietos, West Whittier, and South Whittier. Santa Fe Springs is strategically located with access to major transportation corridors, including the Interstate 605 (I-605) and Interstate 5 (I-5) freeways. Santa Fe Springs is 14 miles south of downtown Los Angeles and 32 miles north of downtown Santa Ana in Orange County via the I-5 freeway. Santa Fe Springs is also traversed by the Union Pacific and BNSF Railway rail corridors. The regional context of Santa Fe Springs is shown in Exhibit 3-1 of the Project Description (See Chapter 3). Exhibit 3-2 provides a more detailed view of the Planning Area, including City boundaries and Sphere of Influence areas.

### 2.2 Project Description

The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community's growth over the long-term. Table 2-1 (identical to Table 3-2 in the Project Description) compares existing 2020 conditions with the projected growth for the 2040 horizon year and includes the City of Santa Fe Springs and its Sphere of Influence (Planning Area). The 2040 planning horizon for the Planning Area is estimated to result in increases of approximately 4,572 dwelling units, 364,000 square feet of office space, 383,500 square feet of industrial space, and a reduction of 80,000 square feet of commercial space. An estimated increase of approximately 13,890 residents and 4,788 jobs is also projected for the 2040 horizon year.

Table 2-1 compares existing land uses as of 2020 with future build out conditions in 2040 for the City of Santa Fe Springs, the Sphere of Influence, and the overall Planning Area. The 2040 planning horizon for the Planning Area is estimated at approximately 16,724 dwelling units, 60,808 residents, 79,573,800 building square feet of non-residential uses, and 60,858 jobs.

**Table 2-1  
General Plan Update: Comparison of 2020 and 2040**

Development Indicators	Existing Conditions (2020)			Future Buildout Conditions (2040)		
	City	SOI	Total	City	SOI	Total
Dwelling Units	5,513	6,639	12,152	9,421	7,303	16,724
Population	18,292	28,626	46,918	30,351	30,457	60,808
Non-Residential Square Feet	76,790,900	1,293,600	78,084,500	78,273,600	1,300,200	79,573,800
Commercial	3,922,700	382,400	4,305,100	3,841,900	382,400	4,224,300
Office	3,203,800	30,900	3,234,700	3,564,200	34,500	3,598,700
Hotels/Motels (SF)	140,000	26,500	166,500	553,900	26,500	580,400
Rooms	150	120	270	900	120	1,020
Industrial	67,743,600	92,500	67,836,100	68,537,100	92,500	68,219,600
Public Facilities/ Institutional	1,780,800	761,300	2,542,100	1,776,600	761,300	2,537,900
Employees	54,716	1,354	56,070	59,321	1,536	60,858
Students	5,446	4,049	9,495	6,638	4,914	11,552

**Source:** City of Santa Fe Springs, Los Angeles County Assessor's Data, and General Plan Update GIS data, 2020.

### 2.3 General Plan Elements

The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community's growth over the long-term. The City of Santa Fe Springs General Plan update succeeds the last comprehensive general plan adopted in 1993 and 1994. The General Plan Update incorporates statutory requirements for general plans and guidance provided in the 2017 General Plan Guidelines; coordinates future development and policies with regional planning efforts and serves as the city's fundamental guide in developing strategies to address greenhouse gas reduction, climate change, and climate planning.

The EIR incorporates the goals, policies, and objectives of the following Elements from the updated General Plan:

- Land Use Element
- Circulation Element
- Housing Element (2021-2029)
- Open Space and Conservation Element
- Noise Element
- Safety Element
- Environmental Justice Element
- Economic Development Element



These goals, objectives, and policies are intended to maintain various potential environmental effects of the GPTZCU at levels that are less than significant and are considered when evaluating the potential environmental impacts of implementing the General Plan. Sections 4.1 through 4.20 list goals, policies, and objectives from the General Plan relative to the specific environmental issue being evaluated. The Housing Element is updated for the 6<sup>th</sup> cycle and planned developments identified in the Land Use Element accommodates the Regional Housing Needs Allocation goal of 952 housing units, which represents a 17.3% increase from the existing number of housing units.

The GPTZCU also includes Amendments to Chapter 155 (Zoning) of the Santa Fe Springs Municipal Code (Zoning Map and Zoning Text Amendments) to implement the Land Use Element's Land Use Plan.

## **2.4 Key Opportunity Sites**

In addition to the General Plan and Zoning updates, four Key Opportunity Sites are included in the EIR evaluation. The following describes the possible scenarios for development that could be built within each site.

### **a. Washington Boulevard/Norwalk Boulevard Transit-Oriented Development (TOD)**

This site is located within the triangular blocks between Washington Boulevard, Norwalk Boulevard, and Broadway Avenue bordering the City of Santa Fe Springs and the Los Angeles County unincorporated area of West Whittier-Los Nietos. The area, on the southside of Washington Boulevard, consists of older vehicle-oriented commercial properties and restaurants. A planned Metro Eastside Transit Corridor Phase 2 light rail station (Metro L line) is planned for this segment of Washington Boulevard. The line will connect the current terminus in East Los Angeles to the City of Whittier at Lambert Avenue. The proposed Washington Boulevard Avenue/Norwalk Boulevard Transit-Oriented Development project would allow construction of up to 422 residential units and 38,300 square feet of non-residential building area within multiple buildings with a maximum height of six stories. The ground floor would include pedestrian-oriented commercial uses, such as retail and restaurants, and residential lobbies where residents and guests can access the residences on the upper floors. The project would also include ground floor open space, including a public plaza with seating, landscaping, outdoor dining, and widened sidewalks.

### **b. Metrolink Transit-Oriented Development (TOD)**

This site is located at the northeast corner of Imperial Highway and Bloomfield Avenue bordering the City of Norwalk and across the street from the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station. The project would replace existing commercial, business park, and industrial properties. The proposed Metrolink Transit-Oriented Development project would allow construction of up to 582 residential units and 70,400 square feet of non-residential building area within multiple buildings with a maximum height of six stories. The ground floor would include pedestrian-oriented commercial uses, such as retail and restaurants, and as residential lobbies where residents and guests can access the residences on the upper floors. The project would also include ground floor open space, including a public plaza with seating, landscaping, and widened sidewalks.

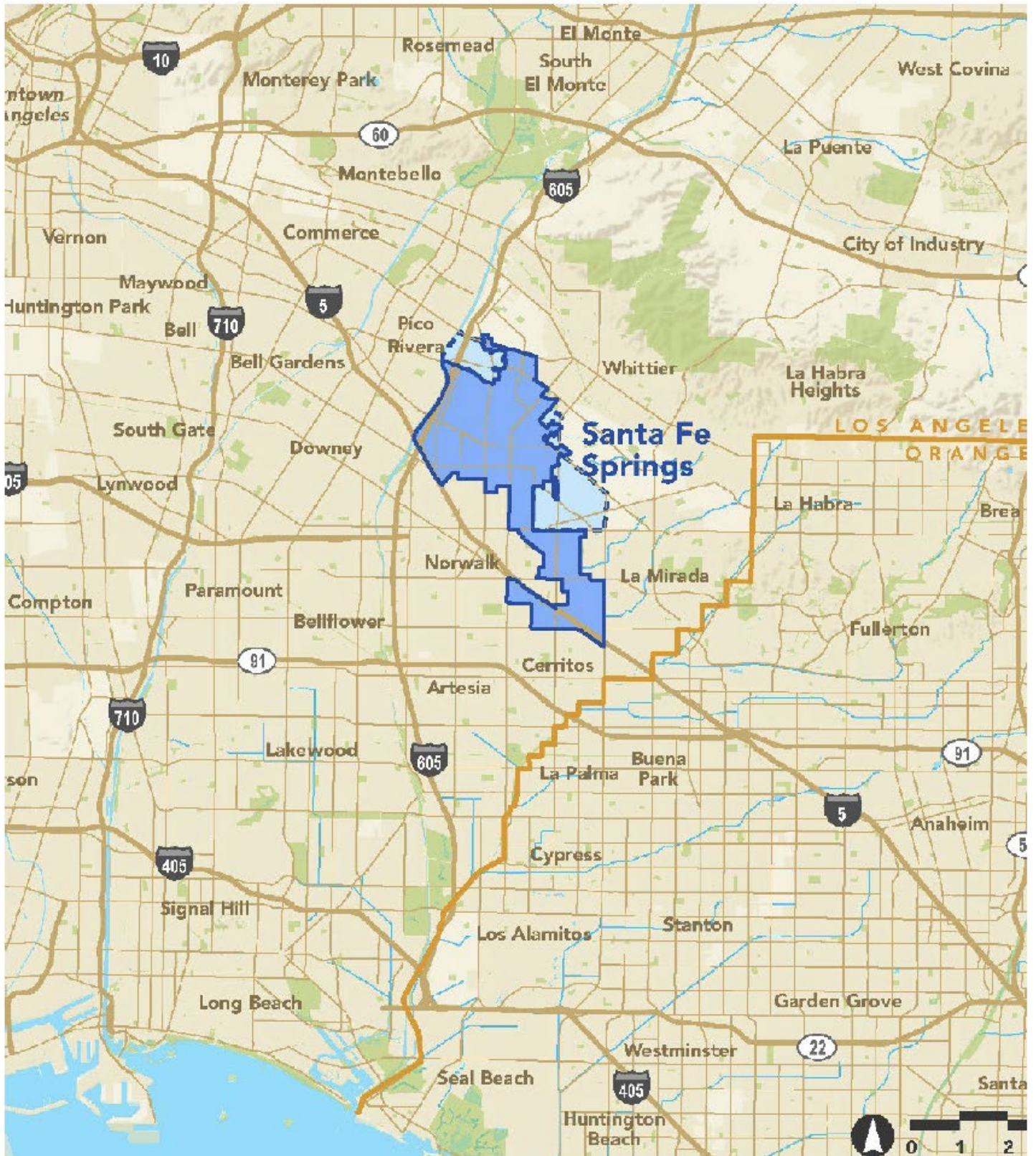
### **c. MC&C Site**

This site is located at the southeast corner of Telegraph Road and Bloomfield Avenue on vacant properties that include active, plugged, idle, and abandoned oil wells and associated pipelines. The proposed MC&C Site project would allow construction of up to 306 residential units and

55,500 square feet of non-residential building area within multiple buildings with a maximum height of four stories. Along Telegraph Road, the ground floor would include commercial uses, such as retail and restaurants and the upper floors will include residential units. Along Bloomfield Avenue, development would allow standalone residential development and live-work units directly fronting the street. Several oil wells will remain active and will continue to have access for maintenance, but will also be buffered from residential and commercial buildings with walls, fences, berms, etc. as appropriate.

**d. Koontz Site**

This site is located between Lakeland Road, Norwalk Boulevard, Fulton Wells Avenue, and Florence Avenue. The project would replace existing industrial properties with up to 156 residential units and 110,500 square feet of commercial or business park development within multiple one- to three-story buildings in height. Residential development will consist of tuck-under residential building types at three stories in height. Commercial development will consist of a neighborhood shopping center with retail, commercial services, and restaurants located at the property on the southwest corner of Florence Avenue and Norwalk Boulevard. The shopping center will include multiple retail pads and an anchor store with a maximum height limit of 25 feet. The commercial use could also be a business park depending on market conditions.



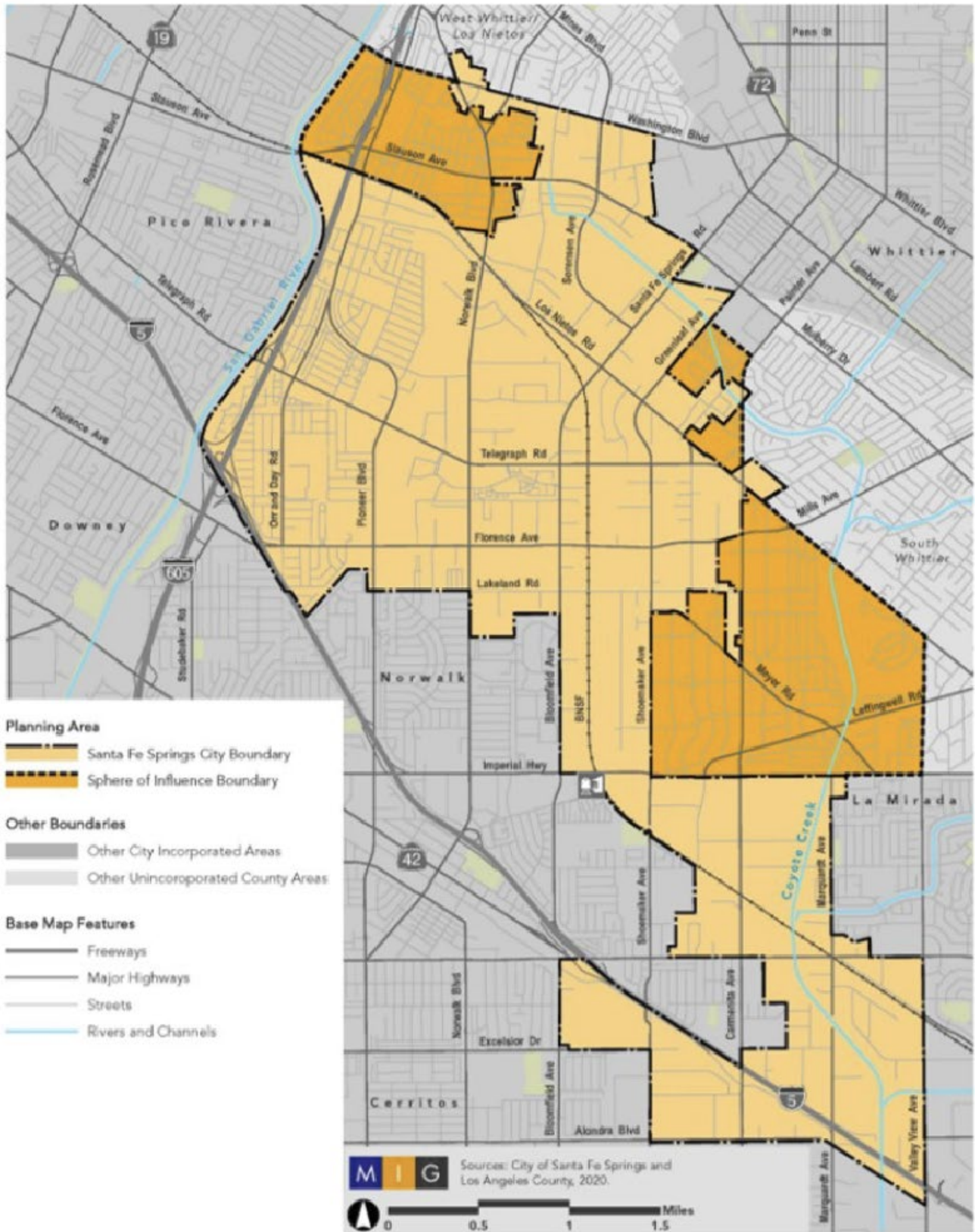
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### Exhibit 2-1 Vicinity Map

Santa Fe Springs General Plan and Targeted Zoning Code Update  
Santa Fe Springs, California



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## 2.5 Approach to EIR Analysis

The approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the General Plan Update. Each environmental issue is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the proposed GPTZCU's potential impacts on the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analysis provided for each of the 20 topical areas examines the broad, long-term environmental effects resulting from implementation of the goals and policies contained in each of the updated General Plan elements. The assessment of impacts focuses on how the impact in question could occur and whether the goals, policies or some other aspect of the proposed Plan would reduce or ameliorate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the General Plan throughout the Planning Area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the benefits of any proposed goals or policies, mitigation measures are specified.

## 2.6 Summary of Significant Impacts and Mitigation Measures

For each of the environmental topics listed above, any "*significant*" Project or cumulative impact and associated mitigation measure(s) identified in this EIR are summarized in Table 2-1, Summary of Potentially Significant Impacts and Recommended Mitigation Measures, which follows at the end of this chapter. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.20 of this Draft EIR. The chart is arranged in four columns: (1) identified impacts, (2) potential significance without mitigation, (3) mitigation measure(s), and (4) the level of impact significance after implementation of the mitigation measure(s). Because the table does not list impacts that are less than significant with no mitigation required, the Impact/Mitigation Measure numbering may be out of sequence.

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**TABLE 2.2  
SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES**

<b>Impacts</b>	<b>Significance Before Mitigation</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<b>AIR QUALITY</b>			
<p><b>Impact AQ-1 – Would the GPTZCU conflict with or obstruct implementation of the applicable air quality plan?</b></p> <p>Since the projected population growth under the Project’s 2040 time horizon exceeds the 2016 RTP/SCS growth forecasts used to prepare the 2016 South Coast Air Quality Management Plan, the Project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards in the Basin. This is considered a <b>potentially significant impact</b>.</p>	Significant	<p><b>See Mitigation Measures AQ-2A through AQ-2E under Impact AQ-2 below.</b></p>	Significant and Unavoidable
<p><b>Impact AQ-2 – Would the GPTZCU result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?</b></p> <p>Due to the built-out nature of the Project Area, construction emissions are speculative with respect to the timing and magnitude of demolition, site preparation, grading, building construction, paving and painting activities that would occur over time. Fugitive dust (PM10) emissions would be greatest during building demolition, site preparation, and grading, due to the disturbances of soil and transport of material and NOx emission would result from the combustion of diesel fuels used to power off road heavy-duty pieces of equipment (e.g. backhoes, bulldozers, excavators, etc). Reactive</p>	Significant	<p><b>Mitigation Measure AQ-2A: Require a Project-level Air Quality Assessment for Conditional Uses and New Discretionary Development Projects</b></p> <p>Applicants shall submit a quantitative project-level criteria air pollutant and toxic air contaminant emissions analysis for conditional use and new discretionary development projects. The project-level assessment shall address both construction and operational emissions. The estimated criteria air pollutant and toxic air contaminant emissions shall be compared against the thresholds of significance maintained by the South Coast Air Quality Management District (SCAQMD) and, if emissions are shown to be above SCAQMD thresholds, the City shall require the implementation of mitigations to reduce emissions. The project-level assessment, and identification of necessary mitigation, shall be prepared prior to discretionary project approval. Mitigation measures to reduce emissions could include, but are not limited to:</p>	Significant and Unavoidable

<p>Organic Gas or Volatile Organic Compound (VOC) emissions would generally be greatest during architectural activities. The types and quantity of equipment, and duration of construction activities, would be dependent on project-specific conditions.</p> <p>Despite the unknowns, it is plausible that one or more projects developed under implementation of the proposed GPTZCU could exceed one or more of the SCAQMD's construction criteria air pollutant thresholds of significance and the impact could <b>potentially significant and requires mitigation</b>.</p> <p>As shown in Table 4.3-7 of Chapter 4.3 Air Quality), the maximum daily operational emissions associated with the 2040 growth under the Project would result in ROG and oxides of nitrogen (NOx) emissions that exceed SCAQMD-recommended significance thresholds. This is considered a <b>potentially significant impact</b>.</p>		<ul style="list-style-type: none"> <li>● Selection of specific construction equipment (e.g., specialized pieces of equipment with smaller engines or equipment that will be more efficient and reduce engine runtime);</li> <li>● Requiring equipment to use alternative fuel sources (e.g., electric-powered and liquefied or compressed natural gas), meet cleaner emission standards (e.g., U.S. EPA Tier IV Final emissions standards for equipment greater than 50-horsepower), and/or utilizing added exhaust devices (e.g., Level 3 Diesel Particulate Filter);</li> <li>● Minimizing the idling time of diesel-powered construction equipment to two minutes; and</li> <li>● Application of Low-VOC paints to interior and/or exterior surfaces (e.g., paints that meet SCAQMD Rule 1113 “Low-VOC” or “Super-Compliant” requirements).</li> </ul> <p><b>Mitigation Measure AQ-2B: Prohibit the Installation of Natural Gas Hearths in New Residential Development</b></p> <p>The City shall prohibit the installation of new natural gas hearths/fireplaces in new residential development. Natural gas hearths/fireplaces may be incorporated into remodels / redevelopment if the existing structure(s) proposed for remodel / redevelopment featured natural gas hearths/fireplaces; however, the number of natural gas hearths/fireplaces provided by the new structure(s) may not exceed that present prior to the remodel / redevelopment and must meet the most recent U.S. EPA, CARB, and/or SCAQMD emissions standards in effect at the time of building permit issuance.</p>	
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		<p><b>Mitigation Measure AQ-2C: Residential Electric Vehicle and Bicycle Parking Requirements</b></p> <p>The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply and be required for new residential (or residential mixed-use) development projects located in the City:</p> <ul style="list-style-type: none"> <li>● New one and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code.</li> <li>● New multi-family dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2.</li> <li>● New multi-family dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2.</li> </ul> <p><b>Mitigation Measure AQ-2D: Non-Residential Electric Vehicle and Bicycle Parking Requirements</b></p> <p>The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply and be required for new non-residential (or mixed-use) development projects located in the City:</p> <ul style="list-style-type: none"> <li>● New non-residential development with more than 10 tenants-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen code.</li> <li>● New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen code.</li> </ul>	
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		<ul style="list-style-type: none"> <li>● New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen code.</li> </ul> <p><b>Mitigation Measure AQ-2E: Transportation Demand Management</b></p> <p>The City shall require all new residential and non-residential development that meets the following criteria incorporate measures to meet vehicle trip generation rates that are twenty percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual:</p> <ul style="list-style-type: none"> <li>● New multi-unit development of ten units or more;</li> <li>● New non-residential development of ten thousand square feet or more;</li> <li>● Additions to non-residential buildings that are ten thousand square feet or more in size or that expand existing gross floor area by ten percent or more; and</li> <li>● Establishment of a new use, change of use, or change in operational characteristics in a building that is ten thousand square feet or more in size or that results in an average daily trip increase of more than ten percent of the current use, based on the most recent Institute of Traffic Engineers (ITE) trip generation rates.</li> </ul>	
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<p><b>Impact AQ-3 – Would the GPTZCU expose sensitive receptors to substantial pollutant concentrations?</b></p> <p>Construction emissions associated with future development activities facilitated under implementation of the proposed GPTZCU could exceed SCAQMD construction LSTs and cancerogenic and non-cancerogenic threshold maintained and recommended by the SCAQMD. This is considered a <b>potentially significant impact</b>.</p>	Significant	<b>See Mitigation Measure AQ-2A, Above</b>	Significant and Unavoidable  (Construction Emissions Only)
<p><b>Would the GPTZCU cause substantial adverse cumulative impacts with respect to Air Quality?</b></p> <p>The Project's 2040 growth and associated construction and operational emissions may not be consistent with the planning assumptions and emissions levels which exceed SCAQMD-recommended CEQA thresholds of significance. This is a <b>potentially significant impact</b>.</p>	Significant	<b>See Mitigation Measure AQ-2A through AQ-2E, Above</b>	Significant and Unavoidable
<b>GREENHOUSE GAS EMISSIONS</b>			
<p><b>Impact GHG-1 – Would the GPTZCU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?</b></p> <p>As shown in Table 4.8-4, the GPTZCU's 2040</p>	Significant	<p>See Mitigation Measures AQ-2B, AQ-2C, AQ-2D, and AQ-2E.</p> <p><b>Mitigation Measure GHG-1A:</b> Within two years of the adoption of the GPTZCU, the City shall consider and evaluate the feasibility of adopting an ordinance that</p>	Significant and Unavoidable

<p>growth projection would result in GHG emissions that exceed the adjusted SCAQMD derived plan-efficiency metric. This is considered a <b>potentially significant impact</b>.</p>		<p>amends the City’s Municipal Code to require all new residential and/or non-residential development subject to Title 24, Part 6 of the California Building Code to achieve Zero Net Energy (ZNE) standards. If the City finds ZNE technology, programs, and/or other strategies are feasible and cost-effective, the City shall adopt a ZNE ordinance as expeditiously as possible given City resources. As defined by the California Energy Commission (CEC), ZNE standards require the value of the net energy produced by project renewable energy resources equals the value of the energy consumed annually by the project, using the CEC’s Time Dependent Valuation (CEC, 2015).</p> <p><b>Mitigation Measure GHG-1B: Consider the Preparation and Adoption of a Climate Action Plan.</b> To implement General Plan Policy OSC-4.3, the City of Santa Fe Springs shall consider preparing and adopting a Climate Action Plan (CAP) within two years of adoption of the GPTZCU that:</p> <ol style="list-style-type: none"> <li>1) Establishes a community-wide greenhouse gas emissions inventory for a single, historic calendar year (e.g., the current year for which the CAP is being prepared).</li> <li>2) Quantifies greenhouse gas emissions, both existing and proposed over a specified time period. The time period forecasted shall be no less than the Year 2040. Additional, forecasted years (e.g., 2030, 2035, etc.) may be included.</li> <li>3) Identifies annual, community-wide greenhouse gas emission reduction targets (i.e., in MTCO<sub>2e</sub>) and/or efficiency targets (i.e., in MTCO<sub>2e</sub> per service population and/or capita) that align the City’s emissions with legislatively adopted state-wide greenhouse gas reduction targets (e.g., AB 32 and SB 32) for a specified calendar year. For a calendar year beyond that which has a legislatively adopted greenhouse gas reduction target, the greenhouse gas emissions reduction</li> </ol>	
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		<p>goal for 2050 outlined in EO S-3-05 shall be used as a future benchmark. The identified annual, community-wide greenhouse gas emissions target for the City may be an interpolated value based on legislatively adopted state-wide greenhouse gas reduction targets and those issued by Executive Order.</p> <ol style="list-style-type: none"> <li>4) Specifies measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified annual, community-wide greenhouse gas emission reduction targets and/or efficiency targets.</li> <li>5) Establishes a mechanism to monitor the plan’s progress toward achieving its community-wide greenhouse gas emission reduction targets and/or efficiency targets, and requires amendment if the CAP is not achieving specified levels.</li> <li>6) Be adopted in a public process following environmental review.</li> </ol> <p><b>Mitigation Measure : Require a Project-level Greenhouse Gas Emissions Assessment for New Discretionary Development Projects.</b></p> <p>Applicants shall submit a project-level greenhouse gas (GHG) emissions analysis for discretionary development projects. The GHG emissions analysis shall evaluate the project’s consistency with adopted state-wide GHG emissions reduction goals, such as Senate Bill 32, EO S-3-05, or interpolated GHG emission reduction goal for 2040 that is based on state-wide GHG emissions reduction goals (e.g., an interpolated SCAQMD efficiency metric of 2.6 MTCO<sub>2</sub>e/yr/SP). If the project’s GHG emissions are found to be inconsistent with state-wide GHG emission reduction goals, mitigation shall be identified and implemented to reduce emissions. The</p>	
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		<p>project-level GHG emissions analysis shall fully address the project’s GHG emissions impacts using the checklist questions contained in the CEQA Guidelines Appendix G, Item VIII, Greenhouse Gas Emissions. Mitigation measures to reduce emissions could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>● Increasing the energy efficiency of the proposed building(s) (e.g., identifying building practices that go beyond CalGreen Code standards, identifying specific energy efficient appliances, etc.);</li> <li>● Incorporating on-site renewable energy generation into project-design;</li> <li>● Reducing the quantity of parking provided by the proposed development; and</li> <li>● Reducing indoor and outdoor potable water consumption.</li> </ul> <p><u>Key Opportunity Sites:</u></p> <p>See Mitigation Measures AQ-2B, AQ-2C, AQ-2D, AQ-2E, GHG-1A, GHG-1B, and GHG-1C.</p>	
<p><b>Impact GHG-2 – Would the GPTZCU conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</b></p> <p>As shown in Table 4.8-6, the Project growth could result in GHG emissions that exceed the 2017 Climate Change Scoping Plan’s recommended efficiency metrics. In addition, the Project has the potential to result in growth which is approximately 2.5 times more than the assumed growth in the 2020 RTP/SCS. This is considered a <b>potentially significant impact</b>.</p>	<p>Significant</p>	<p><b>See Mitigation Measures AQ-2B, through AQ-2E, GHG-1A and GHG-1B, and GHG-1C.</b></p>	<p>Significant and Unavoidable</p>



<p><b>Would the GPTZCU cause substantial adverse cumulative impacts with respect to greenhouse gases?</b></p> <p>The Project's 2040 growth projection and associated GHG emissions could exceed the significance threshold applied in this EIR and pose a conflict with the 2017 Climate Change Scoping Plan of the California Air Resources Board. This is considered a <b>potentially significant impact</b>.</p>	Significant	<p><b>See Mitigation Measures AQ-2, GHG-1, GHG-2, and Mitigation Measures VMT-1, and VMT-2, which are shown below.</b></p>	Significant and Unavoidable
<b>HYDROLOGY AND WATER QUALITY</b>			
<p><b>Impact HYD-2 – Would the GPTZCU substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</b></p> <p>The GPTZCU will substantially increase the projected population in the City over those projected in the 2020 Urban Water Management Plan which must be updated every five years and will need to be updated to account for the growth represented by future land uses under the GPTZCU. This is considered a <b>potentially significant impact</b>.</p>	Significant	<p><b>Mitigation Measure UTL-1 Water Demand Management:</b> New developments under the GPTZCU that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Management Plans for the involved local water providers.</p>	Less than Significant
<b>TRANSPORTATION</b>			
<p><b>Impact TRANS-2 – Would the GPTZCU conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? [regarding VMT]</b></p> <p>At this time, the City of Santa Fe Springs cannot demonstrate that VMT will be reduced to the degree that it meets State goals related to VMT reduction. The feasibility and effectiveness of VMT mitigation measures such</p>	Significant		Significant and Unavoidable  Increased VMT

2 – Summary

<p>as a local or regional VMT bank or exchange is unknown at this time.</p> <p>The findings for the Project indicate that the Project is beneficial for VMT efficiency and is expected to produce VMT at a rate that would not result in a significant impact (as discussed above the model is not sensitive to many of the factors identified that affect VMT per person). CARB data indicates the trend of VMT growth across the state is going up when the regional models predict that it should be decreasing. This trend highlights the current uncertainty of the model in predicting VMT. However, for the purposes of this EIR, VMT impacts are considered <b>significant and unavoidable</b>.</p>			
<p><b>Impact TRANS-4- Would the project cause substantial adverse cumulative impacts with respect to transportation and traffic?</b></p> <p>Future development under the GPTZCU will add housing which could contribute additional traffic on local and regional networks as well as hinder compliance with the state and regional VMT reduction goals outlined in SCAG’s RTP/SCS. The GPTZCU could have <b>potentially significant</b> VMT impacts and mitigation is required.</p>	<p>Significant</p>		<p>Significant and Unavoidable</p> <p>Increased VMT</p>
<p><b>UTILITIES AND SERVICE SYSTEMS</b></p>			
<p><b>Impact UTS-1 – Would the GPTZCU require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</b></p> <p>The anticipated growth under the GPTZCU is</p>	<p>Significant</p>	<p><b>Mitigation Measure UTL-1 Water Demand Management:</b> New developments under the GPTZCU that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Management Plans for the involved local water providers.</p>	<p>Less than Significant</p>

<p>substantial and could require additional water resources if future growth is consistent with the growth projected in the EIR, which is designed to accommodate the City’s 6<sup>th</sup> Cycle RHNA allocation. The impact to water supply facilities are <b>potentially significant</b> and require mitigation.</p> <p>Impacts to wastewater, stormwater, electric power, natural gas, and telecommunication infrastructure is considered less than significant.</p>			
<p><b>UTS-2 – Would there be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</b></p> <p>The GPTZCU is expected to require more water than is currently identified in the most recent UWMP. Conservation efforts and/or increased supply (from recycled water or other sources) may account for the anticipated growth; however, the potential impacts to water supply are considered <b>potentially significant</b>.</p>	<p>Significant</p>	<p><b>See Mitigation Measure UTIL-1, Above</b></p>	<p>Less than Significant</p>
<p><b>UTS-6 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to utilities and service systems?</b></p> <p>The growth projections of the proposed GPTZCU are different than those of the 1994 General Plan, and it is possible the increases in projected housing and population and changes in non-residential development may have adverse impacts on water demand but are not expected to have significant impacts on sewer/wastewater, storm drainage, energy, telecommunications, or solid waste infrastructure and service providers in the region.</p>	<p>Significant</p>	<p><b>See Mitigation Measure UTIL-1, Above</b></p>	<p>Less than Significant</p>

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## 2.7 Alternatives to the Proposed Project

Pursuant to State CEQA Guidelines Section 15126.6, this chapter describes three alternatives to the General Plan and Targeted Zoning Code Update (Project), including the CEQA-mandated No Project Alternative, and compares the impacts of each alternative to the Project. The ability of each alternative to meet the basic project objectives is also described, and the “environmentally superior” alternative among the three is identified, as required by the CEQA Guidelines.

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice and that meet most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

1. **Healthy and Safe Neighborhoods.** Promote healthy and safe neighborhoods with comprehensive approaches that consider best practices around land use, mobility, housing, environmental justice, community services, and design.
2. **Economic Strength and Local Businesses.** Strengthen the City’s industrial and office sectors while increasing and diversifying commercial businesses.
3. **Diversified Economy.** Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.
4. **Downtown.** Strive for a downtown that showcases our rich history, celebrates local entrepreneurship, features our civic institutions, and encourages downtown living within a vibrant gathering place for the community.
5. **Active and Diverse Transportation.** Create an interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for pedestrians, cyclists, transit users, and motorists to move around the City with convenience and ease.
6. **Environmental Justice and Community Safety.** Improve environmental conditions, noise conditions, and air and water quality for all residents and people working in the City by minimizing the impacts of industrial businesses, truck and commuter traffic, and contaminated lands.
7. **Clean and Sustainable Environment.** Insist upon remediation of contaminated land and take steps to prevent pollution from the different processes involved in industrial business operations. Improve local air quality and make rational use of natural resources to support environmental responsibility and the collective health of residents, employees, and visitors.
8. **Equitable and Inclusionary.** Engage residents and stakeholders in ensuring equitable and inclusive processes, policies, investments, and service systems. Our residents in disadvantaged communities have access to healthy foods, parks, mobility options activity, public programs, and safe homes.
9. **Adaptive and Resilient Community.** Protect people, infrastructure, and community assets from evolving climate threats and vulnerabilities, and from natural and human-caused hazards.

10. **Technology.** Embrace technology and innovative practices where digital technology and intelligent design can be harnessed to create smart, sustainable cities and adaptable infrastructure systems.

***Alternative 1: No Project/Existing 1994 General Plan***

The No Project/Existing General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area, but only development anticipated under the 1994 General Plan. For this alternative, it is assumed there would be a significant reduction in residential development and a significant increase in non-residential development when compared to the Project. Additionally, no new policies, goals, or development standards associated with the Project would be implemented; the standards, goals, and policies associated with the 1994 General Plan would be applicable. This alternative would not meet the City's Regional Housing Needs Allocation (RHNA) goals.

***Alternative 2: Reduced Mixed-Use Alternative***

The Reduced Mixed-Use Alternative reflects a reduced number of residential units and reduced amount of non-residential development (both approximately 25 percent less) compared to those expected under the proposed GPTZCU. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. This alternative would meet the City's Regional Housing Needs Allocation (RHNA) goals.

***Alternative 3: Reduced Residential Alternative***

The Reduced Residential Alternative assumes that the total number of dwelling units under this alternative would be 50 percent less than the increase expected under the proposed GPTZCU. This alternative assumes the same amount of non-residential development as the proposed GPTZCU. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. This alternative would also meet the City's Regional Housing Needs Allocation (RHNA) goals.

***Environmentally Superior Alternative***

None of the alternatives would eliminate or reduce any of the significant impacts of the GPTZCU to less than significant levels. However, Alternative 3, the Reduced Residential Alternative would reduce potential impacts to the greatest degree and would therefore be the "environmentally superior alternative." This conclusion is based on the comparative impact conclusions in Table 2-2 and the analysis within this chapter. In addition, this alternative would meet the City's Regional Housing Needs Allocation (RHNA) goals.

**Table 2-3  
Alternatives' Impacts Compared to Project Impacts**

<b>Impact/Resource</b>	<b>Alternative 1: No Project Existing General Plan</b>	<b>Alternative 2: Reduced (-25%) Mixed-Use Alternative</b>	<b>Alternative 3: Reduced (-50%) Residential Alternative</b>
<b>Air Quality</b>	<b>Similar SU</b>	<b>Reduced SU</b>	<b>Similar SU</b>
<b>Biological Resources</b>	Similar LTS	Similar LTS	Similar LTS
<b>Cultural Resources</b>	Similar LTS	Similar LTS	Similar LTS
<b>Energy</b>	Similar LTS	Reduced LTS	Similar LTS
<b>Geology and Soils</b>	Similar LTS	Similar LTS	Similar LTS
<b>Greenhouse Gas Emissions</b>	<b>Similar SU</b>	<b>Reduced SU</b>	<b>Similar SU</b>
<b>Hazards and Hazardous Materials</b>	Similar LTS	Similar LTS	Similar LTS
<b>Hydrology and Water Quality</b>	Similar LTS	Similar LTS	Similar LTS
<b>Land Use</b>	Similar LTS	Similar LTS	Similar LTS
<b>Noise</b>	Similar LTS	Reduced LTS	Reduced LTS
<b>Population and Housing</b>	Reduced LTS	Reduced LTS	Similar LTS
<b>Public Services</b>	Similar LTS	Reduced LTS	Similar LTS
<b>Recreation</b>	Reduced LTS	Reduced LTS	Similar LTS
<b>Transportation (VMT)</b>	<b>Similar SU</b>	<b>Reduced SU</b>	<b>Similar SU</b>
<b>Tribal Cultural Resources</b>	Similar LTS	Similar LTS	Similar LTS
<b>Utilities and Service Systems</b>	Similar LTS	Reduced LTS	Similar LTS
Source: MIG, 2021 LTS= Less Than Significant Impact SU= <b>Significant and Unavoidable Impact</b>			

## 2.8 Areas of Potential Controversy

Potential Areas of Controversy include:

**Increased Housing and VMT;** . The increase in vehicle miles traveled (VMT) has the potential to conflict with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, otherwise known as "Connect SoCal") and exceed State VMT thresholds.

**Greenhouse Gas (GHG) Compliance:** The greenhouse gas emissions associated with the implementation of the GPTZCU would exceed the 2017 Climate Change Scoping Plan's recommended efficiency metrics. The GPTZCU has the potential to result in growth which is approximately 2.5 times more than the assumed growth in the 2020 RTP/SCS and would conflict with State GHG reduction goals.

**Water Availability:** Depending on the rate of growth that actually occurs as a result of implementation of the GPTZCU, water serving agencies may be stressed in providing water supply to meet such growth.



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## 3.0 – Project Description

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The City's General Plan was last comprehensively updated in 1993 and 1994. This current comprehensive update of the City of Santa Fe Springs General Plan brings the document in conformance with the requirements of Article 5 (Authority for and Scope of General Plans) of the California Government Code and addresses changes to the demographic, economic and environmental conditions in Santa Fe Springs that are anticipated to occur through the year 2040. Article 5 requires that every city and county have a general plan that functions as a comprehensive, long-range policy document.

For cities, the general plan guides the physical development of the incorporated city (e.g., city limit) and any land outside city boundaries (e.g., unincorporated sphere of influence area) that has a relationship to a city's future growth and development. A sphere of influence is a planning boundary outside of a city's legal boundary (also known as the city limit line) that designates a city's probable future boundary and service area. The City of Santa Fe Springs General Plan applies to a Planning Area comprising the City of Santa Fe Springs and the unincorporated Los Angeles County territory generally located to the northwest and southeast of the City. The project analyzed in this program Environmental Impact Report (EIR) is the adoption and long-term implementation of the General Plan Update and the Targeted Zoning Code Update (GPTZCU) plus site-specific evaluation of four (4) key opportunity sites in the City.

The Planning Area for the GPTZCU is the incorporated City of Santa Fe Springs and its unincorporated sphere of influence.

### 3.1 – PLAN MAKING BACKGROUND

Under State law, local governments must be diligent in soliciting participation by all community members in this effort. As part of a comprehensive General Plan update program initiated in 2020, the City planned and implemented a robust public engagement program to inform, educate, and engage the community. Activities were designed to use stakeholder time efficiently so that an activity could inform more than one element.

The public engagement program emphasized people-centered strategies and public education activities designed to help participants understand how these plans can impact their community and daily lives. Outreach and engagement activities were scheduled early in the process to ensure that input informed key decision points throughout the development of the General Plan Update. Following COVID-19 guidance from local, State, and federal public health agencies, engagement activities were held online. Outreach materials and engagement activities were provided in English and Spanish.

The program leveraged a variety of outreach and engagement strategies, tools, and methods to encourage participation from a broad cross-section of the Santa Fe Springs community that represent the City's diverse cultural groups, income levels, ages, interests, and needs. In particular, the program sought out and considered the viewpoints of Disadvantaged

Communities (DACs) and groups that planning programs historically have not adequately engaged, such as communities of low- and moderate-income residents, seniors, youth, limited-English proficient individuals, people with disabilities, and individuals and groups often marginalized in civic engagement.

Between April 2020 and June 2021, the City completed the following outreach and engagement activities designed to promote and inform the public about the General Plan:

- Bilingual Communications and Social Media Campaign
- General Plan Project Website
- Community Survey (online and paper)
- Stakeholder Interviews and Focus Group Discussions
- General Plan Advisory Group (five meetings)
- Community Workshops (three workshops)
- Joint Study Sessions with the Planning Commission and City Council

### **Communications and Social Media Campaign**

The City and MIG launched and maintained a multi-media campaign to keep the community abreast of the General Plan Update and Housing Element activities and milestones. MIG provided updates and information via social media and other web-based platforms, the General Plan’s dedicated website, print media, and press releases. Flyers, fact sheets, and press releases informed stakeholders and promoted engagement activities. All written and digital materials were provided in English and Spanish.

### **Website**

MIG, Inc. (the City’s General Plan consultant) created and hosted a stand-alone website for the project, working with the City’s IT and Planning Department staff to direct traffic from the City’s website to the General Plan website<sup>1</sup>. The website included information around the General Plan update schedule and process, ways to get involved, upcoming meetings, ways to provide input, and public documents. The Housing Element was highlighted along with the new Environmental Justice and Economic Development Elements. Engagement activities focused on the Housing Element were summarized alongside key documents.

### **Survey**

During August and September 2020, the City conducted an online survey to understand community priorities, including housing priorities, with a focus on preferred transportation modes. To boost survey participation, City staff also distributed paper copies of the survey at senior housing facilities and the City library. The City received 84 surveys back from the community.

### **Stakeholder Interviews and Focus Groups**

MIG conducted eight one-on-one interviews and six small focus groups with community stakeholders between April to August 2020, engaging 36 stakeholders. The interviews and focus groups discussed nine questions and lasted approximately one hour. Responses were summarized only in aggregate, thereby encouraging the interviewees to speak freely.

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<sup>1</sup> [https://www.santafesprings.org/cityhall/planning/general\\_plan\\_update/](https://www.santafesprings.org/cityhall/planning/general_plan_update/)

### *3.0 – Project Description*

In each interview and focus group, stakeholders were asked about critical challenges and opportunities including but not limited to residential and other development, where they would like to see new housing, how they feel about converting industrial sites to residential uses, and the types of housing needed in Santa Fe Springs.

#### **General Plan Advisory Group**

The General Plan Advisory Group (GPAG) was formed to advise City staff and MIG during the development of this comprehensive General Plan Update and Targeted Zoning Code Update. Twenty members represented a range of community interests, including representatives from neighborhood groups, business groups, advocacy groups, and local organizations, residents representing a range of perspectives.

MIG facilitated five two-hour virtual GPAG meetings to confirm the community vision, identify economic development opportunities, develop land use and housing alternatives, receive input on the big ideas for each element, and review the revised goals and policies. Two of these five GPAG meetings, hosted on September 23, 2020, and October 7, 2020, focused on the Housing Element, and collected input on housing strategies, locations for future housing, and the big ideas discussed in the Housing Element. GPAG input was instrumental in the design of subsequent community workshops.

#### **Community Workshops**

Between September 2020 and March 2021, MIG facilitated three virtual interactive community workshops that discussed a wide range of community issues including the need for community services and a grocery store, truck impacts to streets, lack of downtown and community gathering spaces, street parking challenges, and keeping the community clean from trash. Live Spanish translation services were available for every workshop. The first workshop informed the community on the General Plan process and identified community challenges and opportunities. The second workshop presented the Community Needs Assessment and elicited input on environmental burdens within disadvantaged community areas. The third workshop identified specific housing related land uses for the purpose of seeking ways to maximize housing opportunities. Workshops were promoted extensively by the City through website updates, e-blasts, social media posts, announcements at City events, Planning Commission and City Council meetings, and bilingual flyers distributed through library and food bank programs. Forty-eight stakeholders participated in the third community workshop on Wednesday, March 31, 2021, from 6:00 to 8:00 pm. During the third community workshop, the presentations provided an overview of the Housing Element, Regional Housing Needs Assessment, and housing strategies. A raffle was also held to increase attendance. Following the presentations, participants were invited to share their thoughts and ideas on housing issues, needs, and barriers, as well as locations for future housing.

#### **Study Sessions**

MIG conducted two study sessions on the General Plan to test ideas and concepts and confirm direction with decision-makers. Study sessions were held in December 2020 and May 2021 with the City Council and Planning Commission.

### **3.2 – LOCATION**

Santa Fe Springs is located in southeast Los Angeles County, along the Interstate 5 corridor. The City is bordered by the cities of Downey, Pico Rivera, Whittier, La Mirada, Cerritos, and Norwalk. Adjacent unincorporated areas within the jurisdiction of Los Angeles County include Los Nietos, West Whittier, and South Whittier. Santa Fe Springs is strategically located with access to major transportation corridors, including the Interstate 605 (I-605) and Interstate 5 (I-5) freeways. Santa Fe Springs is 14 miles south of downtown Los Angeles and 32 miles north of downtown Santa Ana in Orange County via the I-5 freeway. Santa Fe Springs is also traversed by the Union Pacific and BNSF Railway rail corridors. The regional context of Santa Fe Springs is shown in Exhibit 3-1. Exhibit 3-2 provides a more detailed view of the Planning Area, including City boundaries and Sphere of Influence areas.



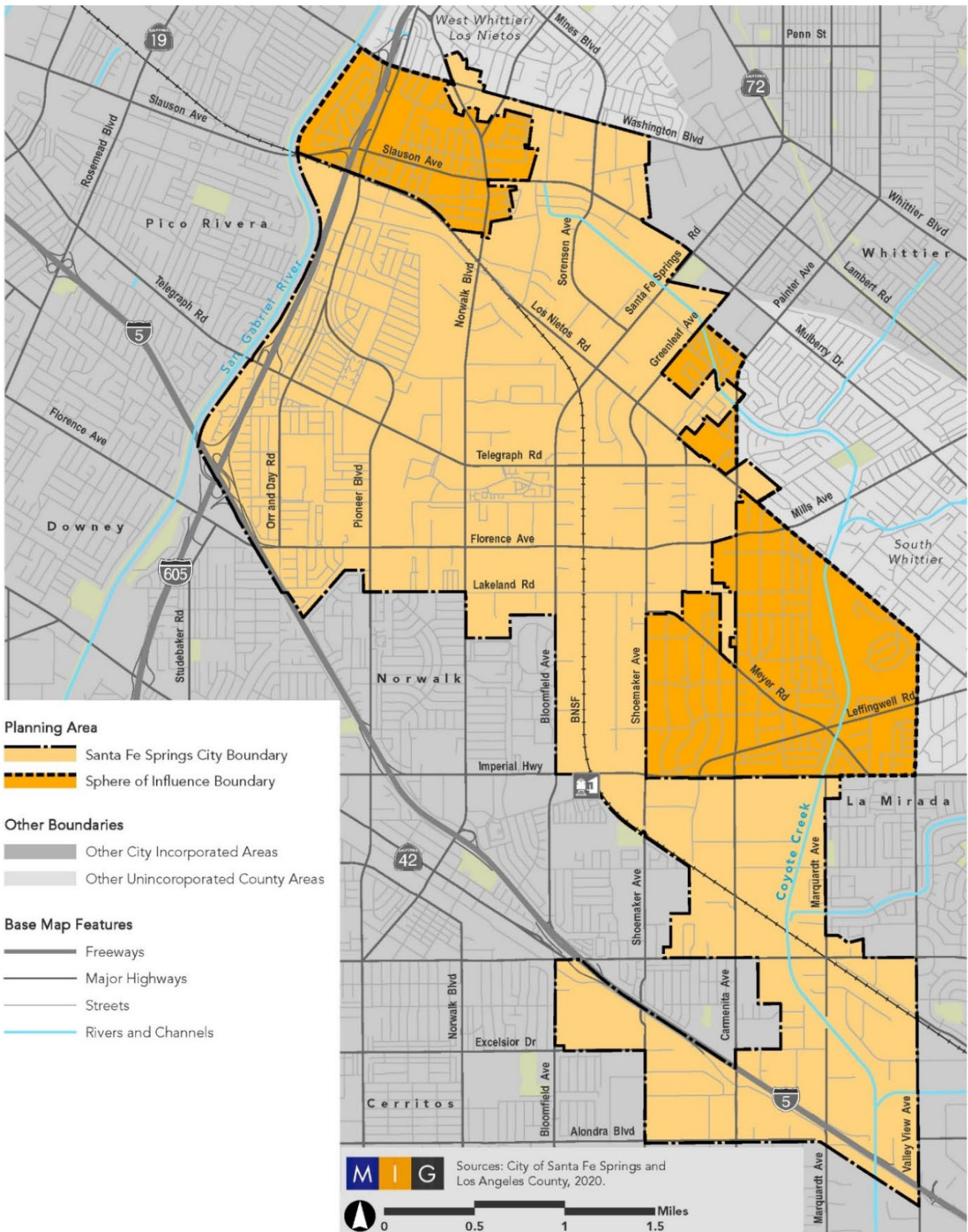
### Exhibit 3-1 Vicinity map

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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### Exhibit 3-2 Planning Area

Santa Fe Springs General Plan and Targeted Zoning Code Update  
 Santa Fe Springs, California



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### 3.3 – EXISTING CONDITIONS

#### Environmental Setting

The Planning Area consists of the corporate boundaries of the City of Santa Fe Springs and its Sphere of Influence. The San Gabriel River defines the western city limits. The unincorporated communities of West Whittier-Los Nietos and South Whittier that make up the Sphere of Influence abut the City's borders to the north and east. The areas within the City's corporate boundaries total 8.9 square miles (5,681 acres) and Sphere of Influence total 2.6 square miles (1,651 acres) for a total Planning Area of 11.5 square miles (7,332 acres).

The Planning Area is in the Los Angeles Basin, a coastal alluvial plain nestled between the Santa Monica Mountains, the Pacific Ocean, the Elysian, Repetto, and Puente Hills and the Santa Ana Mountains and San Joaquin Hills. Geologically, it occupies the Central Block area of the Los Angeles Basin adjacent to the Elsinore Fault and Newport-Inglewood Fault. Runoff from the San Gabriel Mountains five miles north of the City is the primary source of the San Gabriel River which recharges the aquifers of the Central Groundwater Basin. Water is drained by the San Gabriel River Watershed and eventually reaches the Pacific Ocean 10 miles south of the City. Few natural open spaces remain in the City.

The entire Planning Area has a total estimated population of 48,550 with most residing in the Sphere of Influence. According to the State Department of Finance, the population of the City in 2020 was 18,295 persons compared to its 2000 population of 16,414 persons. According to the American Community Survey 2014-2018 5-year estimates, the City's housing stock consists of 5,494 housing units and its employment base is 57,171 workers.<sup>2</sup> The Planning Area's urban development is part of the Los Angeles-Long Beach-Anaheim urban area, a densely developed territory with an area of 1,736 square mile and a total population of 12,563,660 and encompass residential, commercial, and other non-residential urban land uses of the Los Angeles Basin and adjoining urbanized valleys.<sup>3</sup>

Major regional transportation routes that carry vehicular traffic (personal vehicles, freight, buses, and rail service cross City borders. The City is named after the Atchison, Topeka & Santa Fe Railway. Metrolink operates rail passenger service at Norwalk/ Santa Fe Springs Station serving two lines: 91/ Perris Valley Line and Orange County Line. Both the BNSF Railway and Union Pacific railroads operate in Santa Fe Springs, with a Union Pacific rail yard located adjacent to Los Nietos Road and Union Pacific Distribution Services operating the Valla rail port on Sorenson Avenue. Rail freight operates within long established rail easements/rights-of-way that traverse the City, largely at at-grade crossings. The interchange of the I-605 and the 1-5 freeways is in the City and several regional roadways provide multiple access points along the routes of the freeways. Within the City, Telegraph Road, Slauson Avenue, and Washington Boulevard provide primary access to I-605. I-5, on the southwest City boundary, is a major interstate highway providing north-south connectivity to Los Angeles, Anaheim, and Irvine, and as far north as Washington state. Pioneer Boulevard, Norwalk Boulevard, Bloomfield Avenue, Carmenita Road, Valley View Avenue, and Florence Avenue provide access to the I-5.

The storm drain system in Santa Fe Springs, which is maintained by the Los Angeles County Flood Control District (LACFCD), funnels stormwater through a network of mains and catch

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<sup>2</sup> Pre-certified Local Housing Data for the City of Santa Fe Springs. Southern California Association of Governments. August 2020.

<sup>3</sup> Urban Areas Facts <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/ua-facts.html>

basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries. High concentrations of impervious surfaces in intensive urban areas, like Santa Fe Springs and surrounding vicinities, has contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The San Gabriel River is impaired by pollutants, including selenium and metals, such as copper, lead, and zinc. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials, such as galvanized steel, that are exposed to rain.

### **Existing Land Use**

The existing land uses are divided into 12 categories: single family, multi-family, commercial, hotel/motel, office, industrial, public facilities, parks and open space, river and creeks, golf courses, railroad right-of-way, and vacant lands. Santa Fe Springs' existing land use distribution is noted in Table 3-1. The City's Existing Land Use map is shown as Exhibit 3-3. There are an estimated 5,494 dwelling units within the City limits and 6,639 dwelling units in the Sphere of Influence, for a total 12,152 dwellings within the Planning Area.

**Table 3-1  
Existing Land Use Distribution (2020)**

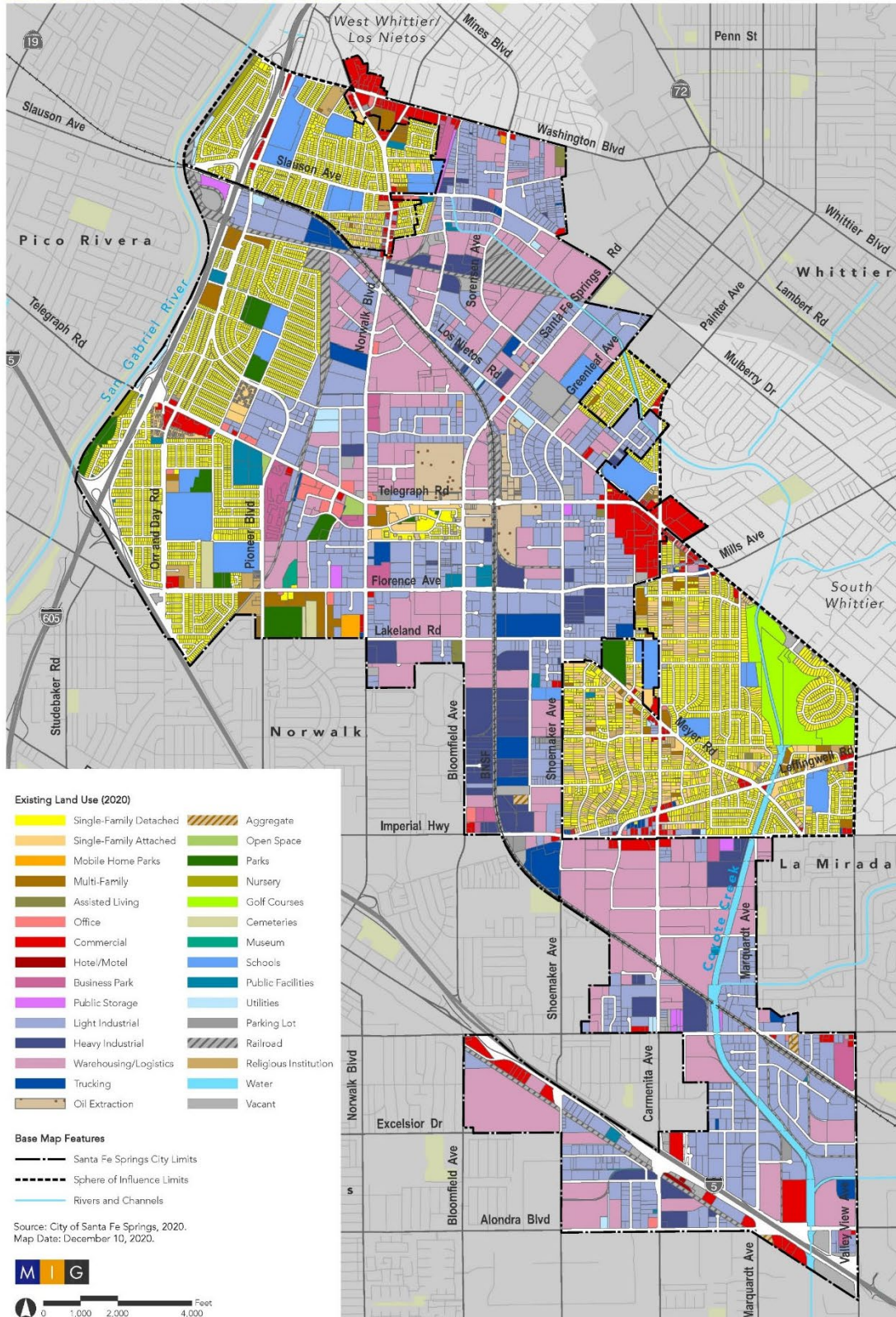
Land Use Designation	Santa Fe Springs					Sphere of Influence					Planning Area				
	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees
<b>Residential</b>															
Single-Family	424.1	3,954	12,981	--	--	640.8	5,825	25,449	--	--	1,064.9	9,779	38,430	--	--
Multiple-Family	95.9	1,559	5,311	--	--	207.8	814	3,177	--	--	303.7	2,373	8,488	--	--
<b>Sub-Total</b>	<b>520.0</b>	<b>5,513</b>	<b>18,292</b>	<b>--</b>	<b>--</b>	<b>848.6</b>	<b>6,639</b>	<b>28,626</b>	<b>--</b>	<b>--</b>	<b>1,368.6</b>	<b>12,152</b>	<b>46,918</b>	<b>--</b>	<b>--</b>
<b>Commercial</b>															
Commercial	221.3	--	--	3,922,700	5,296	36.8	--	--	382,400	379	258.1	--	--	4,305,100	5,675
Hotel/Motel	2.8	--	--	140,000	50	1.6	--	--	26,500	28	4.4	--	--	166,500	78
Office	117.9	--	--	3,203,800	2,998	2.6	--	--	30,900	13	120.5	--	--	3,234,700	3,011
<b>Sub-Total</b>	<b>342.0</b>	<b>--</b>	<b>--</b>	<b>7,266,500</b>	<b>8,344</b>	<b>41.0</b>	<b>--</b>	<b>--</b>	<b>439,800</b>	<b>420</b>	<b>383</b>	<b>--</b>	<b>--</b>	<b>7,706,300</b>	<b>8,764</b>
<b>Industrial</b>															
Industrial	3,322.3	--	--	67,743,600	43,330	11.6	--	--	92,500	296	3,333.9	--	--	67,836,100	43,626
<b>Sub-Total</b>	<b>3,322.3</b>	<b>--</b>	<b>--</b>	<b>67,743,600</b>	<b>43,330</b>	<b>11.6</b>	<b>--</b>	<b>--</b>	<b>92,500</b>	<b>296</b>	<b>3,333.9</b>	<b>--</b>	<b>--</b>	<b>67,836,100</b>	<b>43,626</b>

<b>Public Facilities, Institutional, and Open Space</b>															
Public Facility	155.7	--	--	1,780,800	3,042	219.3	--	--	761,300	638	375.0	--	--	2,542,100	3,680
Parks and Open Space	97.1	--	--	--	--	14.4	--	--	--	--	111.5	--	--	--	--
Rivers and Creeks	56.6	--	--	--	--	16.8	--	--	--	--	73.4	--	--	--	--
Golf Courses	--	--	--	--	--	96.6	--	--	--	--	96.6	--	--	--	--
<b>Sub-Total</b>	<b>309.4</b>	--	--	<b>1,780,800</b>	<b>3042</b>	<b>347.1</b>	--	--	<b>761,300</b>	<b>638</b>	<b>656.5</b>	--	--	<b>2,542,100</b>	<b>3,680</b>
<b>Other</b>															
Vacant	93.3	--	--	--	--	13.4	--	--	--	--	106.7	--	--	--	--
Railroad Right-of-Way	153.6	--	--	--	--	--	--	--	--	--	153.6	--	--	--	--
Street Right-of-Way	940.4	--	--	--	--	389.1	--	--	--	--	1,329.5	--	--	--	--
<b>Sub-Total</b>	<b>1,187.3</b>	--	--	--	--	<b>402.5</b>	--	--	--	--	<b>1,589.8</b>	--	--	--	--
<b>TOTAL</b>	<b>5,681.0</b>	<b>5,513</b>	<b>18,292</b>	<b>76,790,900</b>	<b>54,716</b>	<b>1,650.8</b>	<b>6,639</b>	<b>28,626</b>	<b>1,293,600</b>	<b>1,354</b>	<b>7,331.8</b>	<b>12,152</b>	<b>46,918</b>	<b>78,084,500</b>	<b>56,070</b>

Source: City of Santa Fe Springs, Los Angeles County Assessor's Data, and General Plan Update GIS data, 2020.



RE-IMAGINE SANTA FE SPRINGS 2040 GENERAL PLAN



### Exhibit 3-3 Existing Land Use (2020)

Santa Fe Springs General Plan and Targeted Zoning Code Update  
Santa Fe Springs, California



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### 3.4– PROJECT OBJECTIVES

The comprehensive update of the Santa Fe Springs General Plan serves as the blueprint for the City’s future growth and development. As such, the General Plan must contain goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions for long-range planning related to physical development and public services. The General Plan Update establishes the following objectives for the long-term growth and enhancement of the community:

1. **Healthy and Safe Neighborhoods.** Promote healthy and safe neighborhoods with comprehensive approaches that consider best practices around land use, mobility, housing, environmental justice, community services, and design.
2. **Economic Strength and Local Businesses.** Strengthen the City’s industrial and office sectors while increasing and diversifying commercial businesses.
3. **Diversified Economy.** Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.
4. **Downtown.** Strive for a downtown that showcases our rich history, celebrates local entrepreneurship, features our civic institutions, and encourages downtown living within a vibrant gathering place for the community.
5. **Active and Diverse Transportation.** Create an interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for pedestrians, cyclists, transit users, and motorists to move around the City with convenience and ease.
6. **Environmental Justice and Community Safety.** Improve environmental conditions, noise conditions, and air and water quality for all residents and people working in the City by minimizing the impacts of industrial businesses, truck and commuter traffic, and contaminated lands.
7. **Clean and Sustainable Environment.** Insist upon remediation of contaminated land and take steps to prevent pollution from the different processes involved in industrial business operations. Improve local air quality and make rational use of natural resources to support environmental responsibility, recycling/reuse, and the collective health of residents, employees, and visitors.
8. **Equitable and Inclusionary.** Engage residents and stakeholders in ensuring equitable and inclusive processes, policies, investments, and service systems. Our residents in disadvantaged communities have access to healthy foods, parks, mobility options activity, public programs, and safe homes.
9. **Adaptive and Resilient Community.** Protect people, infrastructure, and community assets from evolving climate threats and vulnerabilities, and from natural and human-caused hazards.
10. **Technology.** Embrace technology and innovative practices where digital technology and intelligent design can be harnessed to create smart, sustainable cities and adaptable infrastructure systems.

### 3.5– PROJECT CHARACTERISTICS/GENERAL PLAN UPDATE

The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community’s growth over the long-term. Table 3-2 compares existing conditions as of 2020 with the projected growth for the 2040 horizon year for the City of Santa Fe Springs, the Sphere of Influence, and the overall Planning Area. The 2040 planning horizon for the Planning Area is estimated to result in increases of approximately 4,572 dwellings, 364,000 square feet of office space, 383,500 square feet of industrial space, and a reduction of 80,000 square feet of commercial space. With these land use changes will be estimated increases of approximately 13,890 residents and 4,788 jobs projected for the 2040 horizon year. This Table 3-2 shows existing conditions as of 2020 and the projected growth for the 2040 horizon year.

#### General Plan Elements

The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community’s growth over the long-term. Table 3-2 compares existing conditions as of 2020 and 2040 land uses for the City of Santa Fe Springs, the Sphere of Influence, and the overall Planning Area. The 2040 planning horizon for the Planning Area is estimated at approximately 16,724 dwelling units, 60,808 residents, 79,573,800 building square feet of non-residential uses, and 60,858 jobs.

**Table 3-2  
General Plan Update: Comparison of 2020 and 2040**

Development Indicators	Existing Conditions (2020)			Future Buildout Conditions (2040)		
	City	SOI	Total	City	SOI	Total
Dwelling Units	5,513	6,639	12,152	9,421	7,303	16,724
Population	18,292	28,626	46,918	30,351	30,457	60,808
Non-Residential Square Feet	76,790,900	1,293,600	78,084,500	78,273,600	1,300,200	79,573,800
Commercial	3,922,700	382,400	4,305,100	3,841,900	382,400	4,224,300
Office	3,203,800	30,900	3,234,700	3,564,200	34,500	3,598,700
Hotels/Motels (SF) Rooms	140,000 150	26,500 120	166,500 270	553,900 900	26,500 120	580,400 1,020
Industrial	67,743,600	92,500	67,836,100	68,537,100	92,500	68,219,600
Public Facilities/ Institutional	1,780,800	761,300	2,542,100	1,776,600	761,300	2,537,900
Employees	54,716	1,354	56,070	59,321	1,536	60,858
Students	5,446	4,049	9,495	6,638	4,914	11,552

Source: City of Santa Fe Springs, Los Angeles County Assessor's Data, and General Plan Update GIS data, 2020.

The City of Santa Fe Springs General Plan update succeeds the last comprehensive general plan adopted in 1993 and 1994. The General Plan Update incorporates statutory requirements for general plans and guidance provided in the 2017 General Plan Guidelines; coordinates future development and policies with regional planning efforts and serves as the city’s fundamental guide in developing strategies to address greenhouse gas reduction, climate change, and climate planning.



### 3.0 – Project Description

The EIR incorporates the goals, policies, and objectives of the following Elements in the adopted General Plan:

- Land Use Element
- Circulation Element
- Housing Element (2021-2029)
- Open Space and Conservation Element
- Noise Element
- Safety Element
- Environmental Justice Element
- Economic Development Element

These goals, objectives, and policies are intended to maintain various potential environmental effects of the GPTZCU at levels that are less than significant and are considered when evaluating the potential environmental impacts of implementing the General Plan. Chapter 4 lists goals, policies, and objectives from the General Plan relative to the specific environmental issue being evaluated. The Housing Element is updated for the 6<sup>th</sup> cycle and planned developments identified in the Land Use Element accommodate the Regional Housing Needs Allocation goal of 950 housing units, which represents a 17.2% increase from the existing number of housing units.

The GPTZCU also includes Amendments to Chapter 155 (Zoning) of the Santa Fe Springs Municipal Code (Zoning Map and Zoning Text Amendments) to implement the Land Use Element's Land Use Plan.

#### Land Use Element

The Land Use Element provides the framework for establishing the patterns of development activity and land uses that achieve the General Plan's Vision and Guiding Principles. The Land Use Element serves as a guide for decision-makers, residents, stakeholders, business owners, and property owners as it identifies and describes the type, intensity, and general distribution of land for housing, businesses, industries, and public facilities. Land use designations identify the general categories of activities permitted throughout the City.

The Land Use Element includes a Land Use Plan that establishes land use designations intended to provide a rational and orderly approach to land use development. The land use designations and acreages for the City, Sphere of Influence, and Planning Area are noted in Table 3-3. Exhibit 3-4 shows the existing General Plan Land Use Map and Exhibit 3-5 shows the proposed General Plan Land Use Map. The land use overlays identify special study areas for which specific land use policies have been developed to better shape growth in these areas as shown in Exhibit 3-5. The goals and policies contained in the chapter provide guidance to plan for orderly growth, promote economic development, and protect natural resources.

#### Housing Element (2021-2029)

The Housing Element provides a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all community residents. The Housing Element specifically intends to: 1) provide direction for future planning programs to ensure that sufficient consideration is given to housing goals and policies; 2) establish community goals and policies relative to housing through the identification of existing, stated, and implicit goals, and the identification of housing needs and challenges; 3) and establish and identify programs to implement and attain the community's goals and policies, taking into consideration the feasibility of those programs, and act as a meaningful guide to decision-makers considering housing-related issues.

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**Table 3-3  
Santa Fe Springs (City) General Plan Update (2040) Land Use**

Land Use Designation	Santa Fe Springs					Sphere of Influence					Planning Area				
	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees
<b>Residential</b>															
Low Density Residential	413.4	3,561	11,111			521.5	3,870	16,224			934.9	7,431	27,335	-	-
Medium Density Residential	140.7	2,705	8,882			353.5	2,432	10,409			494.2	5,137	19,291	-	-
High Density Residential	6.3	241	791			47.2	1,001	3,824			53.5	1,242	4,615	-	-
	<b>560.4</b>	<b>6,507</b>	<b>20,784</b>	-	-	<b>922.2</b>	<b>7,303</b>	<b>30,457</b>	-	-	<b>1,482.6</b>	<b>13,810</b>	<b>51,242</b>	-	-
<b>Commercial</b>															
Commercial	123.0			2,190,300	3,141	42.7			535,700	510	165.7	-	-	2,726,000	3,651
Freeway Commercial	156.7			2,405,200	1,964	-				-	156.7	-	-	2,405,200	1,964
Business Park	178.5			2,968,500	3,083	-				-	178.5	-	-	2,968,500	3,083
	<b>458.2</b>	-	-	<b>7,564,000</b>	<b>8,188</b>	<b>42.7</b>	-	-	<b>535,700</b>	<b>510</b>	<b>500.9</b>	-	-	<b>8,099,700</b>	<b>8,698</b>
<b>Mixed Use</b>															
Mixed Use (40 du/ac)	38.1	832	2,732	292,300	970	-	-	-		-	38.1	832	2,732	292,300	970
Mixed Use TOD (60 du/ac)	36.6	1,436	4,714	237,200	530	-	-	-		-	36.6	1,436	4,714	237,200	530
Downtown (40 du/ac)	71.8	646	2,121	1,438,000	3,450	-	-	-		-	71.8	646	2,121	1,438,000	3,450
	<b>146.5</b>	<b>2,914</b>	<b>9,567</b>	<b>1,967,500</b>	<b>4,950</b>	-	-	-	-	-	<b>146.5</b>	<b>2,914</b>	<b>9,567</b>	<b>1,967,500</b>	<b>4,950</b>
<b>Industrial</b>															
Light Industrial	706.5			13,712,700	10,885	22.6			92,500	300	729.1	-	-	13,805,200	11,185
Industrial	2,454.0			54,414,400	33,979	-				-	2,454.0	-	-	54,414,400	33,979
	<b>3,160.5</b>	-	-	<b>68,127,100</b>	<b>44,864</b>	<b>22.6</b>	-	-	<b>92,500</b>	<b>300</b>	<b>3,183.1</b>	-	-	<b>68,219,600</b>	<b>45,164</b>
<b>Public Facilities, Parks, and Open Space</b>															
Public Facilities	113.0			615,000	1,319	146.3			672,000	726	259.2	-	-	1,287,000	2,046
Parks and Open Space	91.8					111.3					203.1	-	-	-	-
River and Creeks	56.6					16.8					73.5	-	-	-	-
Railroad Right-of-Way	153.6					-					153.6	-	-	-	-
Street Right-of-Way	940.4					388.9					1,329.3				
	<b>1,355.4</b>	-	-	<b>615,000</b>	<b>1,319</b>	<b>663.3</b>	-	-	<b>672,000</b>	<b>726</b>	<b>2,018.7</b>	-	-	<b>1,287,000</b>	<b>2,046</b>
	<b>5,681.0</b>	<b>9,421</b>	<b>30,351</b>	<b>78,273,600</b>	<b>59,321</b>	<b>1,650.8</b>	<b>7,303</b>	<b>30,457</b>	<b>1,300,200</b>	<b>1,536</b>	<b>7,331.8</b>	<b>16,724</b>	<b>60,808</b>	<b>79,573,800</b>	<b>60,857</b>

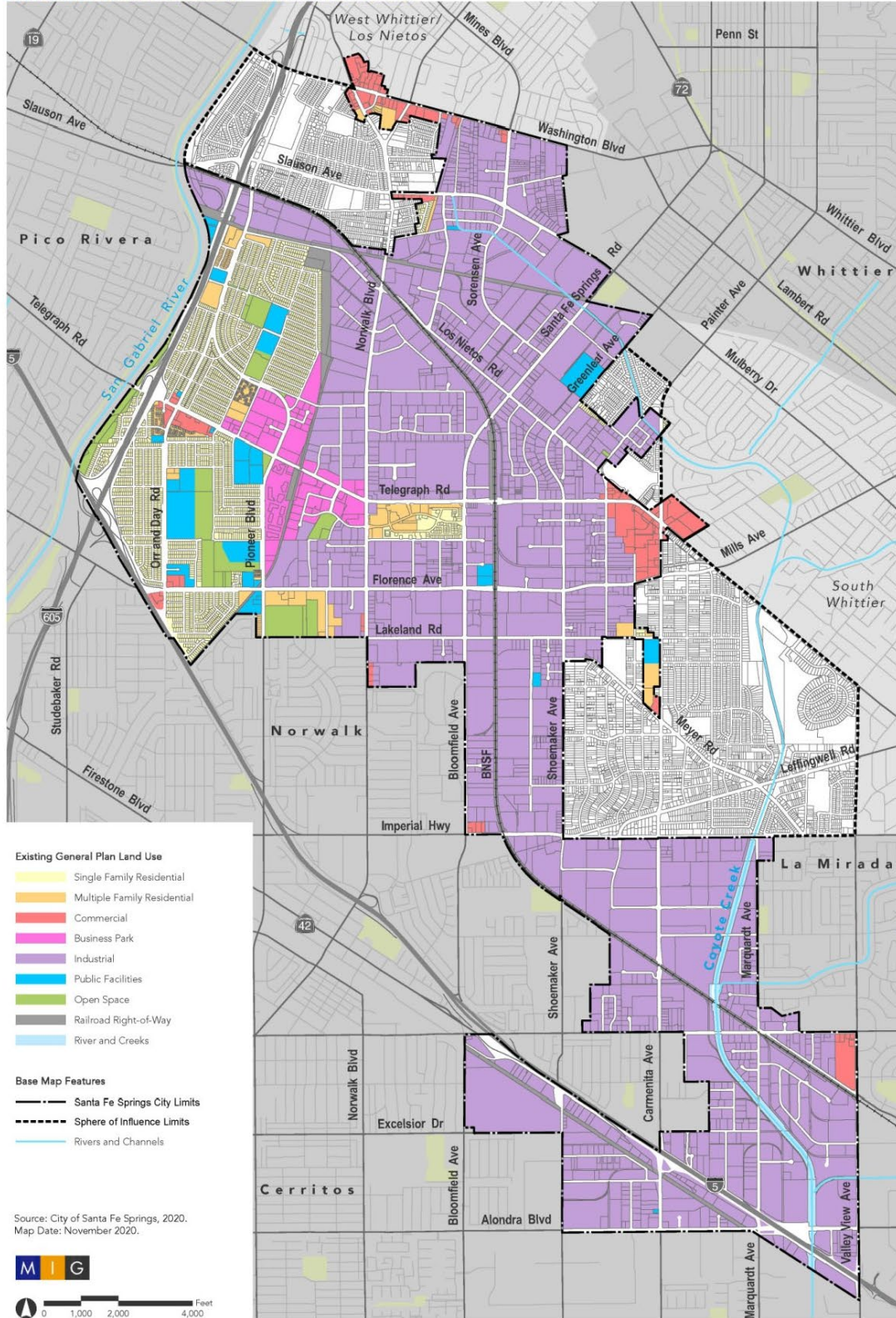
Source: City of Santa Fe Springs, Los Angeles County Assessor's Data, and General Plan Update GIS data, 2020.

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# Existing General Plan Land Use



RE-IMAGINE SANTA FE SPRINGS 2040 GENERAL PLAN



## Exhibit 3-4 Existing Plan Land Use

Santa Fe Springs General Plan and Targeted Zoning Code Update

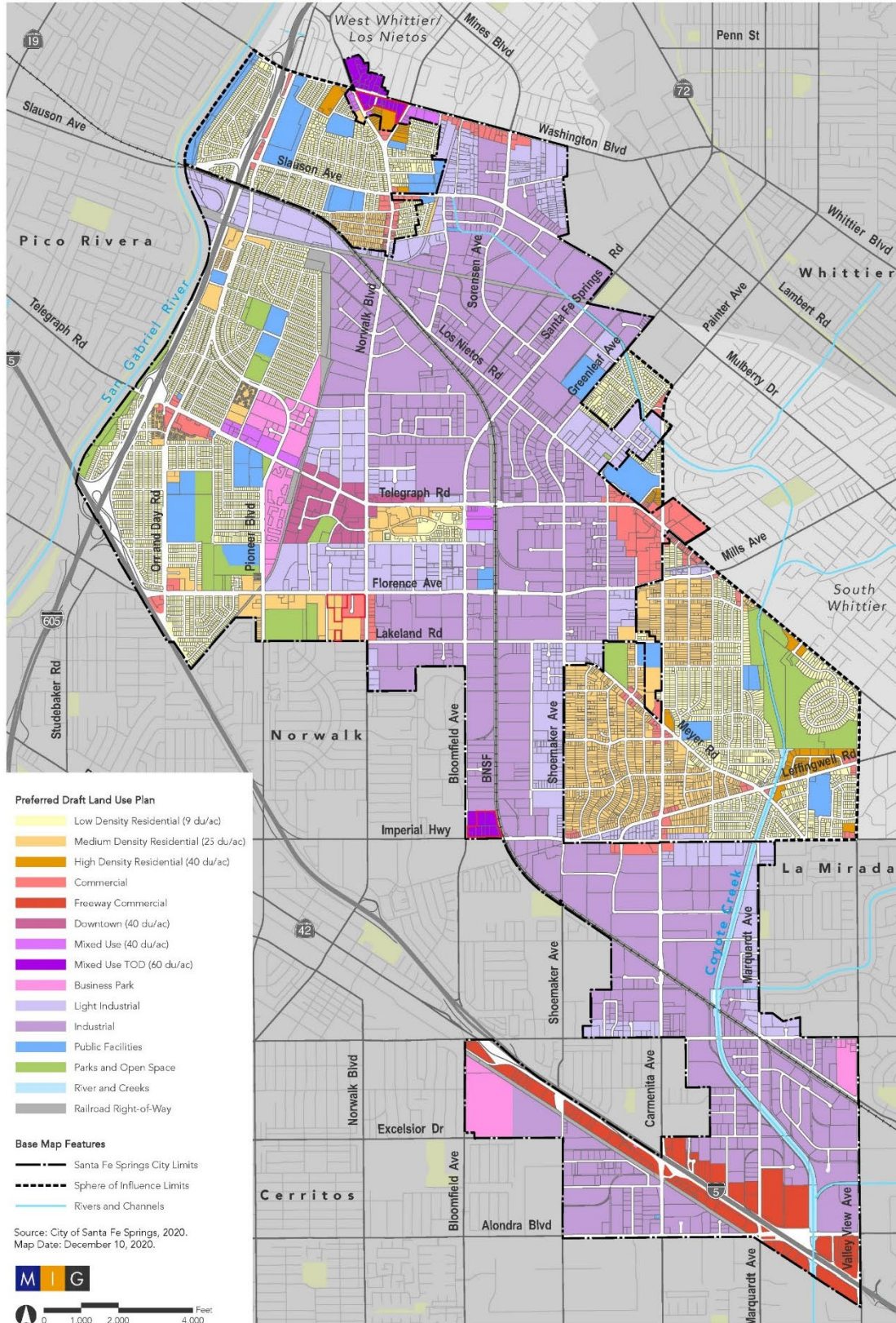
Santa Fe Springs, California



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RE-IMAGINE SANTA FE SPRINGS 2040 GENERAL PLAN



### Exhibit 3-5 Proposed General Plan Land Use

#### Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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### Environmental Justice Element

The Environmental Justice Element is mandated in the General Plan to serve as a comprehensive policy document specific to disadvantaged communities in the Planning Area. The Environmental Justice Element identifies the screening method to identify disadvantaged communities, documents the spatial relationship of existing and planned land uses, and provides a community profile relating to public health in the City. As mandated by State law, its contents identify policies and objectives related to addressing and identifying health risks associated with overconcentration and proximity of industrial and polluting land uses to residential; reducing health risks through promotion of physical activities, improved housing conditions, and food access.

### **Zoning Map and Zoning Text Amendments**

Chapter 155 (Zoning) of the Santa Fe Springs Municipal Code (Zoning Map and Zoning Text Amendments) is the primary tool for implementing the goals, objectives and policies of the Land Use Element, pursuant to the mandated provisions of the State Planning and Zoning Law (Government Code Section 65000 et seq.), State Subdivision Map Act (Government Code Section 66410 et seq.), California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and other applicable state and local requirements. The zoning map and zoning regulations, including development standards, permits and procedures, zones and zone descriptions, that are contained in Chapter 155 are being revised to be consistent with the exhibits and text of the Land Use Element.

### **Key Opportunity Sites**

In addition to the General Plan and Zoning updates, the project includes four Key Opportunity Sites. The following describes the potential development that could be built within each site. Table 3-4 identifies the development capacity and general development standards for each site. Exhibits 3-5 through 3-8 show the location and existing land uses for each site and surrounding areas, and Exhibits 3-9 through 3-12 provide conceptual illustrations for each site. Each of these sites are discussed in each topical area Chapter (Air Quality, Noise, etc.) with respect to potential environmental impacts.

### **Washington Boulevard/Norwalk Transit-Oriented Communities (TOC)**

This site is located within the triangular blocks between Washington Boulevard, Norwalk Boulevard, and Broadway Avenue bordering the City of Santa Fe Springs and the Los Angeles County unincorporated area of West Whittier-Los Nietos. The area, on the southside of Washington Boulevard, consists of older vehicle-oriented commercial properties and restaurants. A Metro Eastside Transit Corridor Phase 2 light rail station (Metro L line) is planned for this segment of Washington Boulevard. The line will connect the current terminus in East Los Angeles to the City of Whittier at Lambert Road. A conceptual design for the proposed Washington Boulevard/Norwalk Transit-Oriented Communities project was evaluated based on development of up to 422 residential units and 38,300 square feet of non-residential building area within multiple buildings with a maximum height of six-stories. The ground floor would include pedestrian-oriented commercial uses, such as retail and restaurants, as well as residential lobbies. Development of this area would also include ground floor open space, including a public plaza with seating, landscaping, outdoor dining, and widened sidewalks.

### **Metrolink Transit-Oriented Community (TOC)**

This site is located at the northeast corner of Imperial Highway and Bloomfield Avenue bordering the City of Norwalk and across the street from the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station. The development envisioned for this area would replace existing commercial, business park, and industrial properties. A development scenario for the Metrolink Transit-Oriented Communities was evaluated based on development of up to 582 residential units and 70,400 square feet of non-residential building area within multiple buildings with a maximum height of six stories. The ground floor would include pedestrian-oriented commercial uses, such as retail and restaurants, as well as residential lobbies. This site would also include ground floor open space, including a public plaza with seating, landscaping, and widened sidewalks.

### **MC&C III Site**

This site is located at the southeast corner of Telegraph Road and Bloomfield Avenue on vacant properties that include active and abandoned oil wells and associated pipelines. A conceptual design for the proposed MC&C Site project was evaluated based on development of up to 306 residential units and 55,500 square feet of non-residential building area within multiple buildings with a maximum height of four stories. Along Telegraph Road, the ground floor would include commercial uses, such as retail and restaurants and the upper floors will include residential units. Along Bloomfield Avenue, development would allow standalone residential development and live-work units directly fronting the street. Several oil wells may remain active but will be buffered from residential and commercial buildings by walls, fences, berms, etc..

### **Koontz Site**

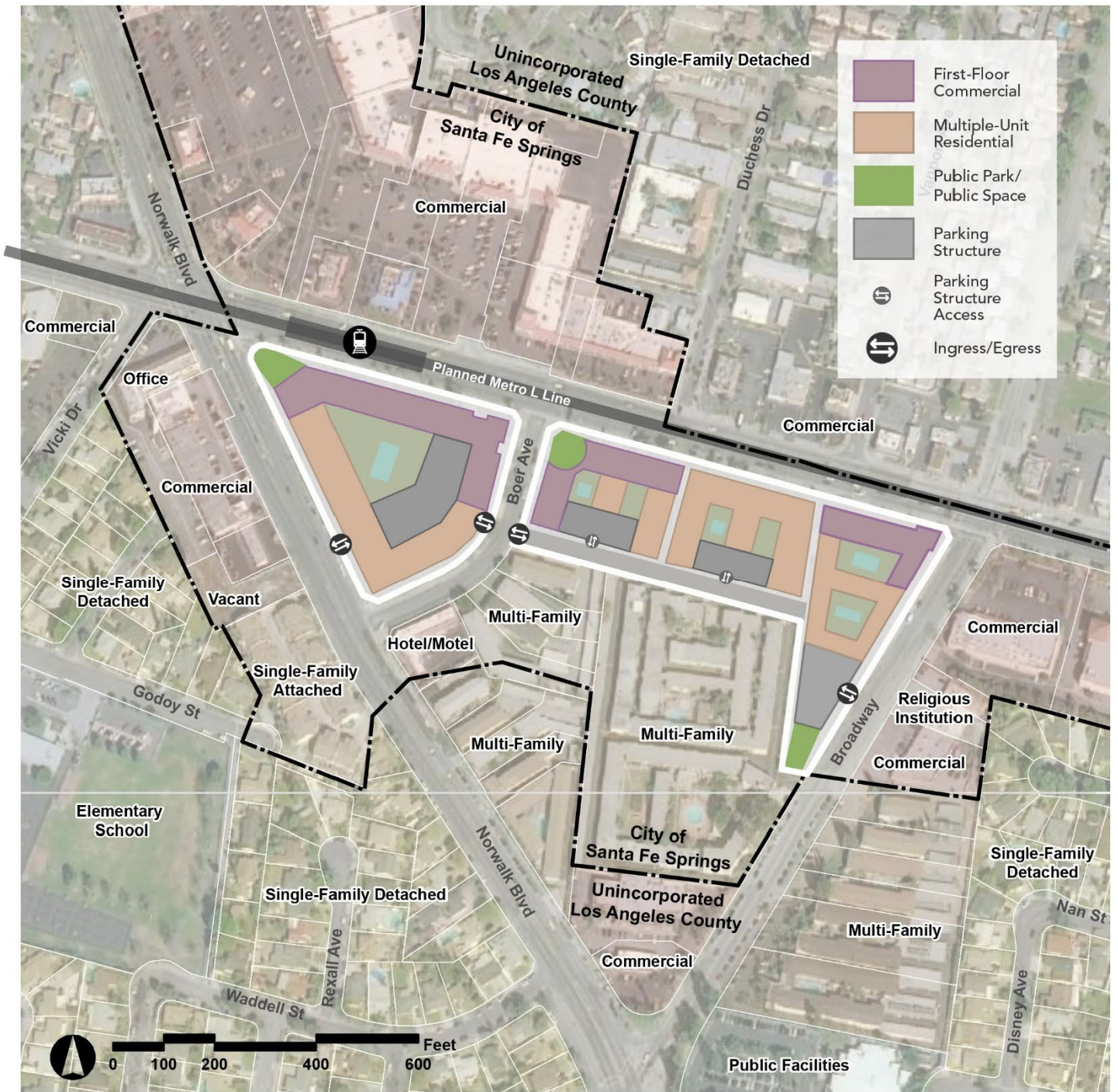
This site is located between Lakeland Road, Norwalk Boulevard, Fulton Wells Avenue, and Florence Avenue. A conceptual design for this site evaluated the replacement of existing industrial properties with up to 156 residential units and 110,500 square feet of commercial or business park development within multiple one- to three-story buildings. Residential development will consist of tuck-under residential building types at three stories in height. Commercial development will consist of a neighborhood shopping center with retail, commercial services, and restaurants located at the property on the southwest corner of Florence Avenue and Norwalk Boulevard. The conceptual design includes a shopping center with multiple retail pads and an anchor store with a height of 25 feet assuming a C-1 zone (C-4 zone would allow up to 75 feet). The commercial use could also be a business park development depending on market conditions.



**Exhibit 3-6A Proposed General Plan Land Use**  
**Washington Boulevard/Norwalk Transit-Oriented Development**  
**Santa Fe Springs General Plan and Targeted Zoning Code Update**  
 Santa Fe Springs, California



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**Exhibit 3-6B Proposed Conceptual Land Use**  
 Washington Boulevard/Norwalk Transit-Oriented Development  
 Santa Fe Springs General Plan and Targeted Zoning Code Update  
 Santa Fe Springs, California



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## Exhibit 3-7A Proposed General Plan Land Use

Metrolink Transit Oriented Development

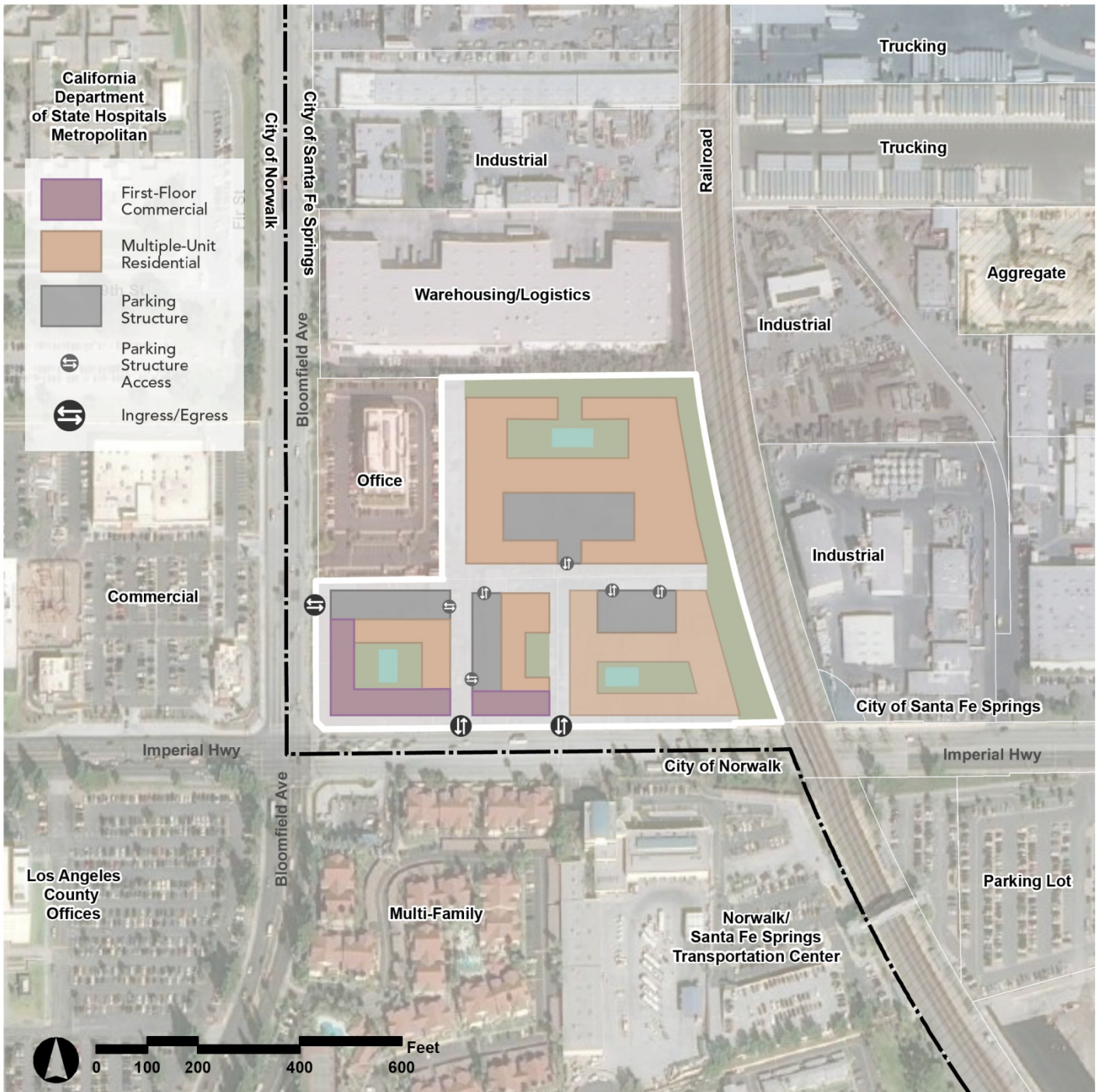
Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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### Exhibit 3-7B Proposed Conceptual Land Use

Metrolink Transit Oriented Development

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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**Exhibit 3-8A Proposed General Plan Land Use**

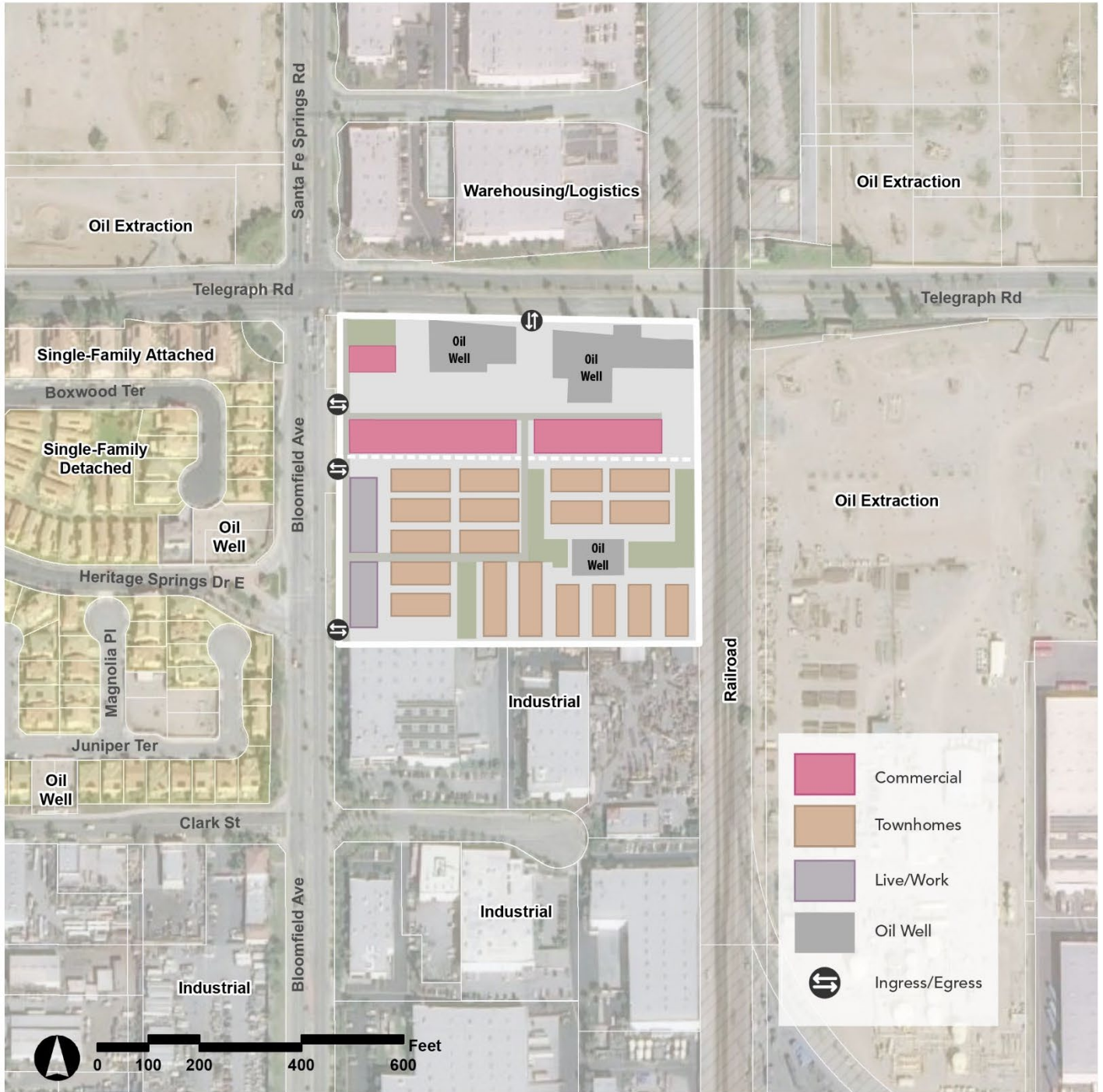
**MC&C Site**

**Santa Fe Springs General Plan and Targeted Zoning Code Update**

Santa Fe Springs, California



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## Exhibit 3-8B Proposed Conceptual Land Use

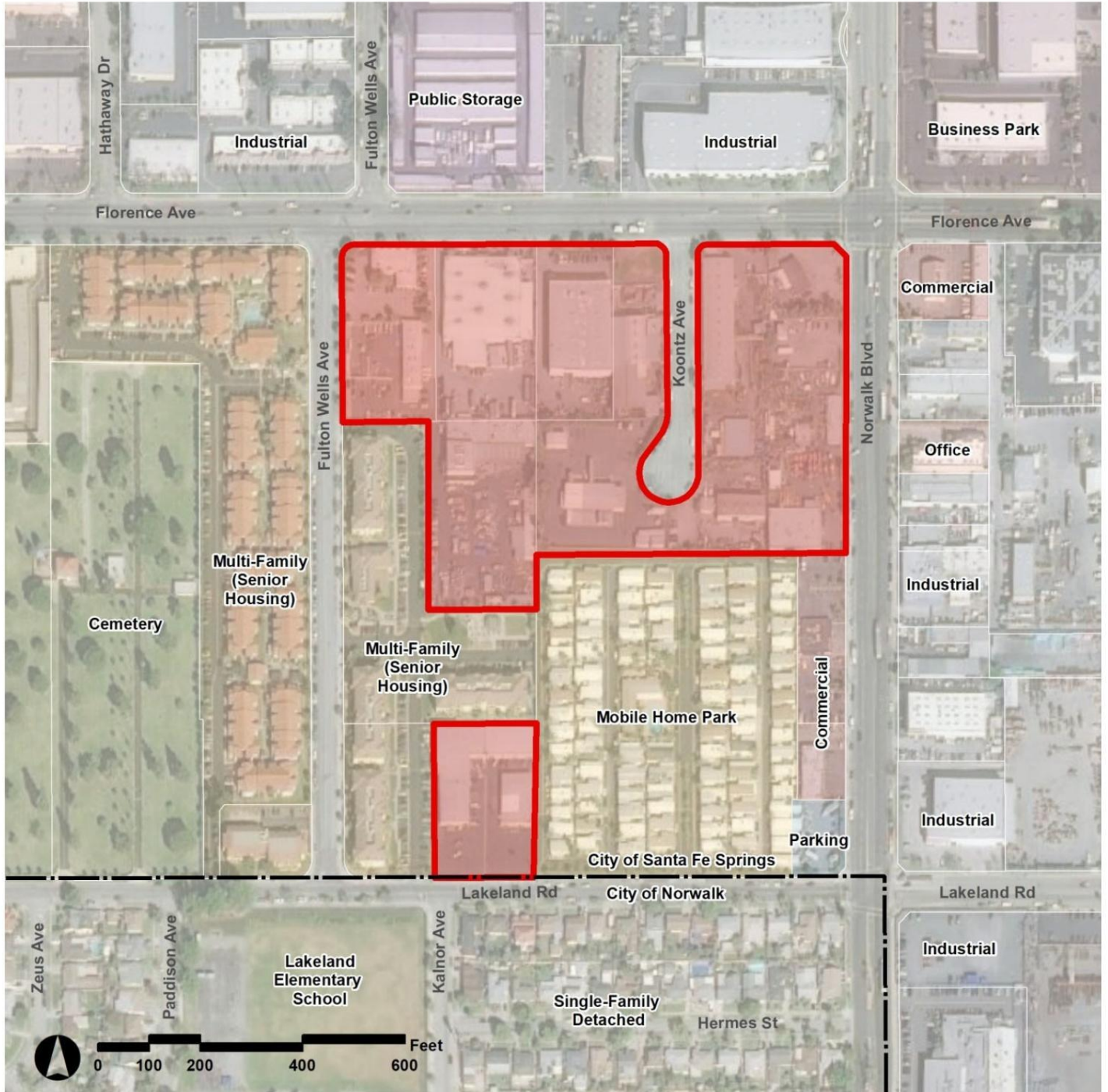
MC&C Site

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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### Exhibit 3-9A Proposed General Plan Land Use

Koontz Site

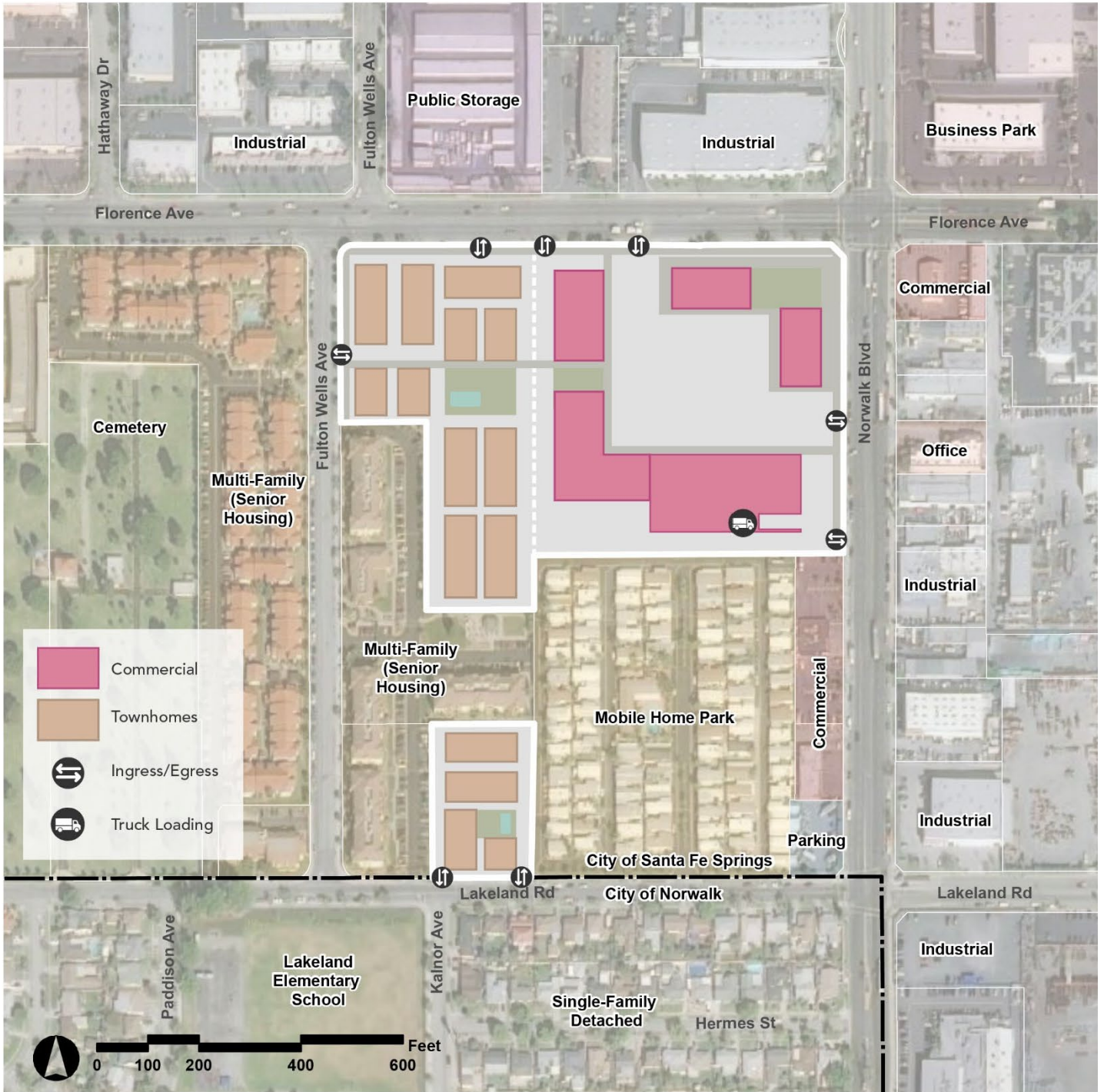
Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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## Exhibit 3-9B Proposed Conceptual Land Use

Koontz Site

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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**Table 3-4  
Key Opportunity Sites**

Site	Acres	General Plan Land Use Designation	Key Use Types	Development Standards			Development Capacity	
				Maximum				
				Density	Intensity (FAR)	Allowed Stories	Dwelling Units	Non-Residential Square Feet
<b>Washington/ Norwalk TOD</b>	8.8	Mixed Use Transit-Oriented Development (TOD)	<b>Mixed Uses:</b> <ul style="list-style-type: none"> <li>▪ Multi-Family</li> <li>▪ Commercial services and retail/ restaurants</li> </ul>	60	2.00	6	422	38,300
<b>Metrolink TOD</b>	10.7			582	70,400			
<b>MC&amp;C Site</b>	9.7			Mixed Use	40	1.25	4	306
<b>Koontz Site</b>	6.2	Medium Density Residential	Multi-Family (townhomes, tuck-under, live-work)	25	N/A	3	156	N/A
	8.4	Commercial or Business Park	Neighborhood Shopping Center or Business Park	N/A	0.35	2	N/A	110,500
<b>Total</b>	<b>43.8</b>			<b>Total</b>			<b>1,542</b>	<b>276,400</b>

Source: City of Santa Fe Springs and MIG, March 2021.

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### 3.6 – INTENDED USES OF THIS EIR

The programmatic planning framework proposed in the General Plan Update would not result in the immediate construction of any new development nor entitlement of any new project. All new development within the City will continue to be subject to the City’s permitting, approval, and public participation processes. Elected and appointed officials along with City Staff will review subsequent project applications for consistency with the General Plan, applicable Specific Plans, and the Zoning Ordinance, and will prepare appropriate environmental documentation to comply with CEQA and other applicable environmental requirements.

Pursuant to Section 15168 of the State CEQA Guidelines, this EIR is a Program EIR as it relates to the General Plan Update. The goals, policies, land use designations, implementation programs, and other substantive components of the General Plan and implementing sections of the Zoning Ordinance comprise the “program” evaluated in this Program EIR. The EIR also addresses potential site-specific impacts of conceptual development of the four key opportunity sites. Subsequent activities undertaken by the City and project proponents to implement the General Plan will be examined and consider this Program EIR to determine the appropriate level of environmental review required under CEQA. Subsequent implementation activities may include but are not limited to the items listed below.

- Rezoning of properties to achieve consistency with the General Plan.
- Updating and approval of Specific Plans and other development plans and planning documents, including evaluation of development proposals on the four key opportunity sites.
- Review and approval of general plan amendments, specific plans, and zone changes.
- Approval of tentative maps, variances, conditional use permits, and other land use permits and entitlements.
- Approval of development agreements.
- Approval of facility and service master plans and financing plans.
- Approval and funding of public improvement projects.
- Approval of resource management plans.
- Issuance of permits and other approvals needed for implementation of the General Plan.
- Issuance of permits and other approvals needed for public works and private development projects.

As the Lead Agency, the City also intends this EIR to serve as the CEQA-required environmental documentation for consideration by other Responsible Agencies and Trustee Agencies that may have limited discretionary authority over future projects affected by the General Plan. Following certification of this Program EIR and adoption of the General Plan by the lead agency (City of Santa Fe Springs), other agencies may use this Program EIR in the approval of subsequent implementation activities. These agencies may include but are not limited to those listed below.

#### Local Agencies

- City of Whittier
- City of La Mirada
- City of Norwalk
- City of Pico Rivera

- County of Los Angeles
- City of Downey
- City of Cerritos
- Gateway Cities Council of Governments

**Regional and State Agencies**

- Los Angeles County Local Agency Formation Commission (LAFCO)
- Los Angeles County Flood Control and Water Conservation District
- Los Angeles County Metropolitan Transportation Authority
- Los Angeles County Sanitation Districts
- Southern California Association of Governments (SCAG)
- California Department of Fish and Wildlife
- California Department of Conservation
- California Department of Housing and Community Development (HCD)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substance Control
- Regional Water Quality Control Board, Los Angeles Region
- South Coast Air Quality Management District

**Federal Agencies**

- U.S. Fish and Wildlife Services
- U.S. Army Corps of Engineers

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## **4.1 – Aesthetics**

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This EIR chapter addresses aesthetic impacts that could result from implementation of the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are identified by the CEQA Guidelines such as whether the GPTZCU may have an adverse effect on a scenic vista, damage scenic resources, degrade the visual character or quality within the Planning Area and surrounding areas, or have the potential to create substantial light and glare.

### **4.1.1 – ENVIRONMENTAL SETTING**

Santa Fe Springs is located in southeast Los Angeles County, along the Interstate 5 (I-5) corridor, and is bordered by the cities of Downey, Pico Rivera, Whittier, La Mirada, Cerritos, and Norwalk. Santa Fe Springs is strategically located with access to major transportation corridors, including the Interstate 605 (I-605) and Interstate 5 (I-5) freeways. Santa Fe Springs is 14 miles south of downtown Los Angeles and 32 miles north of downtown Santa Ana in Orange County via the I-5 freeway. Santa Fe Springs is also traversed by the Union Pacific and BNSF Railway rail corridors. The City is relatively flat. Elevations in the City range from 60 feet above mean sea level (AMSL) in the southern portion of the City to 177 feet AMSL in the northern and northeastern portions of the City. There are no pronounced hillsides within the Planning Area. The Puente Hills are located approximately 2 miles to the northeast of the Planning Area in and near the City of Whittier. The San Gabriel Mountains are located approximately 20 miles to the north; the Santa Ana Mountains are located approximately 20 miles to the southeast, and the San Bernardino Mountains are located approximately 45 miles to the east.

#### **Scenic Vistas**

Scenic vistas are defined in this document as natural landscapes that provide views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and water bodies. Scenic vistas generally play a large role in the way a community defines itself and also affects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of the vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The Puente Hills are visible to the northeast of the Planning Area. The Puente Hills are the major topographic and open space feature in the area. The Puente Hills can be seen from many locations within the Planning Area. However, these views are partially obstructed by existing development, trees, and roadway features. Similarly, partially obstructed views of the San Gabriel Mountains, Santa Ana Mountains, and San Bernardino Mountains exist within the Planning Area as well.

#### **Scenic Resources**

While scenic vistas form a complete viewshed, scenic resources are occurrences of aesthetically pleasing natural features such as rock outcroppings, trees, prominent ridgelines, slopes, and hilltops. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings, historic points of interest, or historic roadways or highways. The Planning Area does not have any examples of natural scenic resources such as rock outcroppings, trees,

prominent ridgelines, slopes, and hilltops. However, the Planning Area does include many architecturally distinctive or historic buildings and historic points of interest.

**Historical Context.** Santa Fe Springs has a long and rich history, evolving from its early period as an agricultural community to its current form as an industrial city. Before the arrival of Spanish settlers in the 1700s, the area that would later become Santa Fe Springs was occupied by the Tongva People, including a village called Sejatnga near the current City of Whittier and the San Gabriel River. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills (Santa Fe Springs, 2020). The following highlight key aspects in the City's history:

- *Los Nietos Township.* A Spanish Land Grant to Jose Manuel Nieto in 1784 marked the arrival of Europeans. According to Colonel J.J. Warner, the community of Los Nietos had 200 residents in 1836. In 1867, a post office, two stores, a schoolhouse, and a saloon were established. The principal crops and livestock were corn, barley, beans, sheep, and hogs.
- *Fulton Wells.* In 1874, Dr. James E. Fulton discovered a sulfur spring and developed a health spa and small hotel in present-day Santa Fe Springs, generating a modest tourism industry. The community was called Fulton Wells.
- *Railroads.* The Atchison, Topeka & Santa Fe Railway purchased land from Dr. Fulton in 1886 to develop a railroad line from Los Angeles to San Diego. The City's name derives from the Atchison, Topeka & Santa Fe Railway combined with the springs Dr. Fulton discovered. The arrival of German immigrants and the establishment of a Quaker Colony resulted in the establishment of the adjacent town of Whittier. In the 1890s, the Southern Pacific Railroad built a train depot in Whittier, branching off from its main line in Santa Fe Springs. The Southern Pacific Railroad's Whittier line served commuters between Los Angeles, Huntington Park, and intermediate communities, passing through Santa Fe Springs on its way to the Whittier depot. The Pacific Electric Railway's La Habra-Yorba Linda line opened in 1911 with a bridge crossing the San Gabriel River and the electrical substation located near Norwalk Boulevard, both of which are still intact as of 2020. This line later closed in 1938 due to poor ridership. The service of three railroad systems contributed to Santa Fe Springs' regional prominence as an industrial and manufacturing hub. In 1914, Los Nietos was described in the Los Angeles Times as "strategically located as a manufacturing center with railways, water, and electric current." All three rail lines came together at the Los Nietos Junction.
- *Oil.* In 1907, a local shepherd, Marius Meyer, invited the Union Oil Company to poke around his land in search for oil. After two unsuccessful wells, a third well near the intersection of Norwalk Boulevard and Telegraph Road started flowing at 3,000 barrels a day. Another rancher, Alphonzo Bell, was also certain oil was on his land. Standard Oil declined his request to search for oil on his ranch, but it was later determined that two-thirds of Bell's property was atop one of the world's richest pools of oil. In 1921, the Union-Bell well set off an oil rush by major oil companies with a 2,500-barrel gusher. Within a year, the Santa Fe Springs oil field was considered one of the richest sources of oil in petroleum history. Oil remained Santa Fe Springs' primary economic driver into the 1980s.



**Historical Points of Interest.** Santa Fe Springs’ historical points of interest include Santa Fe Springs, 2020):

- *Clark Estate.* Famed architect Irving Gill built the Clarke Estate for Chauncey and Marie Rankin Clarke between 1919 and 1921. The 8,000-square-foot residence is built around a central courtyard decorated with Tuscan-style columns and arches, on 60 acres of citrus groves. The Clarkes lived at the estate briefly as they were annoyed by the discovery of oil close to their home. Many of Irving Gill’s buildings have been destroyed across Southern California; thus, the Clarke Estate represents a unique resource. The Clark Estate was listed on the National Register of Historic Places in 1990. The City owns and operates the Clark Estate.
- *Hathaway Ranch Museum.* The Hathaway Ranch Museum is a private museum holding farming, ranching, and oil drilling equipment from the late 1800s to the mid-1900s. The museum provides hayrides, antique engine demonstrations, and tours.
- *Heritage Park.* Heritage Park is a six-acre, reconstructed ranch estate from the late 1800s. The park is located within a corporate center and features a museum and railroad exhibit. The park is currently operated by the Santa Fe Springs Community Services Department and is available by reservation. The park showcases its historic past with many historic buildings, the railroad exhibit, Tongva exhibit, and educational experiences.
- *Historical Railroad Exhibit.* The Historical Railroad Exhibit located at Heritage Park presents a cross-section of local railroad history. The exhibit uses a restored No. 870 locomotive and historical railroad equipment and buildings to demonstrate the importance of the railroad to the Southern California region.

The nearby cities of Norwalk and Whittier also feature historical buildings, museums, and neighborhoods demonstrating the area’s cultural and economic history. The City of Norwalk maintains the D.D. Johnston-Hargitt House Museum and Gilbert Sproul Museum, both of which display historical artifacts and heirlooms donated by local families prominent in the 19th and 20th centuries. Whittier’s Historic Uptown includes many structures dating back to the late 1800s and early 1900s, and structures built in the 1930s and 1940s are concentrated in the western area of Whittier. There are no historic roadways or State designated scenic highways within the Planning Area. Santa Fe Springs does not currently have a historic preservation ordinance, nor has it enacted policies aimed at protecting privately owned historic resources. There are no comprehensive surveys or inventories that identify any potential locally significant historic resources (Santa Fe Springs, 2020).

### **Visual Character**

The visual character of the Planning Area varies by location as there are distinct districts and neighborhoods that exhibit their own nature and character. Residential uses within the City are primarily concentrated in the western part of the City. Except for a cluster of residential uses along Telegraph Road, residential uses are generally located along the western and eastern borders of the Planning Area. There are no existing residential uses south of Imperial Highway (Santa Fe Springs, 2020). Orr and Day Road provides a good representation of many of Santa Fe Springs’ residential communities. Most homes along Orr and Day Road were built in the 1950s on lots averaging approximately 5,000 square feet. Santa Fe High School is also located along Orr and Day Road, directly serving the largest residential neighborhood in the City. Multi-family residential uses (more than one unit per development/lot) occur along major roads and intersections such as Florence Avenue and Pioneer Boulevard in the western part of the City.

#### 4.1 – Aesthetics

Commercial uses are primarily concentrated around the borders of Santa Fe Springs, such as along Washington Boulevard, around the intersection of Telegraph Road and Carmenita Road, and Telegraph Road and Orr and Day Road (Promenade Shopping Center and Orr and Day Shopping Center). Industrial uses are centrally located in Santa Fe Springs, spanning the entire length of the City. Some commercial and residential uses lie scattered among industrial uses (Santa Fe Springs, 2020).

The residential neighborhoods feature smaller building footprints, with a mix of smaller single-family homes and multi-family residences (Santa Fe Springs, 2020). The industrial core is characterized by large building footprints. The largest industrial parcels and buildings are concentrated around Norwalk Boulevard and Los Nietos Road, Florence Avenue and Norwalk Boulevard, Bloomfield Avenue, Santa Fe Springs Road and Slauson Avenue, and Carmenita Road and Imperial Highway. Many industrial buildings are set back from the road, with large surface parking lots. Train spurs from the Union Pacific and BNSF Railway connect to many industrial businesses and buildings.

The Planning Area contains little vacant land mainly located near Bloomfield Avenue and Telegraph Road and Greenleaf Avenue and Los Nietos Road. Vacant lots across the Planning Area vary greatly in size. Some vacant properties are relatively large, having previously been used for light industrial, heavy industrial, and warehousing and logistics uses. Santa Fe Springs is built out, with few vacant lots.

#### **Night Skies**

The Planning Area is generally built out with scattered open space and undeveloped parcels. Night skies are dominated by urban and suburban lighting in the more developed portions of the Planning Area. During the day, sunlight reflecting from roadways and structures is a primary source of glare, while nighttime light and glare consist of both stationary and mobile sources. Stationary sources of nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination.

#### **4.1.2 – REGULATORY FRAMEWORK**

##### **State**

**California Scenic Highway Program.** Created by the California Legislature in 1963, the Scenic Highway Program was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a City or County nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway. State Laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

## Local

**2021 General Plan Update.** The City’s General Plan Update contains the following policies and programs which address scenic vistas, visual quality scenic resources, visual quality, scenic highways, and light and glare:

### *Land Use Element*

**Goal LU-1: A balanced community of thriving businesses, healthy neighborhoods, excellent community facilities, and interesting places.**

**Policy LU-1.1: Small Community Character.** Retain the City’s small-town character by maintaining the scale of established residential neighborhoods and integrating new residential development into the community fabric.

**Policy LU-1.3: Downtown.** Create a thriving Downtown District that supports a complementary mix of residential and non-residential uses and provides community gathering spaces.

**Policy LU-1.5: Land Use Transitions.** Apply appropriate screening, buffers, transitional uses, and other controls to transition industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

**Goal LU-6: Neighborhoods that offer a diversity of housing types and community services.**

**Policy LU-6.7: Neighborhood Character.** Preserve and enhance the single-family nature of the community.

**Goal LU-7: A centrally located and vibrant downtown.**

**Policy LU-7.1: Main Street Environment.** Create a main street environment by integrating business, residential, hospitality, commercial, and public uses, and designing building(s) and the street(s) and sidewalks to create a pedestrian-friendly, walkable environment with strong social and civic connections.

**Policy LU-7.3: Placemaking.** Create a pleasurable, vibrant downtown environment by focusing on thematic design elements: unique streetscapes, gateways, landmarks, wayfinding systems, public art, street trees and landscaping, public spaces, enhanced street corners, and urban green spaces.

**Policy LU-7.4: Gathering Places.** Activate downtown by creating places for people to socialize in flexible public spaces for community events and activities, such as street fairs, farmers’ markets, arts festivals, celebrations, concerts, and other special events.

**Policy LU-7.5: Day/Night Environment.** Make downtown a day/night place with residences, restaurants, commercial service businesses, and entertainment venues.

**Policy LU-7.6: Rich Cultural Environment.** Integrate public art that contributes to the civic and cultural life of the City, and that reflects the City’s history and heritage.

**Goal LU-9: Quality open spaces and urban greenery citywide.**

**Policy LU-9.1: Parks and Open Space.** Preserve, protect, and maintain parks and recreation facilities as critical spaces in Santa Fe Springs, recognizing that such uses contribute to a local high quality of life.

**Goal LU-11: Well-designed, attractive business districts and neighborhoods.**

**Policy LU-11.2: Public Art.** Encourage public artwork within public rights-of-way, along streetscapes, at gateways, and integrated into private projects in a manner visible to the public and encourages the City’s cultural and historical elements.

**Policy LU-11.3: Community Image.** Encourage a unique and consistent community image that celebrates Santa Fe Springs’ cultural and historic heritage and incorporates sustainable development approaches.

**Policy LU-11.4: Visual Character.** Encourage development that enhances the visual character, quality, and uniqueness of residential neighborhoods and commercial and industrial districts.

**Policy LU-11.5: Trees and Landscaping.** Encourage visually attractive residential neighborhoods by expanding climate-appropriate street trees and other types of streetscape and hardscape, and by using attractive drought-tolerant landscaping.

**Policy LU-11.6: Industrial Design.** Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.

**Policy LU-11.7: Vibrant Streetscapes.** Design streetscapes to provide an opportunity to blend business, transportation, and users into a vibrant, unified space through placemaking, public art, lighting, landscaping, and gateway entry elements, and to reduce visual clutter.

**Policy LU-11.8: Neighborhood Context.** Consider adjoining neighborhood context when planning new residential uses.

**Policy LU-11.9: Underground Utility Poles.** Establish strategies and programs to gradually place utilities underground throughout the City, with special emphasis on corridors.

**Policy LU-11.12: Light Pollution.** Minimize light pollution by limiting the amount and type of lighting within new developments.

*Circulation Element*

**Goal C-6: Street designs that accommodate transportation modes and users of all abilities.**

**Policy C-6.4: Context Sensitive Street Design:** Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

**Policy C-6.7: Green Streets:** Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

**Policy C-6.8: Streetscape Aesthetics.** Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage.

*Open Space and Conservation Element*

**Goal OSC-3: Celebration of the City’s historic, cultural, and artistic richness.**

**Policy OSC-3.1: Outdoor Art Sculptures.** Expand the collection of permanent outdoor sculptures citywide through the Heritage Artwork in Public Places Program. Ensure that future artwork additions are appropriate, of superior quality, adequately funded, maintained, placed in unrestrictive settings, and representative of Santa Fe Springs’ culture and aesthetic.

**Municipal Code.** Title XV, Land Use, Chapter 155 Zoning establishes City-wide setbacks, parking, sign standards, building height limits, and building densities that affect public and private views except for specific plans that provide separate design and planning standards for development within the specific plan areas.

#### 4.1.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

- A. Has a substantial adverse effect on a scenic vista.
- B. Substantially damages scenic resources, including but not limited to trees, rock outcroppings or historic buildings within a state scenic highway.
- C. In non-urbanized areas, substantially degrades 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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- D. Creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- E. Would cause substantial adverse cumulative impacts with respect to aesthetics.

#### 4.1.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to aesthetics, which could result from the implementation of the Project, and recommends mitigation measures as needed to reduce significant impacts.

##### Scenic Vistas

***Impact AES-1 - Would the GPTZCU have a substantial adverse effect on a scenic vista?***

##### Analysis of Impacts

###### City-Wide

The Puente Hills are visible to the northeast of the Planning Area. The Puente Hills are the major topographic and open space feature in the area and can be seen from many locations within the Planning Area. However, these views are partially obstructed by existing development, trees, and roadway features. Similarly, partially obstructed views of the San Gabriel Mountains, Santa Ana Mountains, and San Bernardino Mountains exist within the Planning Area as well. Although such obstructions are usually minimal in nature, they do exist, and they are typical of any type of built/urbanized environment. As the Planning Area continues to develop based on the General Plan and Targeted Zoning Code Update (GPTZCU), existing views in the City will continue to have minimal to partial obstruction. Although the GPTZCU will over time result in somewhat more intensive and higher density uses, impacts, if any, on scenic vistas would be minimal given the considerable distance of the Planning Area to some of these

#### 4.1 – Aesthetics

scenic features and the fact that these views are already affected by the existing built environment of the City and region.

##### Key Opportunity Sites

Visually, the Washington/Norwalk and Metrolink sites are both in urbanized settings. The Washington site is surrounded by a mixture of residential and commercial uses. The Metrolink site is bounded by light industrial uses to the north and east with commercial uses to the west and multi-family uses to the south (these later uses are within the City of Norwalk). The opportunity sites are to be developed with mixed-use or higher density residential uses. The General Plan will encourage attractive, high quality design that will be visually consistent and generally compatible with land uses surrounding each site.

Three of these sites are already developed with urbanized uses although the MC&C site is currently vacant. Development of these four opportunity sites to the City's urban standards (e.g., height, lot coverage, setbacks, landscaping) will not result in significant impacts to scenic vistas, which are limited from these sites similar to overall urban visual conditions city-wide. Therefore, impacts will be less than significant, and no mitigation will be required with regulatory compliance (i.e., zoning code) and implementation of appropriate development standards.

##### GPU Policies

Although the City does not have extensive scenic vistas outside of the City, various goals and policies of the General Plan Update emphasize maintaining and creating new attractive views within the City, emphasizing pleasant and attractive views of the City's urban context. **Land Use Element Goal LU-1** and its policies LU-1.1 through LU-1.5 strive to provide balanced land uses that support the community, emphasizing its small-town character and providing appropriate buffers between adjacent land uses. Policy LU 1.3, and Goal LU-7 and its policies LU-7.1 through 7.7, encourage enhancing and expanding activities in the downtown area to make this a truly central feature of the City. Goal LU-9 and Policy LU-9.1 focus on maintaining and creating new open spaces to provide restful views and help soften urban views. Finally, Goal LU-11 emphasizes public art and ways to improve the appearance of all areas of the City, including roadways.

In addition, **Circulation Element Goal C-6** and its policies strive to improve views along streets, while **Open Space and Conservation Element Goal OSC-3** and Policy OSC-3 encourage outdoor public art to enhance views within the City.

With implementation of these goals and policies, potential impacts of the GPTZCU with respect to scenic vistas, both City-wide and for the Key Opportunity Sites, would be less than significant.

##### **Level of Significance Before Mitigation**

Less than significant.

##### **Mitigation Measures**

None required.

##### **Scenic Resources/Scenic Highways**

***Impact AES-2 - Would the GPTZCU substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**Analysis of Impacts**

City-Wide

The nearest official state-designated scenic highway is SR-2 which is located more than 22 miles northwest of the Planning Area in the San Gabriel Mountains. Due to the distance and intervening terrain, development within the City of Santa Fe Springs would not be visible to motorists on SR-2. In addition, SR-39 is the closest state eligible scenic highway to the City of Santa Fe Springs. At its nearest point (just north of the I-210 freeway) it is approximately 16 miles northeast of the Planning Area. Due to the presence of intervening development and the Puente Hills, the Planning Area would not be visible looking south along the segment of SR-39 in the City of Azusa. Even on forest service lands at higher elevations north of Azusa, the proposed Planning Area would still not be visible due to intervening terrain. It should be noted that SR-39 traverses the canyons of the San Gabriel Mountains and adjacent terrain limits the availability of particularly long views to the south.

The Planning Area does not have any examples of natural scenic resources such as rock outcroppings, trees, prominent ridgelines, slopes, and hilltops. The Planning Area does include many architecturally distinctive or historic buildings and historic points of interest; however, as stated above none of these historic buildings and points are visible from a state scenic highway.

Key Opportunity Sites

Section 4.1.4.a above describes the four opportunity sites in terms of location, existing and proposed land uses, and surrounding land uses. These four sites are in urbanized settings and one site is vacant at present (MC&C site). None of these sites contain or would damage scenic resources if developed. Development of these four opportunity sites to urban standards (e.g., height, lot coverage, setbacks, landscaping) would result in buildings that would not be visible from either SR-2 or SR-39 as discussed above. In addition, none of the opportunity sites contain any architecturally distinctive or historic buildings or historic points of interest (i.e., scenic resources). Therefore, development of the four key opportunity sites would have no significant impacts on scenic resources related to a scenic highway.

GPU Policies

As discussed in Section 4.1.4.a above, the City does not have extensive scenic vistas outside of the City, nor are there any designated or eligible scenic highways within or proximate to the City. The various goals and policies of the General Plan Update outlined in Section 4.4.4.a above emphasize attractive views within the City urban context. Therefore, the General Plan Update goals and policies outlined in Section 4.1.4.a above also apply indirectly to scenic resources within the City. Most critical are those that help preserve historical structures, create public art, and seek to enhance views (and thus scenic resources) throughout the City. Therefore, implementation and development of the proposed GPTZCU or development of the Key Opportunity Sites would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and potential impacts would be less than significant.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Existing Visual Character**

***Impact AES-3 - Would the GPTZCU substantially degrade the existing visual character or quality of the site and its surroundings?***

### **Analysis of Impacts**

#### City-Wide

Buildout of the Planning Area is anticipated to occur over a period of approximately 20 years. Temporary impacts to the visual character and quality of the Planning Area could occur during construction activities, although they would be limited and temporary in nature. Typical construction activities would include site preparation, grading, installation of public and private utilities, building construction, application of architectural coatings, paving of surface parking areas, public improvements, and installation of landscaping, and roadway improvements. Construction equipment including, but not limited to, backhoes, excavators, graders, rubber-tired dozers, crushing machines for concrete and asphalt, and hauling trucks and materials may be present during construction activities. Construction equipment would be required to adhere to City of Santa Fe Springs Municipal Code restrictions for blocking traffic (Section 96.075) and would not be allowed to obstruct access to surrounding streets.

During future construction activities, implementing development project sites would undergo temporary transformations in visual character. For example, at the onset of construction, structures and asphalt parking lots would be demolished and sites would be graded. During future construction, vacant graded sites would be a temporary visual experience to receptors as the pouring of building foundations and framing of buildings during vertical construction would reintroduce permanent vertical forms to the project site. This characterization would also be temporary until building construction, paving and site landscaping are completed.

Visual changes to implementing development project sites would be experienced temporarily and implementing development project sites would progressively transition from active construction zones to finished development. Due to the temporary nature of construction, the visual changes anticipated during construction stages of future implementing development projects within the Planning Area would not be permanent and would not substantially degrade its visual character or the visual character of surrounding areas. The GPTZCU includes Public Realm design standards and guidelines for public rights-of-way and Private Realm standards and guidelines for general building and site design.

#### Key Opportunity Sites

Section Impact AES-1 above describes the four opportunity sites in terms of location, existing and proposed land uses, and surrounding land uses relative to visual impacts. These four sites



are in urbanized settings although the MC&C site is currently vacant. None of the opportunity sites contain any scenic resources such as trees, rock outcroppings, or architecturally significant buildings. In addition, the uses surrounding the four sites are extensively urbanized and do not contain or represent visual resources. Therefore, development of the four key opportunity sites would have no significant impacts on the visual character of the City.

### GPU Policies

Various goals and policies of the General Plan Update strive to maintain the City's visual character along with its historical and cultural context **Land Use Element** Goal LU-1 and its policies LU-1.1 through LU-1.5 work to provide balanced land uses that support the community, emphasizing its unique community character and providing appropriate buffers between adjacent land uses. Policy LU 1.3, and Goal LU-7 and its policies LU-7.1 through 7.7, encourage enhancing and expanding activities in the downtown area to make this a truly central feature of the City. Goal LU-9 and Policy LU-9.1 focus on maintaining and creating new open spaces to provide restful views and help soften urban views. Finally, Goal LU-11 emphasizes public art and ways to improve the visual character of all areas of the City, including roadways.

In addition, **Circulation Element** Goal C-6 and its policies strive to improve views along streets, while **Open Space and Conservation Element** Goal OSC-3 and Policy OSC-3 encourage outdoor public art to enhance views within the City.

With adherence to GPTZCU standards and guidelines, future developments would not substantially degrade the existing visual character or quality of the Planning Area and its surroundings, including the four key opportunity sites. All impacts would be less than significant.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

No mitigation is required.

### **Light and Glare**

***Impact AES-4 - Would the GPTZCU create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

### **Analysis of Impacts**

#### City-Wide

Existing lighting within the Planning Area is typical for urbanized areas during nighttime hours and includes streetlights, traffic signals, security lighting around businesses and homes, auto headlights, and illuminated business signs. New uses and developments may result in an increase in the number of lighting sources currently within the Planning Area although, given that it is already developed, such increases are expected to be minimal in nature.

#### 4.1 – Aesthetics

Implementation of the proposed GPTZCU is not anticipated to result in the introduction of new sources of substantial light and glare to the Planning Area that would affect existing daytime views. While future implementing development project components would include windows and other glass features and may include exterior metallic elements and trims (i.e., exterior staircases associated with parking structures, shade structures for retail developments, residential balcony railings, etc.), these elements would be relatively minor in the context of the Planning Area and would be similar to existing architectural elements present in the surrounding area. Further, future projects within the Planning Area would be subject to the lighting and glare restrictions of the City of Santa Fe Springs Municipal Code (Sections 155.432 & 155.496).

#### Key Opportunity Sites

Section Impact AES-1 above describes the four opportunity sites in terms of location, existing and proposed land uses, and surrounding land uses. These four sites are in urbanized settings although the MC&C site is currently vacant. All of the sites except the MC&C site have developed uses that contain lighting and reflective surfaces at present. New development would add new sources of light and glare to each site the extent of which would depend on the type and size of the planned development. New non-residential development where residential uses are adjacent would have to be carefully designed in terms of new lighting and reflective surfaces to minimize impacts on adjacent or nearby residences. However, it should be noted that the land uses surrounding all four sites are extensively urbanized. As long as new lighting and reflective surfaces comply with Municipal Code Sections 155.432 & 155.496 and other applicable development standards, no significant light or glare impacts are anticipated from any of the four opportunity sites.

#### GPU Policies

The Land Use Element of the General Plan Update has the following specific goal and policy that address light and glare:

**Goal LU-11: Well-designed, attractive business districts and neighborhoods.**

**Policy LU-11.12: Light Pollution.** Minimize light pollution by limiting the amount and type of lighting within new developments.

With implementation of GPTZCU Goal LU-11 and Policy LU-11.13, and the City's development requirements and regulations, potential impacts with respect to light and glare, in the City, including the four opportunity sites, would be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Cumulative Impacts**

***Impact AES-5 - Would the GPTZCU cause substantial adverse cumulative impacts with respect to aesthetics?***

## Analysis of Impacts

**Scenic Vistas-** A cumulative impact to scenic vistas would occur if the combined visual changes from future development within the Planning Area resulted in the substantial degradation of quality or obstruction of particularly scenic views available from a recognized scenic vista. Project-specific impacts with respect to scenic vistas were determined to be less than significant. As stated in Section 4.1.1 above, the Puente Hills are visible to the northeast of the Planning Area. The Puente Hills are the major topographic and open space feature in the area. The Puente Hills can be seen from many locations within the Planning Area. However, these views are partially obstructed by existing development, trees, and roadway features. Similarly, partially obstructed views of the San Gabriel Mountains, Santa Ana Mountains, and San Bernardino Mountains exist within the Planning Area as well. Although such obstructions are usually minimal in nature, they do exist, and they are typical of any type of built/urbanized environment. Buildout in the City under the GPTZCU, including the four key opportunity sites, would occur over a period of up to 20 years and at locations throughout the Planning Area. Since the Planning Area is a completely urbanized area that is already developed, it is unlikely that incremental changes from implementation of the GPTZCU would result in cumulative impacts with respect to scenic vistas. Potential cumulative impacts of the GPTZCU, including the opportunity sites, would be less than significant.

**Scenic Highways-** There are no scenic highways within, adjacent to, or visible from the Planning Area (i.e., no eligible or officially designated state scenic highways). Therefore, development within the Planning Area would not result in impacts to scenic resources within a state scenic highway. Therefore, the proposed GPTZCU would not contribute to a potential cumulative significant impact to a scenic highway. Potential impacts of the GPTZCU including the opportunity sites would be less than significant.

**Degrade Visual Character-** Construction and operation of future projects within the Planning Area was determined to result in less than significant impacts to the existing visual character and quality of the Planning Area and surrounding area. Future development projects considered in the cumulative scenario would generally be subject to the City's underlying zoning standards that include regulations pertaining to permitted uses, minimum lot dimensions, and maximum building height. The GPTZCU includes Public and Private Realm standards and design guidelines. Future projects within the Planning Area, including the four opportunity sites, would be subject to the GPTZCU which encourages attractive, high quality development. Therefore, future development would not result in significant adverse visual changes such that the existing visual character or quality of project sites and their surroundings would be substantially degraded. As such, the proposed GPTZCU would not result in cumulative significant impacts that would degrade the existing visual character or quality of the area and its surroundings. Potential impacts of the GPTZCU including the opportunity sites would be less than significant.

**Light and Glare-** Project-related impacts with respect to light and glare were determined to be less than significant. Lighting and building materials associated with cumulative development would be subject to review and approval by the City of Santa Fe Springs Planning and Police Services Departments. If detailed information regarding proposed lighting and building materials are not known during preparation of necessary environmental documentation for cumulative projects, then the adoption of applicant-proposed measures or mitigation measures would likely be required by the City of Santa Fe Springs to ensure that lighting and glare impacts are less

#### 4.1 – Aesthetics

than significant. Therefore, cumulative impacts of the GPTZCU, both City-wide and for the four Key Opportunity Sites, would be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

No mitigation is required.

#### **4.1.5 – REFERENCES**

City of Santa Fe Springs. *City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan*. Prepared by MIG. August 2020.

California Department of Transportation (Caltrans). Map of Scenic Highways.  
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983> [website accessed June 2021]

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## **4.2 – Agriculture and Forestry Resources**

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This EIR chapter addresses impacts to agriculture and forest resources that could result from implementation of the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are identified by the CEQA Guidelines such as whether the GPTZCU will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for or rezoning of forest land or timberland; result in the loss of forest land or conversion of forest land to non-forest use or involve other changes in the existing environment could result in conversion of farmland or forest land to non-agricultural or non-forest use.

### **4.2.1 – ENVIRONMENTAL SETTING**

The City of Santa Fe Springs Zoning Code includes only one zone for agricultural uses and activities, the A-1 Light Agriculture Zone (Santa Fe Springs 2020). The historical purpose of the Light Agricultural Zone is to provide for the proper utilization of those lands best suited for agricultural purposes and to prevent the encroachment of incompatible uses. The Light Agricultural Zone was traditionally used as a transitional classification for open or agricultural land pending classification for more permanent use. This was common in the past when the City had more acreage in active agriculture; however, there are only two areas left in the City with A-1 zoning. Most of the A-1 land is located in a long narrow strip along the east side of the San Gabriel River Trail on the western edge of the Planning Area. There is also a small area of land designated A-1 Light Agriculture at the Los Nietos Community and Senior Center on Slauson Avenue. Neither of these areas currently support any large-scale or commercial agriculture, and these are the only two locations within the Planning Area that are zoned for agricultural uses.

#### **Important Farmland**

The California Department of Conservation (DOC) maps all lands in the State that are considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance, or Grazing Lands in their Farmland Mapping and Monitoring Program (FMMP)(DOC, 2020a). According to the DOC's Important Farmland Finder, the entire Planning Area is designated as "not mapped" meaning there is no land in the Planning Area considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance or Grazing Lands (DOC, 2020a). This includes the two small areas of the City that are currently zoned A-1 Light Agriculture.

#### **Williamson Act Contracts**

According to the California Department of Conservation, Williamson Act reports and statistics, there are no Williamson Act Land Conservation Contract lands within the City, the Sphere of Influence, or surrounding areas (DOC, 2020b). The lands in the Planning Area are classified as Non-Enrolled Land or Urban and Built-Up Land.

### Existing Agricultural Uses

The Planning Area is almost completely urbanized and does not include any existing large-scale agriculture or commercial agricultural land uses. As previously discussed, the A-1 Light Agriculture Zone is concentrated mostly in a long narrow strip of land along the San Gabriel River Trail on the western edge of the Planning Area, and there is also a small area of land designated A-1 Light Agriculture at the Los Nietos Neighborhood Facility on Slauson Avenue. These are the only two locations within the Planning Area that are zoned for agriculture although the Planning Area is not mapped as containing any agricultural land by the DOC's FMMP (DOC, 2020a). One area is already developed with commercial, residential and institutional uses. The other area is located at Santa Fe Springs Park but the Community Garden is not mapped as A-1.

### Forest Resources

Forest land is defined in Public Resources Code Section 12220(g) as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits”. The Planning Area is built out and contains mostly ornamental trees, grasses, and shrubs common to most urbanized areas in the region. There is no forest land within the Planning Area as defined in Public Resources Code Section 12220(g).

## 4.2.2 – REGULATORY FRAMEWORK

### State

**Farmland Mapping and Monitoring Program.** Important farmland maps are compiled by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps and programs utilize data from the USDA Natural Resource Conservation Service (NRCS) soil survey and current land use information to monitor conversion of important farmland to other uses. The majority of the Planning Area has been mapped by the California Department of Conservation, although no type of farmland is designated within the Planning Area.

**California Land Conservation Act/Williamson Act Contract Program.** The California Land Conservation Act of 1965, also known as the Williamson Act, was adopted in 1965. This voluntary program allows local governments to enter into contracts with private landowners for the purpose of having their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, resulting from conversion of nearby lands to urban uses as long as the contracted land remains in agricultural or related open space use. The purpose of the Williamson Act is to encourage property owners to continue to farm their land with a tax incentive and to prevent the premature conversion of farmland into non-agriculture use. Participation requires that the area consist of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of an application by the Board of Supervisors, the agricultural preserve is established, and the land within the preserve is restricted to agricultural and compatible uses for ten (10) years. Williamson Act contracts are automatically renewed annually for an additional one-year period unless the property owner applies for non-renewal or early cancellation. The

Williamson Act also contains limited provisions for cancellation of contracts. Specific findings regarding the non-viability of the agricultural use must be made, and a substantial penalty for the cancellation is assessed. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the act within their jurisdiction. The City of Santa Fe Springs has no land under the Williamson Act and there are no Williamson Act Contracts within the Planning Area.

**California Department of Forestry and Fire Protection (CAL FIRE).** CAL FIRE enforces the laws that regulate logging on privately-owned lands in California. The Forest Practice Act was enacted in 1973 to ensure that logging is done in a manner that will preserve and protect fish, wildlife, forests, and streams. The State Board of Forestry and Fire Protection enacts and enforces additional rules to protect these resources. CAL FIRE ensures that private landowners abide by these laws when harvesting trees. Although there are specific exemptions in some cases, compliance with the Forest Practice Act and Board rules apply to all commercial harvesting operations for landowners. A Timber Harvesting Plan (THP) is the environmental review document submitted by landowners to CAL FIRE outlining what timber is proposed to be harvested, how it will be harvested, and the steps that will be taken to prevent damage to the environment.

## Local

**2021 General Plan Update.** Although there is no large-scale or commercial agriculture within the City, the following GPTZCU goal and policy address “urban agriculture” which occurs on individual or small collective lots to benefit community residents.

**Goal EJ-5: Improved community health and wellness through healthier food options.**

**EJ-5.3: Urban Agriculture.** Promote and expand urban agricultural opportunities within disadvantaged communities, including home gardens, community gardens, urban orchards, and small-lot urban agricultural projects on underutilized sites, park or community facilities, schools, and remnant vacant properties.

**Municipal Code.** Title XV, Land Use, Chapter 155 Zoning establishes the A-1 zone which is the only agricultural use zone in the City.

Principal permitted uses in the A-1 Zone include:

- (A) Farms or ranches for orchards, vineyards, tree crops, field crops, bush and berry crops, vegetable gardening, flower gardening, and plant nurseries.
- (B) Single-family dwellings, not more than one on a lot or parcel of land.
- (C) The keeping of poultry and rabbits for noncommercial purposes; provided, that not more than 12 poultry and four adult rabbits shall be kept on any one lot or parcel.
- (D) Greenhouses and aviaries.
- (E) Supportive housing and transitional housing subject only to those restrictions and processing requirements that apply to other residential dwellings of the same type in this district.
- (F) Manufactured housing.
- (G) Community care facility, small.
- (H) Employee housing, small.

### 4.2.3 – SIGNIFICANCE THRESHOLDS

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 Department 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. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

- 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 by Public Resources Code 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.
- F. Cause substantial adverse cumulative impacts with respect to agricultural and forest resources.

### 4.2.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to Important Farmland, Forestland, and Timberland, which could result from the implementation of the GPTZCU and recommends mitigation measures, as needed, to reduce significant impacts.

#### Important Farmland

***Impact AG-1 - Would the GPTZCU 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?***

#### Analysis of Impacts

##### City-Wide

The City, including the Planning Area, was not part of the DOC's FMMP study area (DOC 2018a). There are no Class I or II (prime agriculture) soils within the City limits and limited Class II (potential prime agriculture) soils are located generally in the eastern portion of the City. Most of the soils in the City range from categories III to VII (which vary from "limited agricultural use



potential” to “unsuited for agriculture”) (DOC, 2021). There are no commercial agricultural uses in the Planning Area although there are two parcels zoned for agricultural use. The Planning Area is primarily comprised of commercial, residential, medical office, institutional, industrial, and open space uses. There is minimal vacant land within the Planning Area generally represented by infill sites. The Planning Area contains no prime agricultural soils, designated farmland, or large-scale commercial agricultural uses.

#### Key Opportunity Sites

Three of the Opportunity Sites are developed with urban uses while the MC&C site is currently vacant. All of the sites are in urban settings and do not support agricultural uses. Development of these four opportunity sites to urban standards (e.g., height, lot coverage, setbacks, landscaping) similar to those of surrounding uses, depending on the appropriate zoning classification, will not result in any impacts related to designated farmland or prime agricultural soils as those resources are absent in the City.

#### GPU Policies

The **Environmental Justice Element** of the GPTZCU contains Goal EJ-5 and Policy EJ-5.3 which encourage urban agriculture which is not large-scale commercial farming but rather community-based low-scale generally low-scale agricultural activities like individual or community gardens on isolated lots mainly for the benefit of City residents. Due to a lack of resources in the City, development under the GPTZCU, including development of the Key Opportunity Sites, would not result in any conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

No mitigation is required.

#### **Williamson Act Agricultural Contract**

***Impact AG-2 - Would the GPTZCU conflict with existing zoning for agricultural use, or a Williamson Act contract?***

#### **Analysis of Impacts**

##### City-Wide

The City’s Zoning Code includes a Light Agricultural (A-1) Zone District that is intended to “provide for the proper utilization of those lands best suited for agricultural purposes and to prevent the encroachment of incompatible uses. The Light Agricultural Zone may also be used as a transitional classification for open or agricultural land pending classification for more permanent use. However, there are only two locations within the Planning Area with this designation. The first location, on the south side of Slauson Avenue between Norwalk Boulevard and Dice Road, is completely developed with an institutional use, the Los Nietos Community and Senior Center;. However, there is a community garden located just south of the Santa Fe Springs Aquatic Center. The second location is Santa Fe Springs Park which is

located along the San Gabriel River. This is a public park that is used for sports and passive recreation. There is a commercial nursery located in the northern portion of the park. However, this community garden is not mapped as Important Farmland and there are no Williamson Act contracts with the Planning Area. Further, the proposed GPTZCU does not include any development projects. All future implementing development projects would be subject to environmental review pursuant to CEQA. Since no sites in the Planning Area are under a Williamson Act contract, and because the proposed GPTZCU does not include any development projects, no impact to an agricultural use or Williamson Act contract would occur.

#### Key Opportunity Sites

These four sites are in urbanized settings and only one is vacant at present (MC&C site). Development of these four opportunity sites would not affect any existing A-1 zoning for light agricultural uses or a Williamson Act contract. Therefore, development of the four key opportunity sites would have no significant impacts on agricultural zoning or Williamson Act contracts.

#### GPU Policies

As discussed above, the City has limited agricultural (A-1) zoning and no Williamson Act (agricultural preserve) contracts. However, the **Environmental Justice Element** of the GPTZCU contains Goal EJ-5 and Policy EJ-5.3 which encourage urban agriculture which is not large-scale commercial farming but rather community-based low-scale generally low-scale agricultural activities like individual or community gardens on isolated lots mainly for the benefit of City residents.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

None required.

#### **Forestland/Timberland**

***Impact AG-3 - Would the GPTZCU 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))?***

#### **Analysis of Impacts**

##### City-Wide

According to the California Department of Forestry and Fire Protection website, no forest land, timberland, or Timberland Production areas, as defined in the Public Resources Codes (PRC) 12220(g) and 4526 or Government Code 51104(g), are located within, or adjacent to, the Planning Area (Calfire 2021). Therefore, the proposed GPTZCU would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist.

### Key Opportunity Sites

These four sites are in urbanized settings and only the MC&C site is vacant at present. The City contains no forest resources so development of these four opportunity sites would not have any impacts in that regard.

### GPU Policies

The City has no forest resources and the proposed GPTZCU contains no goals or policies that address these resources.

### **Level of Significance Before Mitigation**

No impact.

### **Mitigation Measures**

No mitigation required.

### **Loss of Forestland**

***Impact AG-4 - Would the GPTZCU result in the loss of forest land or conversion of forest land to non-forest use?***

### **Analysis of Impacts**

#### City-Wide

There are no forest lands within the City, including the Planning Area (City of Santa Fe Springs, 2020). The Planning Area is primarily comprised of commercial, residential, medical office, institutional, industrial, and open space uses. There is minimal vacant land within the Planning Area; generally representing infill sites. Since the Planning Area is currently built out, and no forest lands are in the Planning Area, no conversion of forest land to non-forest use would occur.

### Key Opportunity Sites

These four sites are in urbanized settings and only one is vacant at present (MC&C site). The City contains no forest resources so development of these four opportunity sites would not have any impacts in that regard.

### GPU Policies

The City has no forest resources and the proposed GPTZCU contains no goals or policies that address these resources.

### **Level of Significance Before Mitigation**

No impact.

### **Mitigation Measures**

None required.

### **Conversion of Farmland/Forestland**

***Impact AG-5 - Would the GPTZCU 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?***

#### **Analysis of Impacts**

##### City-Wide

Please refer to responses 4.2.4.a, 4.2.4.b, 4.2.4.c, and 4.2.4.d above. The City's Zoning Code includes a Light Agricultural (A-1) Zone District that is intended to "provide for the proper utilization of those lands best suited for agricultural purposes and to prevent the encroachment of incompatible uses. There are only two small areas in the City that maintain that zoning designation. The City contains no designated Farmland (i.e., Prime, State-wide Important, or Unique). In addition, the City contains no forest resources.

##### Key Opportunity Sites

These four sites are in urbanized settings and only one is vacant at present (MC&C site). The City contains no designated farmland or forest resources, so development of these four opportunity sites would not have any impacts in that regard.

##### GPU Policies

As discussed in Sections 4.2.4.a and 4.2.4.b above, the City has limited A-1 zoning and no Williamson Act (agricultural preserve) contracts. However, the **Environmental Justice Element** of the GPTZCU contains Goal EJ-5 and Policy EJ-5.3 which encourage urban agriculture. As discussed in Sections 4.2.4.c and 4.2.4.d above, the City has no forest resources and the proposed GPTZCU contains no goals or policies that address these resources.

The Planning Area is currently built out and contains no designated farmland or forest lands. Therefore, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or conversion of forest land to non-forest use, either City-wide or in any of the Key Opportunity sites, would occur.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

None required.

#### **Cumulative Impacts**

***Impact AG-6 - Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources?***

#### **Analysis of Impacts**

As described in Sections Impact AG-1 through AG-5 above, the proposed GPTZCU would not result in impacts related to agricultural resources, Prime Farmland, Unique Farmland, or Farmland of Statewide Important, Williamson Act contracts, forest lands, timberland, or Timberland Production areas. Because of the developed nature of the Planning Area, and because the GPTZCU would not impact agricultural uses, Farmland, Williamson Act contracts, forest lands, timberland, or Timberland Production areas, the proposed GPTZCU, including development of the four Key Opportunity sites, would not contribute to a cumulatively significant impact related to agriculture and forestry resources.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

No mitigation is required.

#### **4.2.5 – REFERENCES**

California Department of Forestry and Fire Protection (Calfire), State Inventory of Forest Land. <https://www.fire.ca.gov> [Website accessed June 2021] (*Calfire 2021*).

California Department of Conservation (DOC 2020a). Farmland Mapping and Monitoring Program: Important Farmland Finder. Web: <https://maps.conservation.ca.gov/DLRP/CIFF/>. [Accessed October 2020].

California Department of Conservation (DOC 2020b). Williamson Act Program: Reports and Statistics. Web: [https://www.conservation.ca.gov/dlrp/wa/Pages/stats\\_reports.aspx](https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx). [Accessed October 2020].

City of Santa Fe Springs. *City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan*. Prepared by MIG. August 2020.

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## 4.3 – Air Quality

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This EIR chapter provides information on the environmental and regulatory air quality setting of the Planning Area and evaluates the potential amount of emissions of regulated air pollutants that could be generated by construction and operation of projects pursuant to the General Plan and Targeted Zoning Code Update (GPTZCU). The methodologies and assumptions used in the preparation of this section follow the CEQA Guidelines developed by the South Coast Air Quality Management District (SCAQMD, 2019a). Information on existing air quality conditions, federal, and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This EIR air quality analysis has been closely coordinated with the Energy and Greenhouse Gas analyses in Chapters 4.6 and 4.8, respectively, of this EIR. Please refer to Appendix D for detailed air quality and greenhouse gas emissions estimates (MIG, 2021).

### 4.3.1 – ENVIRONMENTAL SETTING

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

#### South Coast Air Basin

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The City of Santa Fe Springs is located in the South Coast Air Basin (Basin) which includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The basin encompasses approximately 6,745 square miles of coastal plains and is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Air quality in the Basin is managed by the SCAQMD. Pursuant to the California Clean Air Act, the SCAQMD is responsible for bringing air quality within the basin into conformity with federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, State, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations. Please refer to Section 4.3.2 for a description of the regulatory setting of the Planning Area as it relates to air quality.

#### Basin Climate and Meteorology

The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are also dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely hot temperatures during the summer, hot dry westerly “Santa Ana” winds during the fall, and storms from the Pacific northwest during the winter. In addition to the Basin’s topography and geographic location, El Niño and La Niña patterns in the central Pacific Ocean can also have large effects on weather and rainfall received in the Basin between November and March.

#### 4.3 – Air Quality

The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is often created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as carbon monoxide (CO) and oxides of nitrogen (NO<sub>x</sub>).

In the fall months, the Basin's weather is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes a westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. These winds can be powerful and persistent during these times.

An El Niño condition is a warming of the surface waters of the eastern Pacific Ocean. It is a climate pattern that occurs across the tropical Pacific Ocean that is usually associated with drastic weather occurrences, including enhanced rainfall in Southern California. Conversely, a La Niña condition is the term for cooler than normal sea surface temperatures across the Eastern Pacific Ocean. The Los Angeles region receives less than normal rainfall during La Niña years.

Throughout the Basin, annual average temperatures vary from the low to middle 60s degrees Fahrenheit (° F). Due to a decreased marine influence, the eastern portion of the Basin shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the Basin, with average minimum temperatures of 47° F in downtown Los Angeles and 36° F in San Bernardino. All portions of the Basin have recorded maximum temperatures above 100° F.

Although the climate of the Basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of the Basin's climate. Humidity restricts visibility in the Basin. The sulfur dioxide is converted to sulfates and is heightened in the air with high relative humidity. The annual average relative humidity within the Basin is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent with low stratus clouds being a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Rainfall between the months of April and November usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the Basin with frequency being higher near the coast.

The City of Santa Fe Springs' average temperatures range from a high of 89 degrees Fahrenheit in August to a low of 47 degrees Fahrenheit in December. Annual precipitation is approximately 14 inches, falling mostly from January through April (WRCC, 2021).

Sunlight. Three-quarters of available sunshine is received in the Basin while the remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. The shortest day of the year has approximately ten hours of possible sunshine, while the longest day of the year has approximately 14.5 hours of possible sunshine.



Temperature Inversions. There are two distinct temperature inversion structures that control vertical mixing of air pollution in the Basin. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing that effectively acts as an impervious lid to pollutants over the entire Basin. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO<sub>x</sub> and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants within the basin.

Wind Patterns. The distinctive climate of the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest with high mountains ringing the rest of the Basin.

Wind patterns across the Basin including Santa Fe Springs are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breeze at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

### **Regulated Air Pollutants**

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O<sub>3</sub>), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM<sub>10</sub>) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or PM<sub>2.5</sub>), CO, nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (U.S. EPA 2020a and 2020b).

CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS), plus the following additional air pollutants due to their known adverse effects on human health or the environment (CARB 2020a): hydrogen sulfide (H<sub>2</sub>S), sulfates (SO<sub>x</sub>), vinyl chloride, and visibility reducing particles.

A description of the air pollutants associated with the proposed GPTZCU and its vicinity is provided below. Air pollutants not commonly associated with the existing or proposed sources in the Planning Area such as hydrogen sulfide and visibility reducing particles, are not described below.

- **Ground-level Ozone**, commonly referred to as smog, is not emitted directly into the atmosphere. It is created from chemical reactions between NO<sub>x</sub> and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA, 2017a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO<sub>x</sub> and ROG pollution. Ozone irritates the nose, throat, and air

pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.

- **ROG** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA (CARB, 2004).
- **VOCs** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as: methane, ethane, and methylene chloride (CARB, 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2016a).
  - **PM<sub>10</sub>**, also known as inhalable coarse, respirable, or suspended PM, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7<sup>th</sup> the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the bloodstream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2016a).
  - **PM<sub>2.5</sub>**, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30<sup>th</sup> the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2016a).
- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of carbon-based fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2016b).
- **Nitrogen Dioxide (NO<sub>2</sub>)** is a by-product of combustion. NO<sub>2</sub> is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO<sub>2</sub> are collectively referred to as NO<sub>x</sub> and are major contributors to ozone formation. NO<sub>2</sub> also contributes to the formation of particulate matter. NO<sub>2</sub> can cause breathing difficulties at high concentrations (U.S. EPA, 2016c).
- **Sulfur Dioxide (SO<sub>2</sub>)** is one of a group of highly reactive gases known as SO<sub>x</sub>. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO<sub>2</sub>. Short-term effects of SO<sub>2</sub> exposure can include adverse respiratory effects such as asthma symptoms. SO<sub>2</sub> and other SO<sub>x</sub> can react to form PM (U.S. EPA 2016d).
- **Sulfates (SO<sub>4</sub><sup>2-</sup>)** are the fully oxidized ionic form of sulfur. SO<sub>4</sub><sup>2-</sup> are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO<sub>2</sub> during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2009).

- **Lead** is a metal found naturally in the environment as well as in manufactured products. Mobile sources used to be the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. EPA established national regulations to gradually reduce the lead content in gasoline, and in 1996, lead was banned from gasoline. As a result of these efforts, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Lead can adversely affect multiple organ systems of the body and people of every age group. Lead poisoning in young children can cause brain damage, behavioral problems, and liver or kidney damage. Lead poisoning to adults can cause reproductive problems, muscle and joint pain, nerve disorders and kidney disease (CARB 2016a).

Common criteria air pollutants, such as ozone precursors, SO<sub>2</sub>, and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin). Other pollutants, such as hazardous air pollutants (HAPs; described in more detail below under “Toxic Air Contaminants”), toxic air contaminants (TACs; described in more detail below), and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

### **Ambient Air Quality Standards and Basin Attainment Status**

In general, the NAAQS and CAAQS define “clean” air, and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter (µg/m<sup>3</sup>).

The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories.

- **Attainment.** A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-1 (Ambient Air Quality Standards and Basin Attainment Status) lists the NAAQS and CAAQS and summarizes the Basin’s attainment status.

**Table 4.3-1  
Ambient Air Quality Standards and Basin Attainment Status**

Pollutant	Averaging Time <sup>(B)</sup>	California Standards <sup>(A)</sup>		National Standards <sup>(A)</sup>	
		Standard <sup>(C)</sup>	Attainment Status <sup>(D)</sup>	Standard <sup>(C)</sup>	Attainment Status <sup>(D)</sup>
Ozone	1-Hour (1979)	--	--	240 µg/m <sup>3</sup>	Nonattainment
	1-Hour (Current)	180 µg/m <sup>3</sup>	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m <sup>3</sup>	Nonattainment
	8-Hour (2008)	--	--	147 µg/m <sup>3</sup>	Nonattainment
	8-Hour (Current)	137 µg/m <sup>3</sup>	Nonattainment	137 µg/m <sup>3</sup>	Pending
PM <sub>10</sub>	24-Hour	50 µg/m <sup>3</sup>	Nonattainment	150 µg/m <sup>3</sup>	Attainment
	Annual Average	20 µg/m <sup>3</sup>	Nonattainment	--	--
PM <sub>2.5</sub>	24-Hour	--	--	35 µg/m <sup>3</sup>	Nonattainment
	Annual Average (1997)	--	--	15 µg/m <sup>3</sup>	Nonattainment
	Annual Average (Current)	12 µg/m <sup>3</sup>	Nonattainment	12 µg/m <sup>3</sup>	Nonattainment
Carbon Monoxide	1-Hour	23,000 µg/m <sup>3</sup>	Attainment	40,000 µg/m <sup>3</sup>	Attainment
	8-Hour	10,000 µg/m <sup>3</sup>	Attainment	10,000 µg/m <sup>3</sup>	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m <sup>3</sup>	Attainment	188 µg/m <sup>3</sup>	Unclassifiable/Attainment
	Annual Average	57 µg/m <sup>3</sup>	Attainment	100 µg/m <sup>3</sup>	Attainment
Sulfur Dioxide	1-Hour	655 µg/m <sup>3</sup>	Attainment	196 µg/m <sup>3</sup>	Attainment
	24-Hour	105 µg/m <sup>3</sup>	Attainment	367 µg/m <sup>3</sup>	Unclassifiable/Attainment
	Annual Average	--	--	79 µg/m <sup>3</sup>	Unclassifiable/Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m <sup>3</sup>	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m <sup>3</sup>	Attainment	--	
Sulfates	24-Hour	25 µg/m <sup>3</sup>	Attainment	--	
Vinyl Chloride	24-Hour	26 µg/m <sup>3</sup>	Attainment	--	

Source: CARB 2016b, SCAQMD 2016a, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin’s attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m<sup>3</sup>) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m<sup>3</sup>). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

A= Attainment, N= Nonattainment, U=Unclassifiable.

## Toxic Air Contaminants

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs), respectively. The U.S. EPA has identified 187 HAPs, including such substances as benzene and formaldehyde; CARB also considers particulate emissions from diesel-fueled engines and other substances to be TACs. Since CARB's list of TACs references and includes the U.S. EPA's list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs.

TACs can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer) (U.S. EPA 2019a, CARB 2019b). People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects such as (but not limited to) reduce immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems (U.S. EPA 2020a, CARB 2020b).

A description of the TACs associated with the proposed GPTZCU and its vicinity is provided below.

- **Gasoline-Powered Mobile Sources.** According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin* (SCAQMD, 2021), or MATES V, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles. The MATES V study identifies that diesel emissions account for approximately 50% of the total air toxics and cancer risk in the Basin, while Benzene, 1,3-Butadiene, and Carbonyls make up approximately 25% of the cancer risk. Within the Planning Area, diesel emissions comprise a greater percent of the total air toxic and cancer risk than the entire Basin. Sixty-seven percent or more of the cancer risks for the zip codes east of Interstate 605 (within the City) are driven by diesel emissions and receptor exposure to those emissions.
- **Diesel Particulate Matter (DPM).** Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1  $\mu\text{m}$  in diameter, and thus is a subset of  $\text{PM}_{2.5}$ . DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants including VOCs and  $\text{NO}_x$ . The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surfaces and in the deepest regions of the lungs where they are most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as  $\text{PM}_{2.5}$  exposure (CARB 2016c).
- **PM from Wheel-Rail Interactions:** PM may also be generated from friction between rail and locomotive wheels (wheel-rail interaction). This abrasion process can suspend metals such as iron, chromium, manganese, and copper in the form of PM (CARB 2019b, Loxham et al. 2013); however, the potential for PM to be generated is dependent on the weight of the train and the conditions of the wheels and track on which the train

rides. The Metrolink is a commuter rail that consists of a traditional diesel locomotive commuter rail system; the rail line is also shared by freight trains. Thus, while the Metrolink may generate PM from wheel-rail interaction, this contribution is anticipated to be minimal (i.e., would not have an appreciable effect on mass emission or health risk estimates) and this issue is not discussed further in this EIR.

- **Oil production** also generates TACs in the form of VOCs (e.g., acetaldehyde, acrolein, benzene, 1,3-butadiene, and propylene), polycyclic aromatic hydrocarbons (e.g., naphthalene and benzo(a)pyrene), metals (e.g., arsenic, cadmium, copper, lead, manganese, mercury, nickel, and zinc), halides (e.g., chlorine), sulfur-containing compounds (e.g., hydrogen sulfide), and DPM.
- **Toxic elements and pollutants** such as butadiene, benzene, perchloroethylene, formaldehyde, acetaldehyde, arsenic, cadmium, and lead are found in the basin (SCAQMD, 2015). Many toxins such as benzene, butadiene, and lead, are associated with refinery operations such as those that exist in the basin.

### Local Air Quality Conditions

The SCAQMD monitors air quality within the Basin. Existing levels of ambient air quality and historical trends within the Planning Area are best documented by measurements taken by the SCAQMD. The Planning Area is located in SCAQMD Source Receptor Area (SRA) 5 (Southeast Los Angeles County). Air quality monitoring stations usually measure pollutant concentrations at varying heights above ground level depending on the monitoring site and the pollutants being monitored. Therefore, air quality is often referred to in terms of ground-level concentrations. The closest air quality monitoring station is the Pico Rivera Monitoring Station, located at 4144 San Gabriel River Parkway, Pico Rivera, California (approximately 5.4 miles north of the center of the Planning Area and approximately 2.5 miles to the northernmost edge of the Planning Area). Air quality data for O<sub>3</sub>, NO<sub>2</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from the Pico Rivera monitoring station for SRA 5 are provided in Table 4.3-2 (Local Air Quality Conditions (2017-2019)).

**Table 4.3-2  
Local Air Quality Conditions 2017-2019**

Pollutant	Ambient Air Standard	Year <sup>(A)</sup>		
		2017	2018	2019
<i>Ozone (O<sub>3</sub>)</i>				
Maximum 1-hour Concentration (ppm)		0.118	0.115	0.108
Maximum 8-hr Concentration (ppm)		0.086	0.082	0.091
Number of Days Exceeding State 1-hr Standard	>180 µg/m <sup>3</sup>	7	3	5
Number of Days Exceeding State 8-hr Standard	>137 µg/m <sup>3</sup>	9	5	7
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0	0	0
Days Exceeding Federal 8-hr Standard	>0.070 ppm	9	5	7
<i>Carbon Monoxide (CO)</i>				
Maximum 1-hr Concentration (ppm)		2.5	2.0	1.9
Maximum 8-hr Concentration (ppm)		2.2	1.8	1.5
Days Exceeding State 1-hr Standard	>23,000 µg/m <sup>3</sup>	--	--	--
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m <sup>3</sup>	--	--	--
Days Exceeding Federal 1-hr Standard	>40,000 µg/m <sup>3</sup>	--	--	--
<i>Nitrogen Dioxide (NO<sub>2</sub>)</i>				
Maximum 1-hr Concentration (ppb)		75.0	76.8	61.8
Annual Arithmetic Mean Concentration (ppb)		19.6	18.3	17.6
Days Exceeding State 1-hr Standard	>180 µg/m <sup>3</sup>	--	--	--
<i>Coarse Particulate Matter (PM<sub>10</sub>) *</i>				
Maximum 24-hr Concentration (µg/m <sup>3</sup> )		--	--	--
Annual Arithmetic Mean (µg/m <sup>3</sup> )		--	--	--
Samples Exceeding State 24-hr Standard	>50 µg/m <sup>3</sup>	--	--	--
Samples Exceeding Federal 24-hr Standard	>150 µg/m <sup>3</sup>	--	--	--
<i>Fine Particulate Matter (PM<sub>2.5</sub>)</i>				
Maximum 24-hr Concentration (µg/m <sup>3</sup> )		49.50	35.40	29.60
Annual Arithmetic Mean (µg/m <sup>3</sup> )		12.23	12.31	10.34
Samples Exceeding Federal 24-hr Standard	>35 µg/m <sup>3</sup>	4	0	0
Source: SCAQMD 2020a, 2020b, 2020c				
(A) "--" indicates data are not available.				
* There is no PM <sub>10</sub> data in SRA 5 nor any other SRA in the vicinity of the Planning Area.				

### Existing Emissions Levels in the Planning Area

The Planning Area is bisected by the BNSF railroad and has Interstate 605 (I-605) and Interstate 5 (I-5) running near the edge of the Planning Area's western and southern borders, respectively. Trains and vehicles traveling along these transportation corridors contribute to pollutant concentrations in the City. Truck trips from industrial land uses within the City also contribute to pollutant concentrations within and in proximity of the City. In addition, emissions from stationary sources (e.g., those found at industrial facilities) and area sources (e.g., painting activities, gas stations, construction sites, etc.) contribute to pollutant concentrations throughout the City.

The existing residential and non-residential land uses in the Planning Area generate emissions from the following sources:

- **Small "area" sources.** Existing land uses generate emissions from small area sources including landscaping equipment and the use of consumer products such as paints,

cleaners, and fertilizers that result in the evaporation of chemicals to the atmosphere during product use.

- **Energy use and consumption.** Existing land uses generate emissions from the combustion of natural gas in building water and space heating equipment, as well as industrial processes.
- **Mobile sources.** Existing land uses generate emissions from vehicles travelling to and from the Planning Area.

Existing land uses in the Planning Area are summarized in Table 3-1 (Existing Land Use) of the Project Description (see Chapter 3). Existing emissions were estimated using the California Emissions Estimator Model, or CalEEMod, Version 2020.4.0. The existing emissions were estimated using default data assumptions contained within CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage and square footage for each of the existing land uses within the Planning Area were adjusted to reflect existing development conditions.
- **Energy Use and Consumption:** The residential and non-residential default energy intensity factors contained in CalEEMod, Version 2020.4.0, are based on the 2019 energy code. The Title 24 energy intensity factors were adjusted as follows to reflect lower energy efficiency requirements of the 2013 energy code, which are representative of the older building stock within the Planning Area (CAPCOA 2021a):
  - **Single-family Residential:** The single-family residential electrical energy intensity and natural gas energy intensity values were adjusted upwards by a factor of 5.39 and a factor of 1.38, respectively.
  - **Multi-family Residential:** The multi-family residential electrical energy intensity and natural gas energy intensity values were adjusted upwards by a factor of 5.54 and a factor of 1.51, respectively.
  - **Non-residential:** The non-residential electrical energy intensity and natural gas energy intensity values were adjusted upwards by a factor of 1.17 and a factor of 1.02, respectively.
- **Mobile Sources.**
  - **Trip Generation and Distance:** A default CalEEMod run was conducted based on the existing land use types within the City. The weekday and weekend trip generation rates accounted for in the default CalEEMod run were used to develop the percentage of trips that occur on weekdays, Saturdays, and Sundays. The daily VMT estimates provided by Fehr and Peers for the existing land uses (approximately 3,408,947 miles per day) in the Planning Area, as presented in the June 25, 2021 Transportation Report prepared for the proposed GPTZCU, was then annualized using a multiplication factor of 347 days per year, the same factor used in CARB's 2000-2012 Greenhouse Gas Emissions Inventory, and divided through by the average trip distance (11.6 miles per trip) provided by Fehr and Peers to derive the daily trip rates, using the percentiles



calculated in the default CalEEMod run. (CARB, 2014; Fehr and Peers, 2021).<sup>1</sup> In total, based on the daily VMT estimate and CARB multiplication factor, land uses in the Planning Area are estimated to generate approximately 1,179,620,586 annual VMT.

- **Emission Factors:** Vehicle emission factors were updated based on derived EMFAC2021 (Version 1.0.1) emission rates for Los Angeles County (South Coast Air Basin), consistent with the methodology described in the CalEEMod User's Guide Appendix A (CAPCOA, 2021b).

The emissions generated by current land uses in the Planning Area are shown in Table 4.3-3 (Santa Fe Springs GPTZCU: Existing Land Use Emissions Estimates). The emissions are shown for two scenarios:

- **Year 2020 (current conditions)**, which are based on Year 2020 vehicle fleet characteristics (e.g., vehicle type, age, emission rates).
- **Year 2040 (future conditions)**, which are based on Year 2040 vehicle fleet characteristics and represent the projected emissions that existing land uses would generate in the future (assuming no increase in population or change in land uses). This scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that would occur from the proposed change in land uses that would occur with implementation and buildout of the GPTZCU in Year 2040, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the GPTZCU is adopted.

**Table 4.3-3  
Santa Fe Springs GPTZCU: Existing Land Use Emissions Estimates**

Emissions Source	Maximum Daily Pollutant Emissions (Pounds per Day) <sup>(A)</sup>							
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>		PM <sub>2.5</sub>	
					Dust	Exhaust	Dust	Exhaust
<b>Year 2020 (Existing Conditions)</b>								
Area Sources	5,390	264	7,194	16	0	934	0	934
Energy	34	303	216	2	0	24	0	24
Mobile Sources	1,649	1,928	17,259	31	2,547	28	636	26
<i>Year 2018 Total<sup>(B)</sup></i>	<i>7,074</i>	<i>2,496</i>	<i>24,669</i>	<i>49</i>	<i>2,547</i>	<i>985</i>	<i>636</i>	<i>983</i>
<b>Year 2040 (Future Conditions)</b>								
Area Sources	5,389	264	7,186	16	0	934	0	934
Energy	34	303	216	2	0	24	0	24
Mobile Sources	841	545	8,125	22	2,542	9	634	8
<i>Year 2040 Total<sup>(B)</sup></i>	<i>6,265</i>	<i>1,112</i>	<i>15,527</i>	<i>40</i>	<i>2,542</i>	<i>966</i>	<i>634</i>	<i>965</i>
Source: MIG 2021, see Appendix D.								
(A) Emissions estimated using CalEEMod, V 2020.4.0. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, SO <sub>x</sub> emissions occur during the summer. Maximum daily NO <sub>x</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> emissions occur during the winter.								
(B) Totals may not equal due to rounding.								

<sup>1</sup> The multiplication factor of 347 days accounts for differences in mobile source activity on weekdays and weekends (CARB, 2014). Subsequent Greenhouse Gas Emissions Inventories prepared by CARB have used the same methodology as described in the 2000-2012 inventory.

As shown in Table 4.3-3, there is a decrease in mobile source emissions between Year 2020 and Year 2040 conditions. This decrease in emissions is due to improvements in exhaust emission control systems in newer vehicles, along with fewer older vehicles in use<sup>2</sup>. In contrast, PM<sub>10</sub> and PM<sub>2.5</sub> dust emissions remain approximately the same because these emissions are associated with paved road dust, tire and brake wear, etc. and the amount of VMT does not change between the 2020 and 2040 conditions.<sup>3</sup>

#### **Sensitive Receptors**

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD, 2019a; CARB, 2005).

The potentially serious detrimental effects caused by even the most common pollutants are of widespread concern. O<sub>3</sub>, PM, CO and other pollutants pose a very real threat to health and property in the Basin. The region has a high median age, which implies that major portions of residents are particularly susceptible to respiratory distress from O<sub>3</sub> and PM<sub>10</sub>. In general, the sensitive air quality receptors within the City of Santa Fe Springs include, but are not limited to:

- Existing low- and medium-density residential receptors within the City;
- Existing elementary and intermediate schools, and education or institutional facilities; and
- Existing parks and recreational facilities, including, but not limited to, Santa Fe Springs Park, Los Nietos Park, and Little Lake Park.

In addition to existing sensitive receptors in and near the Planning Area, the implementation of the General Plan would result in new, sensitive residential receptors within the Planning Area.

#### **Existing Air Pollution-Related Health Risks**

Sensitive air quality receptors are usually most affected by local sources of air pollution. The I-5 freeway passes through the southern and western portions of the Planning Area, and the I-605 bounds the northwestern portion of the Planning Area. In addition, as discussed previously, the Planning Area is bisected by the BNSF railroad. These transportation corridors carry trucks and trains that emit DPM as they operate, and cause localized areas of DPM concentrations. As noted under “Existing Emissions in the Planning Area”, there are also several stationary sources located throughout the City. These sources are described below.

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<sup>2</sup> For example, the U.S. EPA’s Emission Standards Reference Guides indicates light duty vehicles and light duty trucks have the following NO<sub>x</sub> exhaust emissions at approximately 50,000 miles of use: 1 gram/mile for 1981 to 1993 model year vehicles, 0.4 grams/mile for 1994 to 1999 model year vehicles, and will drop to 0.05 grams/mile by 2025 (U.S. EPA 2016e and 2016f).

<sup>3</sup> Minor differences exist because of a different fleet mix assumed by CalEEMod in 2020 than in 2040.

Under the State’s Air Toxics Hot Spots Information and Assessment Act (AB 2588; see Section 4.3.2) the SCAQMD is required to prepare an annual report of activities related to facilities that emit TACs. According to the SCAQMD’s October 2020 Annual Report on AB 2588 Air Toxics Hot Spots Program, there were nine facilities within the Planning Area that were required to report their emissions to the SCAQMD under AB 2588 (SCAQMD, 2020d). These facilities include:

- Lakeland Development Company (SCAQMD ID 800373) with a cancer risk value of 9.7 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.30 and 0.10, respectively;<sup>4</sup>
- Golden West Ref Company (SCAQMD ID 800184) with a cancer risk value of 8.8 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.20 and 0.10, respectively;<sup>5</sup>
- Electronic Chrome Grinding Company, Inc. (SCAQMD ID 10005) with a cancer risk value of 3.0 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.20 and 0.10, respectively;
- Trojan Battery Company, LLLC (SCAQMD ID 37507) with a cancer risk value of 2.6 excess cancer chances per million and non-cancer acute and chronic hazard indices of 1.10 and 1.30, respectively;
- Lefiell Manufacturing Company (SCAQMD ID 22467) with a cancer risk value of 1.7 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.70 and 0.20, respectively;
- Santa Fe Enameling & Metal Finishing Company (SCAQMD ID 14544) with a cancer risk value of 0.8 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.00 and 0.40, respectively;
- Breitburn Operating LP (SCAQMD ID 150201) with a cancer risk value of 0.8 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.00;<sup>6</sup>
- Life Paint Company (SCAQMD ID 18990) with a cancer risk value of 0.4 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.00; and
- Precision Tube Bending (SCAQMD ID 48300) with a cancer risk value of 0.2 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.00.

Including the facilities identified above, CARB indicates there are 56 facilities within the Planning Area that report emissions pursuant to AB 2588 (CARB, 2021). Please see Appendix D for a full list of emissions and risks from the facilities, as provided by the CARB database.

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<sup>4</sup> Although this site is identified as “Active” in the SCAQMD October 2020 Annual Report on AB 2588 Air Toxic Hot Spots Program, this site may have been redeveloped a few years ago and is referred to as the Goodman Logistics Center. In actuality, the site may be inactive from an AB 2588 standpoint based on the change in land use.

<sup>5</sup> Although this site is identified as “Active” in the SCAQMD October 2020 Annual Report on AB 2588 Air Toxic Hot Spots Program, this site may have been redeveloped a few decades ago and is referred to as the Golden Springs. In actuality, the site may be inactive from an AB 2588 standpoint based on the change in land use.

<sup>6</sup> Although this site is identified as “Active” in the SCAQMD October 2020 Annual Report on AB 2588 Air Toxic Hot Spots Program, this site may no longer be in existence.

According to the SCAQMD's MATES V Carcinogenic Risk Map, the Planning Area has an estimated cancer risk ranging between 401 and 550 (SCAQMD, 2021).<sup>7</sup> These cancer risk estimates are orders of magnitude higher than the SCAQMD's significance threshold of 10 cases in one million for cancer risk. These estimates, however, are based upon regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. While CalEnviroScreen was originally developed as part of Senate Bill (SB) 535 and used to identify disadvantaged communities for the purposes of allocating funding from the State's Cap-and-Trade regulation, its application and scope have expanded over the years. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The CalEnviroScreen model is made up of four components – two pollution burden components (exposures and environmental effects) and two population characteristics components (sensitive populations and socioeconomic factors). The four components are further divided into 21 indicators. An indicator is a measure of either environmental conditions, in the case of pollution burden indicators, or health and vulnerability factors, in the case of population characteristic indicators.

- **Exposure** indicators are based on the measurements of different types of pollution that people may come into contact with. Exposure indicators include:
  - Air Quality: Ozone
  - Air Quality: PM<sub>2.5</sub>
  - Children's Lead Risk from Housing
  - Diesel Particulate Matter
  - Drinking Water Contaminants
  - Pesticide Use
  - Toxic Releases from Facilities
  - Traffic Density
- **Environmental effects** indicators are based on the locations of toxic chemicals in or near communities. Environmental effects indicators include:
  - Cleanup Sites
  - Groundwater Threats
  - Hazardous Waste
  - Impaired Water Bodies
  - Solid Waste Sites and Facilities

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<sup>7</sup> According to the SCAQMD (2021), cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million population of a cancer case occurring. A risk ranging from 401 to 550 per million means that in a population of one million individuals (exposed over a 70 year lifetime), 401 to 550 additional cancer cases would be expected. For reference, a cancer risk of 522 per million in zip code 90680 (i.e., a zip code within the City) is approximately 71.0% higher than other receptors within the SCAQMD's jurisdiction.

- **Sensitive population** indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Sensitive population indicators include:
  - Asthma
  - Cardiovascular Disease
  - Low Birth Weight Infants
- **Socioeconomic factors** indicators are based on community characteristics that result in increased vulnerability to pollutants. Environmental effects indicators include:
  - Educational Attainment
  - Housing Burden
  - Linguistic Isolation
  - Poverty
  - Unemployment

Each census tract receives scores for as many of the 21 indicators as possible, and the scores are then mapped so that different communities can be compared. Percentiles are assigned to each census tract based on the census tract's score in relation to the rest of the state. An area with a high percentile is one that experiences a much higher pollution burden than areas with low scores. For example, if a census tract has an indicator in the 40<sup>th</sup> percentile, it means that indicator's percentile is higher than 40 percent of the census tracts in the state. CalEnviroScreen also provides a total (or cumulative) score, which is the product of multiplying the 13

pollution burden components by the 8 population characteristics. This total / cumulative score helps contextualize how multiple contaminants from multiple sources affect people, while taking into account their living conditions (e.g., nonchemical factors such as socioeconomic and health status). Communities that are within the top 25<sup>th</sup> percentile for total CalEnviroScreen scores (i.e., scoring in the 75<sup>th</sup> percentile or higher for the cumulative score) are considered disadvantaged communities pursuant to SB 535 (OEHHA, 2017).

According to the OEHHA CalEnviroScreen 4.0 Map, the Planning Area generally has CalEnviroScreen scores that are above 70. The census tracts in the southern portion of the Planning Area have lower CalEnviroScreen scores, while the census tracts in the middle and northern portions of the Planning Area tend to have some of the highest scores. Many of the census tracts within the Planning Area have CalEnviroScreen 4.0 percentiles that are above 75, qualifying them as disadvantaged communities based on the SB 535 definition. These census tracts include:

- Census Tract 6037502301 in the northwestern portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 94;
- Census Tract 6037502302 in the northern portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 89;
- Census Tract 6037502700 in the northern-middle portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 92;
- Census Tract 6037502902 in the northeastern portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 95;

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- Census Tract 6037502801 in the western portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 79;
- Census Tract 6037502802 in the middle of the Planning Area has a CalEnviroScreen 4.0 percentile of 76;
- Census Tract 6037503000 in the middle portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 95;
- Census Tract 6037503104 in the eastern-middle portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 85; and
- Census Tract 6037503105 in the eastern portion of the Planning Area has a CalEnviroScreen 4.0 percentile of 95.

According to CalEnviroScreen, the following indicators for these communities generally contribute the most to their high percentile scoring:

- Particulate Matter 2.5
- Diesel Particulate Matter
- Toxic Releases
- Traffic
- Drinking Water
- Lead from Housing
- Cleanup Sites
- Groundwater Threats
- Hazard Waste
- Solid Waste
- Education
- Linguistic Isolation
- Poverty
- Housing Burden

#### 4.3.2 – REGULATORY FRAMEWORK

##### **Federal**

**Federal Clean Air Act.** The Federal Clean Air Act (CAA), as amended, provides the overarching basis for both Federal and State air pollution prevention, control, and regulation. The Act establishes the U.S. EPA's responsibilities for protecting and improving the nation's air quality. The U.S. EPA oversees Federal programs for setting air quality standards and designating attainment status, permitting new and modified stationary sources of pollutants, controlling emissions of hazardous air pollutants, and reducing emissions from motor vehicles and other mobile sources. In 1971, to achieve the purposes of Section 109 of the CAA, the U.S. EPA developed primary and secondary NAAQS. Primary standards are designed to protect

human health with an adequate margin of safety. Secondary standards are designed to protect property and public welfare from air pollutants in the atmosphere.

## State

**California Clean Air Act.** In addition to being subject to Federal requirements, air quality in the state is also governed by more stringent regulations under the California Clean Air Act, which was enacted in 1988 to develop plans and strategies for attaining the CAAQS. As discussed above, in California, both the Federal and State Clean Air acts are administered by CARB. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

**In-Use Off-Road Diesel Equipment Program.** CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO<sub>x</sub> and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements.

**On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation.** CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) regulation (also known as the Truck and Bus Regulation) is intended to reduce the emission of NO<sub>x</sub>, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines with few exceptions.

**CARB Stationary Diesel Engines – Emission Regulations.** In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments to *Airborne Toxic Control Measure for Stationary Compression Ignition Engines* and be permitted by SCAQMD.

**CARB Air Quality and Land Use Handbook.** In 1998, CARB identified particulate matter from diesel-fueled engines as a TAC. CARB's Air Quality and Land Use Handbook is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated

with new projects that go through the land use decision-making process (CARB 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for “sensitive” land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Planning Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 300 feet of gasoline fueling stations; or
- Within 300 feet of dry cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023). The SCAQMD (Regulation 14, Rule 21) has established emission controls for the use of perchloroethylene, the most common dry-cleaning solvent.

CARB prepared a technical supplement to the Handbook, a *Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High Volume Roadways* (CARB 2017), that provides recommendations for strategies to minimize exposure of the public to air pollutants due to proximity to high volume roadways, such as reducing traffic emissions and removing pollution from the air.

**Air Toxics “Hot Spots” Program.** State requirements specifically address emissions of air toxics through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State Air Toxics “Hot Spots” Program and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) (California Health and Safety Code Section 44300 et seq.). Under the Air Toxics Hot Spots Information and Assessment Act of 1987 (or Air Toxics “Hot Spots” Act) and Air Toxics Hot Spots Program, the State (CARB) must collect data on toxic emissions from stationary sources (facilities) throughout the State and ascertain potential health risks that these emissions pose to members of community for developing cancer or for resulting in non-cancer health effects. California’s Children’s Environmental Health Protection Act of 1999 (California Health and Safety Code Section 39606), also requires explicit consideration of infants and children in assessing risks from air toxics.

Substances regulated under California’s Air Toxics Hot Spots Program are defined in statute and include a list of substances developed by the following sources:

- International Agency for Research on Cancer (IARC);
- U.S. EPA;
- U.S. National Toxicology Program (NTP);
- CARB Toxic Air Contaminant Identification Program List;
- Hazard Evaluation System and Information Service (HESIS) (State of California);
- Proposition 65 (Safe Drinking Water and Toxic Enforcement Act of 1986) list of carcinogens and reproductive toxicants (State of California); and
- Any additional substance recognized by the State Board as presenting a chronic or acute threat to public health when present in the ambient air.



On May 6, 2005, the SCAQMD adopted a *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* containing numerous recommendations focused on land use planning, such as locating sensitive receptors away from substantial sources of TACs and CO hot spots (e.g., high-traffic freeways and roads, distribution centers, refineries, etc.). When locating receptors near large generators of TAC emissions, the SCAQMD recommends conducting CO hot spot analyses and analyzing health risks for these new developments.

**California Building Industry Association v. Bay Area Air Quality Management District (2015).**

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards" those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

**Regional**

**Southern California Association of Governments.** The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Information contained in Chapter 5: The Road to Greater Mobility and Sustainable Growth of the 2016 RTP/SCS forms the basis for the land use and transportation components of the Air Quality Management Plan (AQMP), and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP (SCAG, 2016). Recently SCAG adopted an update to the 2016 RTP/SCS: the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) known as Connect SoCal. However, the current Air Quality Management Plan for the Basin is based on the growth assumptions contained in the 2016 RTP/SCS.

**SCAQMD Air Quality Management Plan (AQMP).** Under State law, the SCAQMD is required to prepare an overall plan for air quality improvement, known as an AQMP. The purpose of an AQMP is to bring an air basin into compliance with federal and State air quality standards. The SCAQMD 2016 AQMP was adopted on March 3, 2017. The 2016 AQMP provides new and revised demonstrations for how the SCAQMD, in coordination with federal, State, regional and local governments will bring the Basin back into attainment for the following NAAQS: 2008 8-hour ozone; 2012 annual PM<sub>2.5</sub>; 2006 24-hour PM<sub>2.5</sub>; 1997 8-hour ozone; and 1997 1-hour ozone.

To achieve the reductions necessary to bring ambient air quality back into attainment the SCAQMD has identified seven primary objectives for the AQMP, which include:

1. Eliminating reliance on unknown future technology measures to demonstrate future attainment of air quality standards;
2. Calculating and accounting for co-benefits associated with measures identified in other, approved planning efforts (e.g., SCAG RTP/SCS);
3. Developing a strategy with fair-share emission reductions at the federal, State, and local levels;
4. Investing in strategies and technologies that meet multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation—especially in disadvantaged communities;
5. Seeking, identifying, and securing significant sources of funding for incentives to implement early deployment and commercialization of zero and near-zero technologies, particularly in the mobile source sector;
6. Enhancing the socio-economic analysis and selecting the most efficient and cost-effective path to achieve multi-pollutant and -deadline targets; and
7. Prioritize non-regulatory, innovative approaches that can contribute to the economic vitality of the region while maximizing emission reductions.

The emission forecasts and demonstrations presented in the 2016 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2016 AQMP's long-term emissions inventory is based on the growth and land use projections contained in the SCAG's 2016 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and State Implementation Plan (SIP) strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and federal and international sources. A subset of the statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the NO<sub>x</sub> reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2016 AQMP also provides numerous control measures for stationary sources (SCAQMD, 2017).

**SCAQMD Rules and Regulations.** The SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of business, processes, operations, and products to implement the AQMP and the various federal and State air quality requirements. In general, rules that would be applicable to the GPTZCU could include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 445 (Wood Burning Devices)** prohibits installation of woodburning devices such as fireplaces and wood-burning stoves in new development unless the development is located at an elevation above 3,000 feet or if existing infrastructure for natural gas service is not available within 150-feet of the development.
- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.
- **Rule 2202 (On-Road Motor Vehicle Mitigation Options)** provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period.

## Local

**City General Plan.** The proposed Santa Fe Springs General Plan contains the following goals and policies related to air quality:

- **Goal EJ-1: Reduced Exposure to Air Pollution and Hazardous Materials**
  - **Policy EJ-1.1: Roadway Pollution Burdens.** Mitigate impacts on residential neighborhoods immediately adjacent to I-605 from noise and air pollutant emissions.
  - **Policy EJ-1.2: Truck Idling Restrictions.** Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution.
  - **Policy EJ-1.4: Industrial Pollution.** Reduce pollution exposure in residential neighborhoods by limiting industrial operations that generate potentially hazardous air pollutants.
  - **Policy EJ-1.5: Stationary Source Emissions.** Consult with California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to reduce exposures to harmful air pollutants in disadvantaged communities.
  - **Policy EJ-1.6: Public Education.** Develop community programs to improve public awareness of State, County, regional, and local agencies and resources to assist with air quality and other environmental quality concerns.
  - **Policy EJ-1.7: Emission Data Collection.** Coordinate with the South Coast Air Quality Management District to explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of: information needed (new or updated), potential data sources and the resources needed, and strategies to engage residents and collect information.
- **Goal EJ-3: Meeting Disadvantaged Communities' Needs**
  - **Policy EJ-3.5: Weatherization Programs.** Assist residents in disadvantaged communities to retrofit their homes to be more energy-efficient, weatherproof, and better protected from air and noise pollution.
- **Goal EJ-4: Increased Civic Engagement From Disadvantaged Communities**
  - **Policy EJ-4.4: Special Meetings.** Conduct special informational meetings for projects that could impact disadvantaged communities, including projects that may handle hazardous materials, emit air pollution, and/or create truck or rail traffic.
- **Goal C-1: A Multi-Modal Mobility Network that Efficiently Moves and Connects People, Destinations, Vehicles, and Goods**
  - **Policy C-1.1: Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.
  - **Policy C-1.2: Complete Streets.** Implement complete streets strategies to accommodate all users of different ages and abilities.
  - **Policy C-1.5: Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.

- **Goal C-2: Streets Designed and Managed to Ease Access for All Users**
  - **Policy C-2.8: Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are maintained to provide a comfortable, safe, and desirable experience.
- **Goal C-3: Active Transportation Network: Connected Street Network for Pedestrians and Cyclists**
  - **Policy C-3.1: Promote Walking.** Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
  - **Policy C-3.2: Pedestrian Design.** Design and operate sidewalks, streets and intersections to maximize pedestrian safety and comfort through a variety of street design and traffic management solutions.
  - **Policy C-3.4: Connectivity.** Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned street network.
  - **Policy C-3.5: Innovative Bicycle and Pedestrian Connections.** Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.
  - **Policy C-3.6: Active Transportation Facilities.** Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.
  - **Policy C-3.7 Bicycle Facilities.** Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.
  - **Policy C-3.8: Bicycle Parking.** Establish standards for bicycle parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for commercial developments that provide bicycling parking.
  - **Policy C-3.11: Sidewalks Gaps.** Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the street or on one side of the street, with added priority in disadvantaged communities.
  - **Policy C-3.12: Sidewalks Widening.** Evaluate widening sidewalks away from the curb to accommodate pedestrians along major transit routes and around planned and established transit stations.
- **Policy C-3.14: Neighborhood Streets.** Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity; emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, commercial centers, and local schools; and design new streets and consider traffic calming where necessary, to reduce neighborhood speeding. **Goal C-4: A Comprehensive Transit System that Provides Convenient and Reliable Transit Access to Residential Neighborhoods and Activity Destinations**

- **Policy C-4.1: Transit Stops and Stations.** Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.
- **Policy C-4.2: Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.
- **Policy C-4.3: First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.
- **Policy C-4.4: Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.
- **Policy C-4.5: Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and improvements.
- **Policy C-4.6: Metro L Line Expansion.** Consult with Metro during the planning and construction phases of Metro’s L line and station along Washington Boulevard to ensure improvements achieve the City’s connectivity and land use objectives.
- **Policy C-4.7: Metro C Line Expansion:** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.
- **Policy C-4.8: Light Rail Stations:** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs’ community and culture.
- **Policy C-4.8: Transit:** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.
- **Goal C-6: Street Designs that Accommodate Transportation Modes and Users of All Abilities**
  - **Policy C-6.1: Pedestrian Projects.** Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.
  - **Policy C-6.7: Green Streets:** Integrate a green street approach into street improvements to address/include stormwater management, permeable surfaces, urban greenery, and sustainable landscaping improvements.
- **Goal C-8: A Transportation System Designed to Reduce Vehicle Miles Traveled**
  - **Policy C-8.1: Reducing Vehicle Miles Travel:** Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.

- **Policy C-8.2: Transportation Management Strategies:** Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.
- **Policy C-8.3: Employee Incentives:** Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).
- **Policy C-8.4: Air Quality:** Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's regulations.
- **Policy C-8.5: Employee Work Hours Variability:** Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.
- **Policy C-8.6: Ridesharing:** Promote ridesharing through publicity and provision of information to the public through web-based apps and other approaches through collaboration with other agencies and jurisdictions.
- **Policy C-8.7: Caltrans Consultation:** Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.
- **Goal S-3: Minimized Exposure of Residents, Businesses, and Habitats to Hazardous Materials and Their Deleterious Effects**
  - **Policy S-3.3: Hazardous Air Pollution.** Consult with the South Coast Air Quality Management District regarding the emissions monitoring of industrial operators that use or produce hazardous materials/toxic compounds.
- **Goal S-5: A Resilient Community Well Prepared to Respond and Adapt to Climate Change**
  - **Policy S-5.4: Resilient Building Approaches.** Support building and site improvements that reduce energy and water use and urban heat island effects.
  - **Policy S-5.7: Passive Solar Design.** Encourage passive solar design for new development and community facilities, including cool roofs, architectural features that cool interiors, shade shelter areas, shaded playgrounds, and bus shelter canopies.
  - **Policy S-5.8: Urban Heat Island Countermeasures.** Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.
- **Goal COS-5: An Expansive Urban Forest and Related Benefits**
  - **Policy COS-5.4: Green Buffers.** Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial districts to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.
  - **Policy COS-5.5: Environmental Benefits.** Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.
- **Goal COS-9: Air Quality Conditions that Improve Over Time**

#### 4.3 – Air Quality

- **Policy COS-9.1: Land Use and Transportation.** Allow urban and transit-oriented communities within walking distance of transit stops and stations to reduce vehicle trips and trip lengths.
- **Policy COS-9.2: Evaluate Trucking Emissions.** Support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency.
- **Policy COS-9.4: Minimize Air Quality Impacts.** Minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors.
- **Policy COS-9.5: Education Programs.** Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.
- **Policy COS-9.6: Alternative Fuels.** Prioritize alternative fuel vehicles for City use, and encourage new residential, commercial, and industrial development to be equipped with vehicle electric charging stations.
- **Policy COS-9.7: Coordination.** Provide updated data to the Southern California Association of Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.
- **Policy COS-9.8: Air Quality and Climate Change Analyses.** Require detailed air quality and climate change analyses and mitigation plans for all applications that have the potential to adversely affect air quality.

#### 4.3.3 – SIGNIFICANCE THRESHOLDS

Based on the CEQA Guidelines, Appendix G: Items III (a) through (d), implementation of the GPTZCU would have a significant impact related to air quality if it would:

- 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) adversely affecting a substantial number of people?
- E. Would the project cause substantial adverse cumulative impacts with respect to air quality?

#### Regional Significance Thresholds

The SCAQMD's *CEQA Air Quality Handbook's* significance thresholds, which were revised in 2019, were used for evaluating the impacts associated with the implementation of the proposed GPTZCU. The SCAQMD has established mass daily thresholds for regional pollutant emissions, as shown in Table 4.3-4.



**Table 4.3-4  
SCAQMD Regional Emission Significance Thresholds**

<b>Air Contaminant</b>	<b>Construction (Maximum Pounds Per Day)</b>	<b>Operation (Maximum Pounds Per Day)</b>
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Lead	3	3

Source: SCAQMD 2019b

### Localized Significance Thresholds

In addition to establishing thresholds of significance for emissions of criteria air pollutants on a regional level, the SCAQMD has also developed Local Significance Thresholds (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, which would result in significant adverse localized air quality impacts. The LST methodology takes into account a number of factors, including (1) existing ambient air quality in each Source Receptor Area (SRA); (2) how many acres the project would disturb in a day; and (3) how far project construction and operational activities would take place from the nearest sensitive receptor. Unlike the regional emission significance thresholds presented in Table 4.3-4, LSTs have only been developed for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. The construction and operational LSTs for one-acre, two-acre, and five-acre sites in SRA 5 (Southeast Los Angeles County), the SRA in which the City of Santa Fe Springs is located, are shown in Table 4.3-5 below.

**Table 4.3-5  
SCAQMD Localized Significance Thresholds for Source Receptor Area 5**

<b>Pollutant</b>	<b>Maximum Allowable Emissions (Pounds per Day) as a Function of Receptor Distance (in Feet) from Site Boundary</b>				
	<b>82 Feet</b>	<b>164 Feet</b>	<b>328 Feet</b>	<b>656 Feet</b>	<b>1,640 Feet</b>
<b>ONE-ACRE SITE</b>					
<i>Construction Thresholds</i>					
Nitrogen Oxides (NO <sub>x</sub> )	80	81	94	123	192
Carbon Monoxide (CO)	571	735	1,088	2,104	6,854
Particulate Matter (PM <sub>10</sub> )	4	13	30	66	173
Particulate Matter (PM <sub>2.5</sub> )	3	4	8	19	86
<i>Operational Thresholds</i>					
Nitrogen Oxides (NO <sub>x</sub> )	80	81	94	123	192
Carbon Monoxide (CO)	571	735	1,088	2,104	6,854
Particulate Matter (PM <sub>10</sub> )	1	3	8	16	42
Particulate Matter (PM <sub>2.5</sub> )	1	1	2	5	21

<b>TWO-ACRE SITE</b>					
<i>Construction Thresholds</i>					
Nitrogen Oxides (NO <sub>x</sub> )	114	111	121	145	205
Carbon Monoxide (CO)	861	1,082	1,496	2,625	7,500
Particulate Matter (PM <sub>10</sub> )	7	21	39	74	182
Particulate Matter (PM <sub>2.5</sub> )	4	6	10	22	92
<i>Operational Thresholds</i>					
Nitrogen Oxides (NO <sub>x</sub> )	114	111	121	145	205
Carbon Monoxide (CO)	861	1,082	1,496	2,625	7,500
Particulate Matter (PM <sub>10</sub> )	2	5	10	18	44
Particulate Matter (PM <sub>2.5</sub> )	1	2	3	6	22
<b>FIVE-ACRE SITE</b>					
<i>Construction Thresholds</i>					
Nitrogen Oxides (NO <sub>x</sub> )	172	165	176	194	224
Carbon Monoxide (CO)	1,480	1,855	2,437	3,867	9,312
Particulate Matter (PM <sub>10</sub> )	12	36	51	82	175
Particulate Matter (PM <sub>2.5</sub> )	7	10	15	30	103
<i>Operational Thresholds</i>					
Nitrogen Oxides (NO <sub>x</sub> )	172	165	176	194	224
Carbon Monoxide (CO)	1,480	1,855	2,437	3,867	9,312
Particulate Matter (PM <sub>10</sub> )	4	10	15	23	49
Particulate Matter (PM <sub>2.5</sub> )	2	3	4	8	25
Source: SCAQMD 2009, modified by MIG					
Note: The localized thresholds for NO <sub>x</sub> in this table account for the conversion of NO to NO <sub>2</sub> . The emission thresholds are based on NO <sub>2</sub> levels, as this is the compound associated with adverse health effects.					

### Carbon Monoxide “Hot Spots” Thresholds

Historically, to determine whether a project poses the potential for a CO hotspot, the quantitative CO screening procedures provided in the *Transportation Project-Level Carbon Monoxide Protocol* (the Protocol) were used (UCD ITS, 1997). The Protocol determines a project may worsen air quality if the project increases the percentage of vehicles in cold start modes by two percent or more; significantly increases traffic volumes by five percent or more; or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. With new vehicles and improvements in fuels resulting in fewer emissions, the retirement of older polluting vehicles, and new controls and programs, CO concentrations have declined dramatically in California. As a result of emissions controls on new vehicles, the number of vehicles that can idle and the length of time that vehicles can idle before emissions would trigger a CO impact has increased, so the use of LOS as an indicator is no longer applicable for determining CO impacts.

The SCAQMD does not have a methodology for screening CO hotspots. However, the Bay Area Air Quality Management District (BAAQMD) developed a screening-level analysis for CO hotspots in 2010 which finds that projects that are consistent with the applicable congestion management program, and that do not cause traffic volumes at affected intersections to increase to more than 44,000 vehicles per hour, would not result in a CO hotspot that could exceed State or Federal air quality standards (BAAQMD, 2017; pg. 3-4). To mirror this approach, SCAQMD performed CO modeling as part of its 2003 AQMP at four busy

intersections during morning and evening peak hour periods. The busiest intersection studied in the analysis—Wilshire Boulevard and Veteran Avenue—had 8,062 vehicles per hour during morning peak hours, 7,719 vehicles per hour during evening peak hours, and approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour CO concentration for this intersection was 4.6 ppm, which is less than a fourth of the 1-hour CAAQS CO standard (20 ppm) (SCAQMD, 2003a). Thus, the BAAQMD screening threshold is generally consistent with the results of the CO modeling conducted for the SCAQMD’s 2003 AQMP. Therefore, for purposes of this EIR, the GPTZCU would pose the potential for a CO hotspot if it would exceed the BAAQMD’s screening traffic level for peak hour intersection traffic volumes (44,000 vehicles per hour) (thereby having the potential to result in CO concentrations that exceed 1-hour State [20 ppm], 1-hour Federal [35 ppm], and/or State and Federal 8-hour [9 ppm] ambient air quality standards for CO).

### Toxic Air Contaminant Thresholds

The SCAQMD recommends preparation of a Health Risk Assessment (HRA) for large commercial or industrial projects to determine the specific health risks posed by long-term emissions of TACs from a project. Following OEHHA and SCAQMD guidance, health risks from TAC emissions are estimated based on “Individual Cancer Risk,” which is the likelihood that a person exposed to TACs over 70-year lifetime will get cancer or suffer some other “non-cancer” effect (measured by what is called as a “hazard index”). Numerous weighting factors (e.g., age sensitivity factors, breathing rates, etc.) are applied during health risk calculations to account for those members of the public who may be more sensitive to pollution than others (e.g., sensitive receptors). A project is considered to have a significant impact if it results in any of the following:

- A maximum incremental cancer risk greater than or equal to 10 in one million;
- A population-wide cancer burden greater than 0.5 (in areas where cancer risk is greater than or equal to one in a million); or
- A chronic or acute hazard index greater than or equal to 1.0.

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled CEQA review is focused on a project’s impact on the environment “and not the environment’s impact on the project.” The opinion also holds that when a project has “potentially significant exacerbating effects on existing environmental hazards” those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on “existing conditions” rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project “would worsen existing conditions.” The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA’s scope.

In another recent Supreme Court Ruling – *Sierra Club v. County of Fresno* 6 Cal. 5<sup>th</sup> 502 (2018) – the Supreme Court held that CEQA requires a Lead Agency to make a reasonable effort to provide an appropriate, project-specific context and connection between mass pollutant emissions estimates (i.e., pounds per day or tons per year) and the potential health impacts

associated with such emissions estimates, or to explain what is and is not yet known about the GPTZCU’s “bare” emissions numbers and their potential adverse health impacts.

Consistent with these court rulings, the impact discussion presented below focuses on the proposed GPTZCU’s effect on air quality and existing health risks, rather than the effect of existing air quality and its potential risks on the proposed GPTZCU’s residents. The analysis evaluates whether the proposed GPTZCU would create or exacerbate adverse public health risk conditions at sensitive receptor locations, as identified in the SCAQMD’s CEQA significance criteria.

#### **4.3.4 – IMPACTS AND MITIGATION MEASURES**

This section describes potential impacts related to conflicts with an applicable air quality plan, cumulatively considerable net increases of criteria pollutants for which the region is in nonattainment, exposure of sensitive receptors to substantial pollutant concentrations, and objectionable odors, which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

##### **Conflicts with Local Air Quality Plan**

##### ***Impact AQ-1 – Would the GPTZCU conflict with or obstruct implementation of the applicable air quality plan?***

###### *Analysis of Impacts*

###### City-wide

As described in Section 4.3.1, the proposed GPTZCU is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project:

- 1) Is consistent with the growth assumptions of the AQMP; and
- 2) Does not increase the frequency or severity of an air quality standards violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2016 AQMP. The 2016 AQMP was designed to achieve attainment for all criteria air pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. Therefore, if the growth under the proposed GPTZCU is consistent with the regional population, housing, and employment forecasts identified by SCAG in the RTP/SCS, plan implementation would be consistent with the AQMP, even if emissions could potentially exceed the SCAQMD’s recommended daily emissions thresholds.

The proposed GPTZCU includes land use designations that support development of up to 16,724 total dwelling units, accommodating a total population of up to 60,808 residents by 2040. The Planning Area’s population would increase by approximately 13,890, from 46,918 in 2020 to 60,808 in 2040. The number of dwelling units would also increase, from 12,152 in 2020 to 16,724 dwelling units in 2040 (an increase of 4,572 dwelling units). Employment within the Planning Area would also increase, from 56,070 jobs in 2020 to 60,857 jobs by 2040, an

increase of 4,787 jobs. The 2016 RTP/SCS population and employment projections for the City of Santa Fe Springs, as well as the increase in population and employment that would occur with the implementation of the proposed GPTZCU, are shown in Table 4.3-6.

**Table 4.3-6  
RTP/SCS and GPTZCU Growth Assumptions**

<b>Scenario</b>	<b>Net New Population Growth</b>	<b>Net New Employment</b>
Growth in City Limits	12,059	4,605
RTC/SCS Growth 2012 – 2040	5,100	7,400
Within Growth Assumptions?	No	Yes
Source: SCAG, 2016; City of Santa Fe Springs 2021.		

As shown in Table 4.3-6, the anticipated population growth under the implementation of the proposed GPTZCU would exceed SCAG's growth potential by more than twice the amount accounted for by the 2016 RTP/SCS, while the new employment would not. Therefore, from a population growth standpoint, the proposed GPTZCU would be inconsistent with the AQMP.

Consistency Criterion 2 refers to the CAAQS and NAAQS. As described in Section 4.3.1, the Basin is designated nonattainment for national and state O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> standards. The analyses of potential emissions under Impact AQ-2 indicates the GPTZCU could result in significant emissions during construction activities. Some of these pollutants, such as NO<sub>x</sub> and ROG, are ozone precursor pollutants, and the region is designated non-attainment for ozone. The analysis contained under Impact AQ-2 also indicates the unmitigated operational ROG and NO<sub>x</sub> emissions (precursor emissions to O<sub>3</sub>) associated with implementation of the proposed GPTZCU would exceed the SCAQMD-recommended CEQA thresholds of significance, which have been designed to bring the region into attainment for CAAQS and NAAQS.

Implementation of the proposed GPTZCU would result in population growth that is in excess of that accounted for in the 2016 AQMP, while employment would be below that accounted for in the AQMP. The analysis conducted under Impact AQ-2 demonstrates that the unmitigated net change in operational emissions between existing land uses in 2040 and those proposed by the GPTZCU would exceed the SCAQMD's operational ROG and NO<sub>x</sub> CEQA thresholds of significance. Construction activities would also have the potential to exceed SCAQMD-recommended thresholds of significance. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). Even though the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured throughout the Basin and in or near the City, the SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since the proposed GPTZCU could result in construction and operational emissions that exceed SCAQMD regional CEQA thresholds, the proposed GPTZCU could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. This is considered a potentially significant impact.

#### Key Opportunity Sites

Three of the Key Opportunity Sites are already developed; the operation of the land uses in these areas contribute to the current population and employment metrics in the City, as well as overall city-wide emissions. Redevelopment activities at these sites, as well as at the

#### 4.3 – Air Quality

undeveloped MC&C site, would increase the number of people working and residing within the larger Planning Area. The operation of these more intense land uses would also result in more emissions compared to existing conditions. As discussed in the city-wide analysis above, the growth envisioned by the GPTZCU would be more than that accounted for in the 2016 AQMP. Development activities within the Key Opportunity Sites would contribute to this growth and, therefore, could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. This is considered a potentially significant impact.

##### Level of Significance Before Mitigation

###### City-wide

Potentially significant.

###### Key Opportunity Sites

Potentially significant.

##### Mitigation Measures

See Mitigation Measures AQ-2A through AQ-2E.

##### Level of Significance After Mitigation

###### City-wide

The population growth that could occur under the GPTZCU by 2040 would be inconsistent with the 2016 RTP/SCS growth forecast. As discussed under Impact AQ-2, the project would implement Mitigation Measure AQ-2A, which would require the preparation of a project-specific air quality study prior to future development activities and mitigation incorporated into the project if emissions are shown to be above SCAQMD-recommended CEQA significance thresholds. Nonetheless, because it cannot be definitively known or stated at this time that construction emissions would be able to be mitigated such that all criteria air pollutant emissions would be below SCAQMD-recommended thresholds of significance, implementation of the proposed GPTZCU could still increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards in the Basin. Furthermore, operational ROG emissions would continue to exceed SCAQMD thresholds, even after the incorporation of Mitigation Measures AQ-2B through AQ-2E. For these reasons, the proposed GPTZCU would be inconsistent with the AQMP. This impact would be **significant and unavoidable**.

###### Key Opportunity Sites

As discussed in the city-wide analysis above, new development within the Planning Area would be required to implement Mitigation Measures AQ-2A through AQ-2E. Development at the Key Opportunity Sites constitutes the types of projects that would be required to prepare project-specific construction air quality assessments, provide bicycle and electric vehicle (EV) parking amenities, and comply with TDM requirements. Given the speculative nature of development at the Key Opportunity Sites, as well as the general nature of construction and operation that would occur in other locations throughout the City, it cannot be definitively known or stated at this time that development within the Key Opportunity Sites would be consistent with the growth assumptions accounted for in the 2016 AQMP, nor can it be assured that construction emissions associated with specific development proposals would be able to reduce emissions below SCAQMD-recommended threshold of significance. Given the uncertainty regarding

project-specific details and the fact that future development could cumulatively contribute to growth that is inconsistent with the 2016 AQMP assumptions, this impact would be **significant and unavoidable**.

### **Cumulatively Considerable Net Increase of Criteria Air Pollutants**

***Impact AQ-2 – Would the GPTZCU result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?***

#### Analysis of Impacts

##### City-wide

The proposed GPTZCU sets forth the City's vision for the types of development that would occur over the next approximately 20 years. The GPTZCU's proposed land use designations permit higher development intensity within the City boundaries than compared to the existing General Plan. Criteria air pollutants and other emissions would result from construction activities, and from the operation of residences, businesses, and other land uses within the City.

GPTZCU implementation would generate short-term construction and long-term operational emissions of regulated air pollutants (i.e., criteria air pollutants and TACs). These emissions would be released to the ambient air and disperse according to the topographic and meteorological influences that prevail near the Planning Area and in the greater Basin (see Section 4.3.1). The SCAQMD has not adopted plan-level significance thresholds; however, in developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. The SCAQMD maintains regional and localized significance thresholds to assess how individual projects may affect air quality on large and small geographic scales. The potential for construction and operational emissions associated with GPTZCU implementation to impact air quality is discussed below.

#### **Construction Emissions**

The proposed GPTZCU would not directly result in construction of any development or infrastructure; however, future development supported by the GPTZCU would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. Short-term criteria air pollutant emissions would occur during demolition, site preparation, grading, building construction, paving, and architectural coating activities associated with specific, new development projects. Emissions would occur from the use of equipment, worker, vendor and hauling trips, and disturbance of onsite soils (fugitive dust). ROG and NO<sub>x</sub> emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site. Typical pieces of construction equipment associated with development and redevelopment projects include, but are not limited to, bulldozers, graders, excavators, loaders, and trucks.

Although it is not possible to know the exact type, number, location, or duration of future construction projects, future development activities would generally entail demolition, site

preparation, grading, building construction, paving, and painting. Since Santa Fe Springs is generally a built-out city, many new projects in the city will likely require the demolition of existing structures to make room for newer ones. Fugitive dust (PM<sub>10</sub>) emissions would typically be greatest during building demolition, site preparation, and grading due to the disturbance of soils and transport of material. NO<sub>x</sub> emissions would also result from the combustion of diesel fuels used to power off-road heavy-duty pieces of equipment (e.g., backhoes, bulldozers, excavators, etc.). ROG emissions would generally be greatest during architectural coating activities. The types and quantity of equipment, as well as duration of construction activities, would be dependent on project-specific conditions. Larger projects (e.g., if the entire Metrolink Transit Oriented Communities Opportunity Site is developed as one project) would require more equipment over a longer timeframe than that required for redevelopment of a single, residential home or small residential or mixed-use project.

Given the speculative nature of construction activities that could occur under implementation of the proposed GPTZCU, it is not possible at this time to accurately assess the level of emissions that would be generated by future development and redevelopment activities in the city. It is possible that either no construction could be occurring within the city at any given time, or multiple projects could be occurring simultaneously. Despite these unknowns, it is plausible that one or more projects developed under implementation of the proposed GPTZCU could have the potential to exceed one or more of the SCAQMD's construction criteria air pollutant threshold of significance (e.g., NO<sub>x</sub> for a project involving a substantial amount of earthwork during grading, ROG during architectural coating activities, etc.). Therefore, this impact is potentially significant and requires mitigation.

#### **Operational Emissions**

If adopted, the proposed GPTZCU would accommodate new residential and non-residential land uses, some of which would involve replacing existing development. Overall, project implementation would increase residential dwelling units while reducing the non-residential square footage in the City under year 2040 growth conditions.

Growth under the GPFZCU would result in long-term regional emissions of criteria air pollutants associated with the operation of area sources, energy sources, and mobile sources. Area source emissions, which are widely distributed and made of many small emissions sources (e.g., landscaping equipment, consumer products, painting operations, etc.), were modeled according to the size and type of land uses proposed. Energy sources, which include natural gas combustion for heating and other purposes, were also modeled based on the size and type of land uses included in the GPFZCU's proposed 2040 growth forecast. Mobile-source emissions were modeled based on the daily vehicle trips that would result from the proposed GPTZCU. The net change in emissions of regulated air pollutants that would occur with implementation of the GPTZCU was modeled using CalEEMod, V. 2020.4.0. The net change in operational emissions for the GPFZCU was modeled based on the GPTZCU's 2040 growth projection, using default data assumptions provided by CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage and square footage for proposed development intensities within the Planning Area were adjusted to reflect proposed development conditions (see Chapter 3, Project Description, Table 3-2 and Table 3-3).
- **Area Sources:** Woodstoves and hearths were excluded from new development pursuant to SCAQMD Rule 445.



- **Energy Use and Consumption:** The residential and non-residential default energy intensity factors contained in CalEEMod, Version 2020.4.0, are based on the 2019 energy code. Low-rise apartments, mid-rise apartments, and hotel land uses were assumed to be built to the 2019 energy code given they comprise the greatest amount of land use changing under proposed GPFZCU conditions. Office buildings, general retail, and single-family housing land uses are all anticipated to see moderate improvements to energy efficiency over the next approximately 20 years and were assumed, on average, to be built to 2016 energy code standards. Schools, government office buildings, and industrial land uses were assumed to have nominal improvements to energy efficiency and remain being built, on average, to the 2013 energy code standards. These adjustments were made consistent with the factors presented in the CalEEMod User Manual Appendix E, and are appropriate, because they capture the proposed nature of redevelopment that could occur under implementation of the proposed GPTZCU. The following describes the factors used to adjust the energy intensity factors for the 2019 energy code to meet the 2016 and 2013 standards.
  - **Single-family Residential:** The single-family residential electrical energy intensity and natural gas energy intensity values were adjusted upwards by a factor of 1.13 and a factor of 1.26, respectively, to meet the 2016 energy code standards.
  - **Multi-family Residential:** The multi-family residential electrical energy intensity and natural gas energy intensity values were left as model defaults to meet the 2019 energy code standards.
  - **Non-residential:** The non-residential electrical energy intensity and natural gas energy intensity values were adjusted upwards by a factor of 1.05 and a factor of 1.01, respectively, to meet the 2016 energy code standards. The adjustment factors described in Section 4.3.1 were used for the land uses that were assumed to remain being built to the 2013 energy code standards.
- **Mobile Sources:**
  - **Trip Generation and Distance:** A default CalEEMod run was conducted based on the existing land use types within the City. The weekday and weekend trip generation rates accounted for in the default CalEEMod run were used to develop the percentage of trips that occur on weekdays, Saturdays, and Sundays. The daily VMT estimates provided by Fehr and Peers for the existing land uses (approximately 3,497,835 miles per day) in the Planning Area, as presented in the Transportation Report prepared for the proposed GPTZCU, was then annualized using a multiplication factor of 347 days per year, the same factor used in CARB's 2000-2012 Greenhouse Gas Emissions Inventory, and divided through by the average trip distance (11.1 miles per trip) provided by Fehr and Peers to derive the daily trip rates, using the percentiles calculated in the default CalEEMod run. (CARB, 2014; Fehr and Peers, 2021). In total, based on the daily VMT estimate and CARB multiplication factor, land uses in the Planning Area are estimated to generate approximately 1,210,449,901 annual VMT.
  - **Emission Factors:** Vehicle emission factors were updated based on derived EMFAC20201 (Version 1.0.1) emission rates for Los Angeles County (South Coast Air Basin), consistent with the methodology described in the CalEEMod User's Guide Appendix A (CAPCOA, 2021b).

The net change in long-term operational emissions that would be generated by GPTZCU growth is shown in Table 4.3-7. As explained in Section 4.3.1, under the “Existing Emissions Levels in the Planning Area” discussion, the net change in emissions evaluated in this EIR is based on the difference between the existing land uses under future year 2040 conditions and the proposed GPTZCU land uses under 2040 growth conditions.

**Table 4.3-7  
2040 Project Growth Forecast Operational Emissions (Unmitigated)**

Emissions Scenario	Maximum Daily Pollutant Emissions (Pounds per Day) <sup>(A)</sup>									
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>			PM <sub>2.5</sub>		
					Dust	Exhaust	Total	Dust	Exhaust	Total
<b>Project Growth Forecast Operational Emissions in Year 2040 (GPTZCU)</b>										
Area Sources <sup>(B)</sup>	5,530	340	7,218	16	0	940	940	0	940	940
Energy Sources	35	313	221	2	0	24	24	0	24	24
Mobile Source	883	561	8,312	23	2,585	9	2,594	645	8	653
<i>Total</i> <sup>(C)</sup>	6,448	1,214	15,751	41	2,585	973	3,558	645	972	1,617
<b>Existing Land Uses Year 2040 Condition<sup>(D)</sup></b>										
Area Sources	5,389	264	7,186	16	0	934	934	0	934	934
Energy Sources	34	303	216	2	0	24	24	0	24	24
Mobile Source	841	545	8,125	22	2,542	9	2,551	634	8	642
<i>Total</i> <sup>(C)</sup>	6,265	1,112	15,527	40	2,542	966	3,508	634	965	1,600
<b>Net Change in Emissions Levels</b>										
Area Sources	141	76	32	0	0	6	6	0	6	6
Energy Sources	1	10	5	0	0	0	0	0	0	0
Mobile Source	42	16	187	1	43	0	43	11	0	11
<i>Total</i> <sup>(C)</sup>	183	102	224	1	43	7	50	11	7	17
SCAQMD CEQA Threshold	55	55	550	150	150			55		
Threshold Exceeded?	<b>Yes</b>	<b>Yes</b>	No	No	No			No		
Source: MIG, 2021 (see Appendix D) and SCAQMD 2019b.										
(A) Emissions estimated using CalEEMod, V 2020.40. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, SOX emissions occur during the summer. Maximum daily NO <sub>x</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> emissions occur during the winter.										
(B) The GPTZCU area source emissions assume landscaping emissions would be held constant between no-project conditions in 2040 (i.e., continued operation of existing land uses) and conditions proposed by the GPTZCU. The City of Santa Fe Springs is generally built out, and the types of redevelopment that would occur under implementation of the GPTZCU would generally involve more intensive, vertical development. The GPTZCU would not increase the area in the City that would be required to be maintained by landscaping equipment.										
(C) Totals may not equal due to rounding.										
(D) See Table 4.3-3.										

As shown in Table 4.3-7, maximum daily operational emissions associated with potential 2040 growth under the GPTZCU do not exceed the SCAQMD's recommended regional pollutant thresholds for all pollutants except ROG and NO<sub>x</sub>. The increase in ROG and NO<sub>x</sub> are primarily attributable to the increase in VMT that would occur with implementation of the GPTZCU as well as an increase in area source emissions. As described in Section 4.3.1, the South Coast Air Basin is designated nonattainment for national and state ozone standards, and NO<sub>x</sub> is an ozone precursor pollutant.

Area sources (gas fireplaces and landscaping equipment) and mobile sources account for approximately 99% of the ROG emissions and approximately 74% of the NO<sub>x</sub> emissions estimated to occur with buildout of the proposed GPTZCU. Whereas the increases in mobile source emissions are directly attributable to increases in VMT (associated with more people living and working within the Planning Area), the increases in area sources would be due to a combination of factors, including reapplication of architectural coatings, use of consumer products (e.g., cleaning products), emissions from natural gas hearths, and landscaping equipment. The following details the primary area sources responsible for increases in ROG and NO<sub>x</sub>.

- Approximately 120 of the 141 pounds per day increase in ROG area source emissions, or 85% of the increase, would be associated with additional use of consumer products.
- All of the increase in NO<sub>x</sub> area source emissions (i.e., 76 pounds per day) would be associated with the operation of natural gas hearths in new residential development.

As described in Section 4.3.1, the South Coast Air Basin is designated nonattainment for national and state ozone standards, and NO<sub>x</sub> and ROG are ozone precursor pollutants. The exceedances of SCAQMD operational thresholds for ROG and NO<sub>x</sub> represent potentially significant impacts that require mitigation.

#### Key Opportunity Sites

Potential, future development activities at the four Key Opportunity Sites would generate construction and operational criteria air pollutant emissions. Development activities would generally entail demolition (except for the MC&C site), site preparation, grading, building construction, paving, and architectural coating activities. These activities would result in emissions of ROG and NO<sub>x</sub> associated with the combustion of fuel and the application of architectural coatings. Fugitive dust emissions would also be generated during earthmoving activities. Once operational, the new land uses would generate criteria air pollutant emissions from mobile, area, and energy sources.

There is uncertainty regarding the specific nature in which development activities at the Key Opportunity Sites would unfold. For example, the quantity of earth moving, concrete / other vendor deliveries, and types of construction equipment required to develop a building all contribute to the potential construction emissions that could be generated on a day-to-day basis. It is not possible at this time to accurately assess the quantity of construction or operational emissions that could be generated by any one project proposed within a Key Opportunity Site; however, it is anticipated that one or more projects within the Key Opportunity Sites could result in development that have the potential to exceed one or more SCAQMD-thresholds due to the potential size of the projects involved at these sites (e.g., hundreds of residential units). These potential exceedances represent potentially significant impacts that require mitigation.

Level of Significance Before Mitigation

City-wide

*Construction Emissions.* As discussed above, construction emissions associated with future development activities facilitated under implementation of the proposed GPTZCU could exceed SCAQMD-recommended CEQA significance thresholds for regional criteria air pollutant emissions. This is considered a **potentially significant impact**.

*Operational Emissions.* As shown in Table 4.3-7, the modeled, maximum daily operational emission associated with potential 2040 growth under the GPTZCU would result in ROG and NOx emissions that exceed SCAQMD-recommended CEQA significance thresholds. This is considered a **potentially significant impact**.

Key Opportunity Sites

As discussed above, construction and operational emissions associated with potential, future development activities within the Key Opportunity Sites could exceed SCAQMD-recommended CEQA significance thresholds for regional criteria air pollutant emissions. This is considered a **potentially significant impact**.

Mitigation Measures

**Mitigation Measure AQ-2A: Require a Project-level Air Quality Assessment for Conditional Uses and New Discretionary Development Projects**

Applicants shall submit a quantitative project-level criteria air pollutant and toxic air contaminant emissions analysis for conditional uses and new discretionary development projects. The project-level assessment shall address both construction and operational emissions. The estimated criteria air pollutant and toxic air contaminant emissions shall be compared against the thresholds of significance maintained by the South Coast Air Quality Management District (SCAQMD) and, if emissions are shown to be above SCAQMD thresholds, the City shall require the implementation of mitigation to reduce emissions. The project-level assessment, and identification of necessary mitigation, shall be prepared prior to discretionary project approval. Mitigation measures to reduce emissions could include, but are not limited to:

- Selection of specific construction equipment (e.g., specialized pieces of equipment with smaller engines or equipment that will be more efficient and reduce engine runtime);
- Requiring equipment to use alternative fuel sources (e.g., electric-powered and liquefied or compressed natural gas), meet cleaner emission standards (e.g., U.S. EPA Tier IV Final emissions standards for equipment greater than 50-horsepower), and/or utilizing added exhaust devices (e.g., Level 3 Diesel Particulate Filter);
- Minimizing the idling time of diesel-powered construction equipment to two minutes; and
- Application of Low-VOC paints to interior and/or exterior surfaces (e.g., paints that meet SCAQMD Rule 1113 “Low-VOC” or “Super-Compliant” requirements).

**Mitigation Measure AQ-2B: Prohibit the Installation of Natural Gas Hearths in New Residential Development**

The City shall prohibit the installation of new natural gas hearths/fireplaces in new residential development. Natural gas hearths/fireplaces may be incorporated into remodels /

redevelopment if the existing structure(s) proposed for remodel / redevelopment featured natural gas hearths/fireplaces; however, the number of natural gas hearths/fireplaces provided by the new structure(s) may not exceed that present prior to the remodel / redevelopment and must meet the most recent U.S. EPA, CARB, and/or SCAQMD emissions standards in effect at the time of building permit issuance.

#### **Mitigation Measure AQ-2C: Residential Electric Vehicle and Bicycle Parking Requirements**

The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply and be required for new residential (or residential mixed-use) development projects located in the City:

- New one and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code.
- New multi-family dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2.
- New multi-family dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2.

#### **Mitigation Measure AQ-2D: Non-Residential Electric Vehicle and Bicycle Parking Requirements**

The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply and be required for new non-residential (or mixed-use) development projects located in the City:

- New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen code.
- New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen code.
- New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen code.

#### **Mitigation Measure AQ-2E: Transportation Demand Management**

The City shall require all new residential and non-residential development that meets the following criteria incorporate measures to meet vehicle trip generation rates that are twenty percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual:

- New multi-unit development of ten units or more;
- New non-residential development of ten thousand square feet or more;
- Additions to non-residential buildings that are ten thousand square feet or more in size that expand existing gross floor area by ten percent or more; and

#### 4.3 – Air Quality

- Establishment of a new use, change of use, or change in operational characteristics in a building that is ten thousand square feet or more in size that results in an average daily trip increase of more than ten percent of the current use, based on the most recent Institute of Traffic Engineers (ITE) trip generation rates.

#### Level of Significance After Mitigation

##### City-wide

*Construction Emissions.* As described in the preceding analysis, there is uncertainty regarding the specific nature of construction activities that would be facilitated under implementation of the proposed GPTZCU. Despite the implementation of Mitigation Measure AQ-2A, which requires the preparation of project-specific air quality analysis prior to the construction of any new development and incorporation of mitigation if emissions levels are shown to be above SCAQMD-recommended thresholds of significance, it cannot be definitively known or stated at this time that all future development projects occurring under implementation of the proposed GPTZCU would be able to reduce potential criteria air pollutant emissions to levels that are below SCAQMD thresholds. Therefore, with regard to criteria air pollutant emission generated during construction activities, this impact would be **significant and unavoidable** even with the incorporation of feasible mitigation measures.

*Operational Emissions.* Mitigation Measure AQ-2B would eliminate the potential for ROG and NO<sub>x</sub> emissions to be generated during the combustion of natural gas in new hearths/fireplaces. The City would also implement Mitigation Measures AQ-2C, AQ-2D, and AQ-2E to reduce exhaust emissions of NO<sub>x</sub> and other pollutants from vehicles; however, since specific development projects are unknown, it is not possible to know the quantity of emissions that would be reduced by Mitigation Measures AQ-2C, AQ-2D, and AQ-2E. Therefore, the emissions reductions that would be achieved by Mitigation Measures AQ-2C, AQ-2D, and AQ-2E cannot be accurately quantified at this time and, therefore, have been excluded from the mitigated emissions estimates shown in Table 4.3-8 (which accounts for the reductions attributable to Mitigation Measure AQ-2B). As noted in the preceding analysis, the net change in ROG emissions associated with consumer products (area sources) is estimated to be approximately 120 pounds per day, which by itself is enough to exceed the SCAQMD regional threshold of significance of 100 pounds per day. The City is limited in its capacity to regulate the use of consumer products within the Planning Area. While the implementation of Mitigation Measures AQ-2C, AQ-2D and AQ-2E may be able to reduce mobile source ROG emissions such that emissions under proposed conditions would be less than those under existing conditions and offset the net increase in consumer product ROG emissions, it cannot be definitively known or stated at this time that the implementation of the identified measures would be capable of reducing ROG emissions to levels that are below the SCAQMD-recommended CEQA significance threshold. Therefore, this impact would be **significant and unavoidable** even with the incorporation of feasible mitigation measures.

##### Key Opportunity Sites

Similar to the discussion under the city-wide analysis above, it is not possible at this time to accurately assess potential mitigated emissions associated with future development at the Key Opportunity Sites, because specific development details are not currently known. Despite the implementation of Mitigation Measures AQ-2A through AQ-2E, construction and operational emissions associated with future development activities could exceed applicable SCAQMD thresholds. Additional analysis, consistent with Mitigation Measure AQ-2A, would be required to

evaluate potential impacts once details are known regarding the nature of development activities. Because it cannot be assured at this time that emissions would be able to be reduced below SCAQMD-recommended CEQA significance thresholds, this impact would be **significant and unavoidable**.

**Table 4.3-8  
2040 Project Growth Forecast Operational Emissions (Mitigated)**

Emissions Scenario	Maximum Daily Pollutant Emissions (Pounds per Day) <sup>(A)</sup>									
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>			PM <sub>2.5</sub>		
					Dust	Exhaust	Total	Dust	Exhaust	Total
<b>Project Growth Forecast Operational Emissions in Year 2040</b>										
Area Sources <sup>(B)</sup>	5,521	264	7,186	16	0	934	934	0	934	934
Energy Sources	35	313	221	2	0	24	24	0	24	24
Mobile Source	883	561	8,312	23	2,585	9	2,594	645	8	653
<i>Total</i> <sup>(C)</sup>	6,439	1,138	15,719	41	2,585	967	3,552	645	966	1,611
<b>Existing Land Uses Year 2040 Condition<sup>(D)</sup></b>										
Area Sources	5,389	264	7,186	16	0	934	934	0	934	934
Energy Sources	34	303	216	2	0	24	24	0	24	24
Mobile Source	841	545	8,125	22	2,542	9	2,551	634	8	642
<i>Total</i> <sup>(C)</sup>	6,265	1,112	15,527	40	2,542	966	3,508	634	965	1,600
<b>Net Change in Emissions Levels</b>										
Area Sources	132	0	0	0	0	0	0	0	0	0
Energy Sources	1	10	5	0	0	0	0	0	0	0
Mobile Source	42	16	187	1	43	0	43	11	0	11
<i>Total</i> <sup>(C)</sup>	174	26	192	1	43	1	44	11	1	11
SCAQMD CEQA Threshold	55	55	550	150	150			55		
Threshold Exceeded?	<b>Yes</b>	No	No	No	No			No		
Source: MIG, 2021 (see Appendix D) and SCAQMD 2019b.										
(A) Emissions estimated using CalEEMod, V 2020.4.0. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, SOX emissions occur during the summer. Maximum daily NO <sub>x</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> emissions occur during the winter.										
(B) The GPTZCU area source emissions assume landscaping emissions would be held constant between no-project conditions in 2040 (i.e., continued operation of existing land uses) and conditions proposed by the GPTZCU. The City of Santa Fe Springs is generally built out, and the types of redevelopment that would occur under implementation of the GPTZCU would generally involve more intensive, vertical development. The GPTZCU would not increase the area in the City that would be required to be maintained by landscaping equipment.										
(C) Totals may not equal due to rounding.										
(D) See Table 4.3-3.										

### Exposure of Sensitive Receptors to Pollutants

#### **Impact AQ-3 – Would the GPTZCU expose sensitive receptors to substantial pollutant concentrations?**

## Analysis of Impacts

### City-wide

Growth projected to occur under the GPTZCU could expose existing and new sensitive receptors to substantial concentrations of criteria air pollutants and TAC emissions that pose adverse health effects. The potential for the proposed GPTZCU to expose sensitive receptors to substantial pollutant concentrations is evaluated below.

### **CO Hotspots**

Based on the Transportation Report prepared for the proposed GPTZCU (see Appendix F), the maximum number of vehicles moving through any study analysis zone under the GPTZCU's 2040 growth project would be less than 15,000 vehicles per hour at any intersection along Telegraph Road (during AM and PM peak hours) (Fehr and Peers, 2021). This level of traffic is substantially below the screening threshold of 44,000 vehicles per hour for a CO hotspot analysis (See Section 4.3.3). Therefore, the GPTZCU would not cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. This impact would be less than significant.

### **Construction Emissions**

As discussed under Impact AQ-2, future development activities facilitated under implementation of the proposed GPTZCU would generate emissions, including emissions of DPM (a TAC), during construction activities. These emissions would occur intermittently over the approximately 20-year growth period associated with the GPTZCU. Although specific details regarding project development within the Planning Area are not known at this time, it is possible that one or more projects developed under implementation of the proposed GPTZCU could have the potential to exceed SCAQMD LSTs and thresholds of significance for cancerogenic and non-cancerogenic health risks (see Section 4.3.3).<sup>8</sup> This represents a **potentially significant impact**.

### **Operational Emissions**

In addition to criteria air pollutant and TAC emissions on a local scale, receptor exposure to elevated concentrations of criteria air pollutants (e.g., CO, O<sub>3</sub>, and PM) is capable of causing adverse health effects on heart, lung, and other organ systems. As described under Impact AQ-2, the proposed GPTZCU would generate cumulatively considerable ROG emissions, which is a precursor for O<sub>3</sub> – a pollutant for which the region is designated nonattainment. However, these operational ROG emissions would not expose receptors to substantial operational pollutant concentrations, as described below.

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<sup>8</sup> In addition to criteria air pollutant emissions on a regional scale and TAC emissions on a local scale, receptor exposure to elevated concentrations of criteria air pollutants (e.g., CO, O<sub>3</sub>, and PM) is capable of causing adverse health effects on heart, lung, and other organ systems. As described under Section 4.3.3, the LSTs 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, which would result in significant adverse localized air quality impacts.



In the amicus brief filed by the SCAQMD on the California Supreme Court's decision in *Sierra Club versus County of Fresno*, the SCAQMD noted that, “[it] takes a large amount of additional precursor emissions [e.g., NO<sub>x</sub>] to cause a modeled increase in ambient ozone levels... a project emitting only 10 tons per year of NO<sub>x</sub> or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models used to determine ozone levels...” (SCAQMD 2015). Although implementation of the GPTZCU is anticipated to increase ROG emissions within the Planning Area and greater SCAG region, any analysis linking potential adverse health risks to corresponding pollutant concentrations would be speculative for several reasons.

First to estimate potential adverse health effects from regional emissions, it is necessary to have information on the sources of the ozone precursor emissions, such as the location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors exposed to the emissions (SCAQMD 2015). While the general nature of the emissions sources occurring with implementation of the proposed GPTZCU is known (i.e., area source, energy source, mobile source), the specific location of these sources within the Planning Area is not known, nor is other information, including source emission rate, exit velocity, operating characteristics (e.g., daytime or nighttime, seasonal or steady-state), etc.

Second, after accounting for Mitigation Measure AQ-2B, approximately 24 percent of the ROG emissions estimated to occur under net 2040 growth would be from mobile sources (i.e., vehicle trips) that would potentially travel on numerous local and regional roadways throughout the Planning Area and beyond that would be subject to varying meteorological and topographical influences. These emissions would be subject to small scale air patterns, such as those formed as wind passes between buildings and other anthropogenic features (e.g., cars), creating eddies and other turbulence that affect pollutant transport. The remaining approximately 76 percent of ROG emissions would be attributable to additional use of consumer products, which would vary in temporal and spatial distribution throughout the Planning Area. Furthermore, these products may be used indoors as well as outdoors – the rate at which they are used, as well as operational characteristics of how they are used (e.g., windows opened or closed) – would affect the rate and manner that they are dispersed in accordance with wind circulation patterns in their vicinity.

Third, as mentioned previously, the SCAQMD has stated (SCAQMD 2015, pgs. 10-11):

*“For the so-called criteria pollutants, such as ozone, it may be more difficult to quantify health impacts . . . It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources . . . Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes . . . However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP [Air Quality Management Plan] showed that reducing NO<sub>x</sub> by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects.”*

As noted previously, the total estimated increase in ROG emissions associated with implementation of the GPTZCU is estimated to be approximately 174 pounds per day under mitigated conditions, or approximately 0.05% of the ROG increase identified by the SCAQMD in

its amicus brief filed on the California Supreme Court's decision in *Sierra Club versus County of Fresno*. As such, the minor increase in ROG emissions is anticipated to increase O<sub>3</sub> concentrations more likely in the parts per trillion range, rather than the parts per billion range. This is a magnitude of order less than the change identified by the SCAQMD.

Finally, adverse health effects associated with receptor exposure to criteria air pollutant concentrations are cumulative in nature. In other words, any potential health effects associated with GPTZCU operational emissions would also need to be considered in light of background pollutant emissions. As discussed previously in this EIR chapter, there are many efforts being undertaken at the state and regional level to reduce criteria air pollutant emissions from stationary and mobile sources. These actions are anticipated to reduce pollutant concentrations throughout the Planning Area and Basin over the next few decades. Therefore, even if the proposed GPTZCU does increase emissions in and in proximity of the Planning Area, criteria air pollutant concentrations in the region could still be lower in the future than they are currently due to the advancement of cleaner technologies.

As described above, it would be speculative to transform the mass increase in ROG emissions that could occur with implementation of the proposed GPTZCU into quantifiable health risks for several specific reasons, including the uncertain location of emission points, velocity of emissions, the meteorology and topography of the area (which could affect the transport rate and photochemical reactions needed to produce ozone), and background criteria air pollutant emissions in the future. However, given that the GPTZCU's operational ROG emissions are far less than that modeled by the SCAQMD for its 2012 AQMP, which showed a relatively minor increase in criteria air pollutant concentrations for a large amount of mass emissions, operational ROG emissions associated with implementation of the proposed GPTZCU would not result in emissions that would expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

### **Exacerbation of Existing Sources of Pollution**

GPTZCU growth would generally add new residential development in the city and could place new sensitive receptors in proximity to existing sources of emissions, such as I-605 and local stationary sources of emissions.

Per the recent ruling by the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015), projects are not required to analyze how existing conditions might impact a project's future users or residents. As such, this analysis does not focus on potential, future receptor exposure to existing emissions from existing sources of pollutants in and near the Planning Area. Rather, it focuses on the incremental increase in pollutant concentrations and associated impacts (including adverse health impacts) that could occur if existing operations were to change as a result of GPTZCU growth.

The proposed GPTZCU generally focuses on adding new residential development in the City. As shown in Table 3-3 of the Project Description, full buildout of the proposed GPTZCU would increase the amount of residential and non-residential building space in the Planning Area, with most of potential non-residential building space coming from additional office and industrial

space.<sup>9</sup> In general, the proposed GPTZCU envisions additional growth in the form of mixed-use development. These forms of development generally do not include major sources of operational criteria air pollutant emissions (e.g., stationary sources associated with industrial developments) due to land-use conflicts with residential dwelling units on top of / in the immediate proximity of the non-residential land uses associated with the mixed-use development. Therefore, while implementation of the proposed GPTZCU would increase the amount of criteria air pollutants generated by the land uses within the Planning Area (see Table 4.3-7), it would generally focus on growth associated with land uses that have relatively minor localized sources of air pollution. The proposed GPTZCU would not result in, nor substantially exacerbate, substantial pollutant concentrations at sensitive receptor locations.

### **Additional Information on Existing Sources of Pollutants**

The proposed GPTZCU could result in new sensitive receptors being exposed to significant sources of TAC emissions. The CARB *Air Quality and Land Use Handbook* recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, etc.) within:

- 300 feet of large gasoline fueling stations (with a throughput of more than 3.6 million gallons of gasoline per year);
- Within 300 feet of dry cleaning operations;
- Within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day; and
- Within 1,000 feet of a major rail service or maintenance yard.

A review for gas stations and dry cleaning facilities within the Planning Area indicates there may be two dry cleaning facilities and approximately 10 gas station facilities located within the City. The gas stations are generally located along Telegraph Road, Florence Avenue, and Washington Boulevard (i.e., the major east-west arterials). There are existing residential receptors near these facilities, in some cases within 300 feet. The proposed GPTZCU would locate some new residences within 300 feet of these locations; however, the City's General Plan Environmental Justice Element calls for the reduction of pollutants in residential neighborhoods and assisting existing residents in disadvantaged communities with retrofits to reduce their exposure to pollution (Policies EJ-1.1, EJ-1.2, EJ-1.4, and EJ-3.5).

As identified in Section 4.3.1 under the "Existing Air Pollution-Related Health Risks" subheading, many of the census tracts within the Planning Area are considered disadvantaged communities based on the SB 535 scoring definition. The proposed GPTZCU could result in the placement of additional, residential receptors within these census tracts; however, as noted above, the City would implement various policies to help control existing sources of pollutants and reduce receptor exposure to those pollutants. Furthermore, as identified in proposed General Plan Policy EJ-1.7, the City would coordinate with the SCAQMD to explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan. The collection of this localized data would help provide additional insight into

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<sup>9</sup> Although Table 3-2 shows an increase in industrial building space, there are other, non-conforming land uses in this area (e.g., museums and other uses) that are not necessarily industrial land uses, but nonetheless contribute to the identified totals;

#### 4.3 – Air Quality

the communities most adversely affected by air pollution and lay the groundwork for future actions to reduce pollutants in the City.

Although the potential exists for the GPTZCU to result in new sensitive residential receptors near existing sources of emissions, the GPTZCU would not exacerbate pollutant concentrations or health risks associated with emissions sources and, therefore, would not materially change the existing environmental risks present in the Planning Area.

##### Key Opportunity Sites

As discussed under the city-wide analysis above, implementation of the GPTZCU would not result in traffic volumes that have the potential to result in a CO hotspot, would not result in operational criteria air pollutant or TAC emissions that have the potential to expose sensitive receptors to substantially pollutant concentrations, nor would it exacerbate existing risks. The Key Opportunity Sites are located within the larger Planning Area. Therefore, for the reasons discussed under the Planning Area, so too would the Key Opportunity Sites result in less than significant impacts with regard to those evaluations.

Future construction activities associated with development activities within the Key Opportunity sites could, however, generate emissions of DPM that could expose sensitive receptors to substantial pollutant concentrations. For example, the Washington Boulevard / Norwalk Transit-Oriented Development is located in proximity to existing residential development, such as the multi-family development south of the Key Opportunity Site and single-family detached homes east of the Key Opportunity Site on Disney Avenue and Nan Street. In addition to the existing sensitive receptors in proximity of the Key Opportunity Sites, construction activities within Key Opportunity Sites themselves may introduce new sensitive receptors that could be exposed to pollutant concentrations if those receptor locations are upwind or adjacent to where development activities are occurring. Since specific details are not known regarding future development activities at the Key Opportunity Sites, future projects at these locations are considered to have the potential to exceed applicable SCAQMD cancerogenic and non-cancerogenic risk thresholds. This would be a **potentially significant impact**.

##### Level of Significance Before Mitigation

###### City-wide

*CO Hotspots.* The proposed GPTZCU would not exceed the screening threshold of 44,000 vehicles per hour. Therefore, it would not result in a CO hotspot. This impact would be less than significant.

*Construction Emissions.* As discussed under the preceding analysis and Impact AQ-2, construction emissions associated with future development activities facilitated under implementation of the proposed GPTZCU could exceed SCAQMD construction LSTs and cancerogenic and non-cancerogenic threshold maintained and recommended by the SCAQMD. This is considered a **potentially significant impact**.

*Operational Emissions.* The proposed GPTZCU would not result in a net change of criteria air pollutant emissions that would expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

*Exacerbation of Existing Sources of Pollutants.* Implementation of the proposed GPTZCU would not exacerbate existing sources of pollutants in and near the Planning Area. This impact would be less than significant.

*Additional Information on Existing Sources of Pollutants.* This information has been provided for informational purposes and is not considered part of the CEQA analysis.

#### Key Opportunity Sites

As discussed above, construction emissions associated with future development activities within the Key Opportunity Sites could expose sensitive receptors to substantial pollutant concentrations. This is considered a **potentially significant impact**.

#### Mitigation Measures

See Mitigation Measure AQ-2A.

#### Level of Significance After Mitigation

##### City-wide

*CO Hotspots.* Not applicable.

*Construction Emissions.* There is uncertainty regarding the specific nature of construction activities that would be facilitated under implementation of the proposed GPTZCU. Despite the implementation of Mitigation Measure AQ-2A, which requires the preparation of project-specific air quality analysis prior to the construction of any new development and incorporation of mitigation if emissions levels are shown to be above SCAQMD-recommended thresholds of significance for cancerogenic and non-cancerogenic risks, as well as SCAQMD LSTs, it cannot be definitively known or stated at this time that all future development projects occurring under implementation of the proposed GPTZCU would be able to reduce potential risks and localized construction air pollutant emissions to levels that are below SCAQMD thresholds. Therefore, with regard to localized criteria air pollutant and TAC emissions generated during future construction activities, this impact would be **significant and unavoidable** even with the incorporation of feasible mitigation measures.

*Operational Emissions.* Not applicable.

*Exacerbation of Existing Sources of Pollutants.* Not applicable.

*Additional Information on Existing Sources of Pollutants.* Not applicable.

#### Key Opportunity Sites

There is uncertainty regarding the specific nature of construction activities that could occur at the Key Opportunity Sites. Despite the implementation of Mitigation Measure AQ-2A, which requires the preparation of project-specific air quality analysis prior to the construction of any new development and incorporation of mitigation if emissions levels are shown to be above SCAQMD-recommended thresholds of significance for cancerogenic and non-cancerogenic risks, as well as SCAQMD LSTs, it cannot be definitively known or stated at this time that construction activities at the Key Opportunity sites would be able to reduce potential risks and

localized construction air pollutant emissions to levels that are below SCAQMD thresholds. Future, project-specific studies may be able to demonstrate that construction emissions could be reduced to levels that are below SCAQMD thresholds; however, this impact would be **significant and unavoidable** because specific construction emission levels cannot be verified at this time.

### **Objectionable Odors**

***Impact AQ-4 – Would the GPTZCU result in other emissions such as those leading to odors adversely affecting a substantial number of people?***

#### Analysis of Impacts

##### City-wide

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations, such as manufacturing uses that produce chemicals, paper, etc. (e.g., asphalt batch plants, chemical manufacturing plants, composting/green waste facilities, painting/coating operations.. The GPTZCU does not propose such sources..

Construction occurring within the Planning Area could produce odors from fuel combustion or solvents/paints used. These odors would be temporary, quickly disperse, and would not affect a substantial number of people.

Under the 2040 growth projection, the GPTZCU would increase the amount of residential and non-residential development in the city, including multi-family development that could be located close to retail, restaurant, and other commercial land uses that may generate localized sources of odors that may or may not be objectionable to nearby residential land uses; however, locating future receptors in proximity of sources of odors would not constitute a CEQA impact. The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." Therefore, even if receptors are located in proximity of existing sources of odor, this would be a case of how the existing environment would impact the project, which is (generally) not an assessment required under CEQA.

The GPTZCU does not in and of itself permit or authorize any new, major sources of potential odors (e.g., wastewater treatment plant), and odor impacts would be less than significant with standard environmental review practices.

##### Key Opportunity Sites

Consistent with the discussion above for city-wide impacts, the proposed land uses for the Key Opportunity Sites would not result in operational odors. Similarly, any odors associated with construction activities would be less than significant, too.

##### Level of Significance Before Mitigation

City-wide

The potential impacts associated with objectionable odors under the proposed GPTZCU would be less than significant.

Key Opportunity Sites

Construction and operational activities associated with the land uses proposed at the Key Opportunity Sites would not generate objectionable odors. This impact would be less than significant.

Mitigation Measures

None required.

**Cumulative Impacts*****Would the GPTZCU cause substantial adverse cumulative impacts with respect to Air Quality?***Analysis of ImpactsCity-wide

As described in Section 4.3.1, the Basin is designated nonattainment for national and State O<sub>3</sub> standards, national and State PM<sub>2.5</sub> standards, and national PM<sub>10</sub> standards. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant.

The growth that could occur under the GPTZCU's 2040 growth conditions would be inconsistent with the 2016 RTP/SCS growth forecasts and, as discussed under Impact AQ-2, could result in construction (e.g., ROG and NO<sub>x</sub>) and operational (ROG and NO<sub>x</sub>) emissions that exceed the SCAQMD's recommended regional CEQA thresholds. Although the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured within the Basin and in or near the City, the SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since potential growth under the GPTZCU would be inconsistent with current AQMP projections and could lead to construction and operational emissions that exceed SCAQMD regional CEQA thresholds, the proposed GPTZCU could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state O<sub>3</sub> standards. This is considered a **potentially significant impact**.

Key Opportunity Sites

The four Key Opportunity Sites are included within the Planning Area, which as described under the city-wide analysis, were shown to result in a potentially significant cumulative air quality impact. Accordingly, construction and operation of the land uses at the Key Opportunity Sites would also contribute to this **potentially significant impact**.

Level of Significance Before Mitigation

City-wide

Potentially significant.

Key Opportunity Sites

Potentially significant.

Mitigation Measures

See Mitigation Measures AQ-2A through AQ-2E.

Level of Significance After Mitigation

City-wide

The growth that could occur under the GPTZCU would be inconsistent with the 2016 RTP/SCS growth forecast and result in emissions that could increase the frequency and/or severity of air quality violations in the Basin, or otherwise impede attainment of air quality standards. Therefore, this impact would be **significant and unavoidable**.

Key Opportunity Sites

The land uses proposed by the four Key Opportunity Sites would contribute to the cumulative air quality impact analyzed under the GPTZCU. Despite the implementation of Mitigation Measures AQ-2A through AQ-2E, this impact would be **significant and unavoidable**.



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<b>List of Acronyms, Abbreviations, and Symbols</b>	
<b>Acronym / Abbreviation</b>	<b>Full Phrase or Description</b>
AB	Assembly Bill
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
Basin	South Coast Air Basin
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	Carbon monoxide
DPM	Diesel particulate matter
EIR	Environmental Impact Report
GVWR	Gross vehicle weight rating
H <sub>2</sub> S	Hydrogen sulfide
HAP	Hazardous Air Pollutants
HRA	Health Risk Assessment
I	Interstate
lbs	Pounds
LOS	Level of Service
LST	Localized Significance Threshold
m <sup>3</sup>	Cubic meter
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO	Nitrogen oxide
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Oxides of nitrogen
NTP	United State National Toxicology Program
O <sub>3</sub>	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM	Particulate matter
ppb	Parts per billion
ppm	Parts per million
PM <sub>2.5</sub>	Fine particulate matter
PM <sub>10</sub>	Coarse particulate matter
ROG	Reactive organic gases
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur dioxide
SO <sub>4</sub> <sup>2-</sup>	Sulfates
SO <sub>x</sub>	Oxides of sulfur
SRA	Source Receptor Area

TAC	Toxic Air Contaminants
TIA	Traffic Impact Analysis
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
µg	Micrograms
%	Percent
° C	Degrees Celsius
° F	Degrees Fahrenheit

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## 4.4 – Biological Resources

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This EIR chapter addresses biological resource impacts associated with implementation of the General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are biological resources impacts identified by the CEQA Guidelines are whether the GPTZCU will: cause a substantial adverse effect on special status wildlife species; have a substantial effect on any riparian habitat/sensitive natural communities; have a substantial adverse effect on state or federally protected wetlands; interfere substantially with wildlife movement or use of wildlife nurseries; conflict with local policies protecting biological resources; or conflict with the provision of an adopted habitat conservation plan.

### 4.4.1 – ENVIRONMENTAL SETTING

The Planning Area of Santa Fe Springs has an elevation of approximately 135 feet above mean sea level (AMSL). The city is relatively flat and developed with residences and urban commercial developments. There are no Significant Ecological Areas (SEAs) designated by Los Angeles County within the Planning Area. The park system within the Planning Area consists of six smaller recognized parks (Santa Fe Springs Park, Lake Center Athletic Park, Little Lake Park, Heritage Park, Los Nietos Park, Santa Fe Springs Athletic Fields) plus the Paradise Memorial Park (a cemetery) and the Little Lake Cemetery that may provide low or marginal quality habitat for biological resources. Waterways that cross the Planning Area (La Canada Verde Creek, La Mirada Creek, Coyote Creek) are concrete-lined and therefore provide only low-quality habitat for biological resources. The nearest larger natural areas (e.g., Wilderness Park in Downey, San Gabriel River Trail, Puente Hills Reserve, and nearby parks in the foothills of the City of Whittier) that may support biological resources are markedly separate from the Planning Area. Potential issues related to biological resources within the Planning Area are discussed in detail below.

#### **Sensitive Wildlife and Plant Species**

Since the area of Santa Fe Springs has been largely developed, no populations of rare or sensitive species are known to occur within the City's limits. Due to the level of disturbance within the Planning Area, no sensitive plant species are expected to be encountered, and vegetation is primarily ruderal. Wildlife expected within the Planning Area would be non-sensitive wildlife that generally inhabit disturbed urban areas (such as raccoons, squirrels, coyotes, rats, common bird species, etc.).

The Planning Area is located on the Whittier, California 7.5-minute series United States Geological Survey (USGS) topographic quadrangle map. Table 4.4-1 shows sensitive species that have been recorded in the California Natural Diversity Database (CNDDB) for the Whittier topographic quadrangle (which encompasses the Planning Area and adjacent areas). All of these species have low potential to occur and/or are not expected to occur within the Planning Area due to the marginally suitable habitat available or lack of habitat. Historical occurrences of all special-status species within the Planning Area are believed to be extirpated, with the nearest potentially extant populations occurring outside of the Planning Area within or near the San Gabriel River or Puente Hills Preserve.

**Table 4.4-1  
Federal- and State-Listed Species and other Special Status Species**

Type	Scientific Name	Common Name	Federal, State, or Other Status	Occurrence in Planning Area
<b>Amphibians</b>	<i>Spea hammondi</i>	Western spadefoot	SSC	Low potential to occur in Planning Area.
<b>Birds</b>	<i>Athene cunicularia</i>	Burrowing owl	SSC	Low potential to occur in Planning Area.
	<i>Coccyzus americanus occidentalis</i>	Western yellow-billed cuckoo	FT, SE	Low potential to occur in Planning Area.
	<i>Poliptila californica californica</i>	Coastal California gnatcatcher	FT, SSC	Low potential to occur in Planning Area.
	<i>Riparia riparia</i>	Bank swallow	ST	Low potential to occur in Planning Area.
	<i>Vireo bellii pusillus</i>	Least Bell's vireo	FE, SE	Low potential to occur in Planning Area.
<b>Insects</b>	<i>Bombus crotchii</i>	Crotch bumble bee	SCE	Low potential to occur in Planning Area.
<b>Mammals</b>	<i>Eumops perotis californicus</i>	Western mastiff bat	SSC	Low potential to occur in Planning Area.
<b>Reptiles</b>	<i>Aspidoscelis tigris stenjnegeri</i>	Coastal whiptail	SSC	Low potential to occur in Planning Area.
<b>Plants</b>	<i>Atriplex parishii</i>	Parish's brittle scale	1B.1	Low potential to occur in Planning Area.
	<i>Calochortus plummerae</i>	Plummer's mariposa-lily	4.2	Low potential to occur in Planning Area.
	<i>Calochortus weedii</i> var. <i>intermedius</i>	Intermediate mariposa-lily	1B.2	Low potential to occur in Planning Area.
	<i>Calystegia felix</i>	Lucky morning-glory	1B.1	Low potential to occur in Planning Area.
	<i>Dudleya multicaulis</i>	Many-stemmed dudleya	1B.2	Low potential to occur in Planning Area.
	<i>Juglans californica</i>	Southern California black walnut	4.2	Low potential to occur in Planning Area.
	<i>Lasthenia glabrata</i> ssp. <i>Coulteri</i>	Coulter's goldfields	1B.1	Low potential to occur in Planning Area.
	<i>Navarretia prostrata</i>	Prostrate vernal pool navarretia	1B.2	Low potential to occur in Planning Area.
	<i>Orcuttia californica</i>	California Orcutt grass	FE, SE, 1B.1	Low potential to occur in Planning Area.
	<i>Symphyotricum defoliatum</i>	San Bernardino aster	1B.2	Low potential to occur in Planning Area.

Relevant Species Status Codes:

FE = Federally listed as endangered; FT = Federally Threatened ; FSC = Federal Special Concern Species (a "term-of-art" for former Category 2 candidates);

ST = State Threatened; SE = State-listed as Endangered; SCE = State Candidate Endangered; SSC = California Special Concern species by CDFW;

1B.1 = Plants rare, threatened, or endangered in California and elsewhere, seriously threatened in California; 1B.2 = Plants rare, threatened, or endangered in California or elsewhere, fairly threatened in California; 4.2 = Plants of limited distribution, fairly threatened in California.

Source: California Natural Diversity Database. December 2020



### Sensitive Natural Communities and Habitats

Since the Planning Area is largely developed, no sensitive natural communities are known to occur within the City's limits. Vegetation communities within the Planning Area include only "Developed or Disturbed" land. This category refers to areas of the Planning Area that have been modified by human activity. The vegetation communities found here are generally composed of non-native ornamental trees and shrubs. Parks within the Planning Area provide very limited habitat, but trees and other plantings may support migrating songbirds, raptors, and other wildlife known to occupy disturbed urban environments. Commonly planted landscape ornamentals within the Planning Area include species such as Canary Island Pine (*Pinus canariensis*), blue gum (*Eucalyptus globulus*), sweet gum (*Liquidambar styraciflua*), oleander (*Nerium oleander*), mock orange (*Pittosporum tobira*), African daisy (*Dimorphotheca sinuate*), rosemary (*Rosmarinus officinalis*), and fountain grass (*Pennisetum setaceum*) to name a few. Non-native herbs [such as cheeseweed (*Malva parviflora*), prostrate knotweed (*Polygonum aviculare*), sow thistle (*Sonchus oleraceus*), wild radish (*Raphanus sativus*)] and grasses [e.g., (*Bromus* spp.), Johnsongrass (*Sorghum halepense*), and Bermuda grass (*Cynodon dactylon*)] are found throughout the Planning Area in vacant parcels.

### Riparian/Wetland Habitats

The Planning Area is nearly devoid of wetlands. Waterways within the Planning Area (La Canada Verde Creek and La Mirada Creek) include only concrete-lined channels that primarily support ruderal vegetation. Nonetheless, water when present may support species and even concrete-lined features are afforded protections as wetlands. Wetlands serve not only as stopovers for avian and aquatic migratory routes but also provide a unique habitat for a variety of local species. Wetlands and waters are regulated by federal, state, and local agencies, as described in section 4.4.2 below. The USFWS maintains the National Wetlands Inventory (NWI) and Wetlands Mapper System to identify the location of wetlands and riparian habitats. NWI maps are intended to provide general reference only and do not define the jurisdictional limits for any wetland regulatory program. Exhibit 4.4-2 (Wetlands and Riparian Habitat) shows the location of wetlands and riparian habitat within the Planning Area. Just outside of the Planning Area within the San Gabriel River and Downey Wilderness Park Lake, wetland areas can be found that are significantly more substantive than and features within the Planning Area.

## 4.4.2 – REGULATORY FRAMEWORK

### Federal

**Endangered Species Act (FESA) (1973).** FESA, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under FESA. FESA has the following four major components: (1) provisions for listing species, (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA NMFS), (3) prohibitions against "taking" (meaning harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental "take". FESA also discusses recovery plans and the designation of critical habitats for listed species. Section 7 requires Federal agencies, in consultation with, and with the assistance of the USFWS or NOAA NMFS, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the

destruction or adverse modification of critical habitat for these species. Both the USFWS and NOAA NMFS share the responsibility for the administration of FESA.

**Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10.** The MBTA prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires.” With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

**The Clean Water Act Sections 404 and 401.** The United States Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent or “blue-line” streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports), and mining projects. Section 404 of the CWA requires a federal permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. 1341) requires an applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a water quality certification from the state in which the discharge originates. The discharge is required to comply with the applicable water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The EPA has delegated responsibility for the protection of water quality in California to the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs).

**The National Pollutant Discharge Elimination System (NPDES).** This program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. These are considered point sources from a regulatory standpoint. Generally, these permits are issued and monitored under the oversight of the SWRCB and administered by each regional water quality control board. Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the state’s General Permit for Discharges of Storm Water Associated with Construction Activity. All dischargers are required to obtain coverage under the Construction General Permit. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) with a monitoring program. The project will require coverage under the Construction General Permit.

## State

**California Endangered Species Act (CESA)(1984).** CESA expands on the original Native Plant Protection Act (NPPA) of 1977 and enhances legal protection for plants, but the NPPA remains part of the California Fish and Game Code (CFGC). To align with FESA, CESA created the categories of “threatened” and “endangered” species. It converted all “rare” animals into CESA as threatened species but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The California Department of Fish and Wildlife (CDFW) implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the California Natural Diversity Database (CNDDDB), a computerized inventory of information on the general location and status of California’s rarest plants, animals, and natural communities. During the CEQA review process, the CDFW is given the opportunity to comment on the potential of the proposed Project to affect listed plants and animals.

**Fully Protected Species and Species of Special Concern.** The classification of “fully protected” was the CDFW’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The CFGC sections (fish at §5515, amphibians and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with “fully protected” species states that these species “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species,” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

Species of special concern (SSC) are broadly defined as animals not listed under FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by CDFW, land managers, consulting biologists, and others. It is intended to focus attention on these species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review.

**California Fish and Game Code sections 3503 and 3513.** According to section 3503 of the CFGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrow (*Passer domesticus*) and European Starling (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbances that cause nest abandonment and/or loss of reproductive effort are considered “take” by CDFW.

**California Fish and Game Code Sections 1600-1603.** Under section 1602 of CFGC, CDFW has authority over any proposed activity that may substantially modify a river, stream, or lake. CDFW requires notification for any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. The CDFW typically considers a river, stream, or lake to include its riparian vegetation, but it may also extend to its floodplain. The term “stream”, which includes creeks and rivers, is defined in the CCR as follows: “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life”. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Riparian is defined as “on, or pertaining to, the banks of a stream”; therefore, riparian vegetation is defined as, “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself”.

If the CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement (LSAA) will be prepared, which includes reasonable conditions necessary to protect those resources. The applicant may then proceed with the activity in accordance with the final LSAA. Section 1602 does not extend to isolated wetlands and waters, such as small ponds not located on drainages.

**Native Plant Protection Act (1977) (CFGC §§ 1900 through 1913).** The NPPA enacted the CDFW to carry out the Legislature’s intent to “preserve, protect and enhance rare and endangered plants in this State.” The NPPA is administered by the CDFW, which has the authority to designate native plants as endangered or rare and to protect them from “take.”

**Sensitive Plants – California Native Plant Society.** The California Native Plant Society (CNPS), a non-profit plant conservation organization, publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The Inventory assigns plants to the following categories:

- 1A Presumed extinct in California;
- 1B Rare, threatened, or endangered in California and elsewhere;
- 2 Rare, threatened, or endangered in California but more common elsewhere;
- 3 Plants for which more information is needed – A review list; and
- 4 Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

- .1 Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).

- .2 Fairly endangered in California (20-80% occurrences threatened).
- .3 Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that qualify for listing by CDFW and/or other state agencies (e.g., California Department of Forestry and Fire Protection). As part of the CEQA process, such species should be fully considered, as they meet the definition of threatened or endangered under the NPPA and Sections 2062 and 2067 of the CFGC. CRPR 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for state listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents.

**Sensitive Natural Communities.** Sensitive natural communities are habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW or the USFWS. The CNDDDB identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G)

**Natural Community Conservation Planning Act.** The Natural Community Conservation Planning (NCCP) program of the CDFW takes a broad-based ecosystem approach to plan for the protection and perpetuation of biological diversity. The NCCP program, established pursuant to the 1991 NCCP Act (Fish and Game Code 2003) is broader in its orientation and objectives than CESA or FESA. While CESA and FESA are designed to identify and protect species that have already declined in significant numbers, the NCCP program seeks to prevent species listing by focusing on the long-term stability of wildlife and plant communities.

**Section 401 of the Clean Water Act.** RWQCBs regulate activities in “waters of the state”, including wetlands, through section 401 of the CWA. “Waters of the state” are defined by the Porter-Cologne Water Quality Control Act (see below) as “any surface water or groundwater, including saline waters, within the boundaries of the state.” While the USACE administers permitting programs that authorize impacts to “waters of the US”, any USACE permit authorized for a project would be invalid unless the RWQCB has issued a project-specific water quality certification or waiver of water quality. A water quality certification requires a finding by the RWQCB that the activities permitted by the USACE will not violate water quality standards individually or cumulatively over the term of the issued USACE permit.

**Porter-Cologne Water Quality Control Act.** The Porter-Cologne Water Quality Act (Porter-Cologne Act) (California Water Code section 13260) requires “any person discharging waste, or proposing to discharge waste, within any region that could affect the “waters of the state” to file a report of discharge” with the RWQCB through an application for waste discharge. The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs (e.g. section 404 of the CWA).

## Local

### City of Santa Fe Springs 1994 General Plan

The City of Santa Fe Springs has the following Conservation Element Policies that serve to protect Biological Resources:

1.1 Continue to develop new and expand existing programs that increase the public's interest, awareness, and participation in environmental and conservation issues.

1.2 Continue to enforce the guidelines as set forth in the Master Street Tree Plan Report.

### **2021 General Plan Update**

The Open Space and Conservation Element contains the following goal and policies related to the protection of biological resources within the City:

#### **Goal COS-5: An expansive urban forest and related benefits.**

**Policy COS-5.1: Native Plants.** Encourage the use of native and climate-appropriate tree and plant species.

**Policy COS-5.2: Urban Forest.** Create a diverse and healthy urban forest on public and private lands utilizing drought-tolerant, shade trees with non-invasive root systems that are compatible with sidewalks and do not produce excessive debris. Select tree species that are not easily damaged by the high-profile trucks that predominate on the City's roadways.

**Policy COS-5.3: Tree Canopy.** Expand the urban tree canopy along streets and within expansive parking lots— connecting parks, schools, activity areas, commercial centers, and transit stops—to create comfortable walking conditions.

**Policy COS-5.4: Green Buffers.** Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial districts to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.

**Policy COS-5.5: Environmental Benefits.** Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.

**Policy COS-5.6: Bird Nesting.** Protect migratory and native bird nesting sites on trees and landscaping during construction and/or tree removal or trimming, with special considerations during bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.

### **City of Santa Fe Springs Municipal Code**

The City's Municipal Code has various provisions that serve to protect biological resources. As part of protections for stormwater runoff, the City's Municipal Code Section 52.11-C1-i1 discharges of stormwater runoff that is likely to impact a sensitive biological species or habitat are required to develop a Standard Urban Stormwater Mitigation Plan (SUSMP). Further in Section 52.11-C2-f1-A, new single-family home development projects shall include mitigation measures to conserve natural areas, protect slopes and channels, and divert runoff to prevent erosion. Projects are required to have SUSMP-related BMPs incorporated into project plans to prevent stormwater runoff-related impacts. The code also contains additional requirements for compensatory damages for loss or destruction to water quality, wildlife, fish, and aquatic life, as outlined in Section 52.98-C4 as a civil action in response to violations related to stormwater runoff.

Section 96.130 *et seq.* of the City’s municipal code also calls for the protection of trees during construction or repair of buildings, and outlining other measures to manage and implement its tree ordinance.

Lastly, as part of Section 153.09, hazardous waste facilities are not to be located in most wetlands or habitats of threatened or endangered species, unless the developer can demonstrate that the resources can be significantly avoided or preserved.

#### **4.4.3 – SIGNIFICANCE THRESHOLDS**

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed General Plan Update could result in a significant impact if it would:

- 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 CDFW or USFWS.
- 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 CDFW or USFWS.
- 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 HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.
- G. Would the project cause substantial adverse cumulative impacts with respect to biological resources?

#### **4.4.4 – IMPACTS AND MITIGATION MEASURES**

This section describes potential impacts related to biological resources which could result from the implementation of the GPTZCU and recommends mitigation measures as needed to reduce significant impacts.

##### **Special Status Species Protections**

***Impact BIO-1 – Would the GPTZCU 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?***

##### **Analysis of Impacts**

### City-wide

The City supports relatively dense urban development and contains no natural biological communities or resources. The San Gabriel River runs along the western boundary of the City while the Coyote Creek Flood Control Channel passes through the eastern portion of the City. These two facilities are maintained for flood control purposes and not for biological habitat adjacent or within the City. Therefore, the City does not contain any habitat or areas that support listed or otherwise sensitive species, and such species would have little to no potential to occur within the Planning Area. There are no sensitive plants and animal species identified by the California Natural Diversity Data Base or other relevant sources as having the potential to occur within the Planning Area. This is why the existing 1994 General Plan and the proposed 2021 General Plan Update each contain only one goal and a few related policies concerning biological resources (i.e., they would not negatively impact special-status species as none are present). Therefore, it is not expected that any new impacts would occur to special-status species as part of implementation of this GPTZCU.

### Key Opportunity sites

The MC&C site is currently vacant while the other three sites are all developed and in urbanized settings. They contain no habitat or other resources that could support listed or otherwise sensitive species of plants or animals. They also do not contain any native vegetation or sensitive plant communities which would support listed or otherwise sensitive species. Due to their past disturbance and level of urban development on and around the sites, no survey for biological resources will be needed to develop these sites. Therefore, their development will have no significant impact on these resources.

### General Plan Update

The Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-5 and Policies COS-5.2 through 5.5 which mainly support urban forestry in the City, and existing and future trees within the Planning Area would continue to support a variety of bird species tolerant of human activity and proximity. Policy COS-5.1 encourages the use of native plants in landscaping. In addition, Policy COS-5.6 encourages the protection of migratory and native bird nesting sites in trees and landscaping during construction and/or tree removal or trimming, with special considerations during bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.

Based on the lack of resources and the urbanized nature of the City, implementation of the GPTZCU, including the four key opportunity sites, will not result in any significant impacts to listed or otherwise sensitive species or their habitats.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Sensitive Natural Communities**



***Impact BIO-2 – Would the GPTZCU 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?***

**Analysis of Impacts**

City-wide

Due to the densely developed urban setting of Santa Fe Springs, there is little or no potential for natural biological communities, sensitive riparian habitat or other sensitive natural communities to occur within the Planning Area. The San Gabriel River runs along the western boundary of the City while the Coyote Creek Flood Control Channel passes through the eastern portion of the City. However, these two facilities are maintained for flood control purposes and do not provide significant biological habitat adjacent to or within the City.

The existing 1994 General Plan and the proposed 2021 GPTZCU do not contain goals or policies concerning biological resources that would negatively impact any riparian habitat or other sensitive natural community. Therefore, it is not expected that any new impacts would occur to sensitive riparian habitat or other sensitive natural communities as part of implementation of this GPTZCU.

Key Opportunity sites

The MC&C site is currently vacant while the other three sites are all developed and in urbanized settings. They contain no riparian habitat, wetlands, or other resources of concern to state and federal resource agencies. They also do not contain any sensitive natural (plant) communities. Due to their past disturbance and level of urban development on and around the sites, no survey for biological resources will be needed to develop these sites. Therefore, their development will have no significant impacts on these resources.

General Plan Update

The Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-5 and Policies OSC-8.2 through 8.6 which mainly support urban forestry in the City. However, there are no riparian or wetland-related resources in the City. Policy COS-5.1 encourages the use of native plants in landscaping. In addition, Policy COS-5.6 encourages the protection of migratory and native bird nesting sites in trees and landscaping during construction and/or tree removal or trimming, with special considerations during bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.

Based on the lack of riparian and related resources, and the urbanized nature of the City, implementation of the GPTZCU, including development of the four key opportunity sites, will not result in any significant impacts on riparian habitat or other sensitive natural communities of concern to federal or state resource agencies.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

### **Wetland Conservation**

***Impact BIO-3 – Would the GPTZCU 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?***

### **Analysis of Impacts**

#### City-wide

The San Gabriel River runs along the western boundary of the City while the Coyote Creek Flood Control Channel passes through the eastern portion of the City. These two facilities are maintained for flood control purposes and not for biological habitat adjacent to or within the City. The existing General Plan already contains several protection measures for water resources and water quality and requires compliance with federal, state, and local laws concerning protection of waterways within the Planning Area. However, the 2021 GPTZCU does not contain any new goals or policies relative to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) since these resources are not present within the Planning Area. Therefore, implementation of the GPTZCU would not have any significant impacts would occur to state or federally protected wetlands, vernal pools, or similar water-related features.

#### Key Opportunity sites

The MC&C site is currently vacant while the other three sites are all developed and in urbanized settings. They contain no wetland, vernal pools, or related habitat, wetlands, or other water-related resources that would be of concern to state and federal resource agencies. Therefore, their development will have no significant impacts on these resources.

#### General Plan Update

The Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-5 and Policies COS-5.1 through 5.6 which mainly support urban forestry and nesting bird habitat (trees). However, there are no wetlands or related resources within the City so there are no General Plan goals or policies that directly address such resources.

Based on the lack of wetlands and related resources, and the urbanized nature of the City, implementation of the GPTZCU, including development of the four key opportunity sites, will not result in any significant impacts on state or federally protected wetlands through direct removal, filling, or hydrological interruption.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Fish and Wildlife Movement**

***Impact BIO-4 – Would the GPTZCU 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?***

## **Analysis of Impacts**

### City-wide

Although the San Gabriel River runs along the western boundary of the City and the Coyote Creek Flood Control Channel passes through the eastern portion of the City, these two flood control facilities do not provide habitat that would support the significant movement of fish or wildlife species within or through the City. Due to its densely developed urban setting, the Planning Area does not contain any important natural biological communities, protected wildlife corridors, or protected wildlife nursery sites. The existing 1994 General Plan and the proposed 2021 GPTZCU contain only one goal and some related policies (i.e., due to the lack of biological resources). Therefore, no significant impacts to fish and wildlife movement would be expected as part of implementation of the 2021 GPTZCU.

### Key Opportunity sites

The MC&C site is currently vacant while the other three sites are all developed and in urbanized settings. They contain no riparian habitat, wetlands, or other resources of concern to state and federal resource agencies. They also do not contain any important habitat or other biological resources, would not impact movement of fish or bird species, and no surveys for such resources are required to develop these sites. Development of these areas would need to provide onsite landscaping including trees per City requirements. Therefore, their development will have no significant impacts on wildlife movement or nursery sites.

### General Plan Update

The Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-5 and Policies COS-5.2 through 5.5 which mainly support urban forestry in the City. Existing and future trees within the Planning Area would support a variety of bird species tolerant of human activity and proximity, including migratory species. In addition, Policy COS-5.6 encourages the protection of migratory and native bird nesting sites in trees and landscaping during construction and/or tree removal or trimming, with special considerations during bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.

Based on the lack of identified wildlife movement corridors or nursery sites, and the urbanized nature of the City, implementation of the GPTZCU, including development of the four key opportunity sites, will not result in any significant impacts on 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.

## **Level of Significance Before Mitigation**

Less than significant.

## **Mitigation Measures**

None required.

### **Conflicts with Local Biological Resources Plans**

***Impact BIO-5 – Would the GPTZCU conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

#### **Analysis of Impacts**

The 2021 GPTZCU does not conflict with any local policies or ordinances protecting biological resources. Further, the existing 1994 General Plan and the proposed 2021 GPTZCU do not contain goals or policies concerning biological resources that would negatively impact fish and wildlife movement.

The City's Municipal Code (MC) has several sections that help protect biological resources. MC Section 52.11-C1-i1 controls discharges of stormwater runoff that could impact a sensitive biological species or habitat (even though none are considered present in the City). In addition, MC Section 52.11-C2-f1-A controls runoff and erosion from new development. The code also contains additional requirements for compensatory damages for loss or destruction to water quality, wildlife, fish, and aquatic life, as outlined in section 52.98-C4 as a civil action in response to violations related to stormwater runoff.

MC Section 96.130 calls for protection of trees during construction or repair of buildings, and outlining other measures to manage and implement its tree ordinance.

Therefore, the GPTZCU will not result in any conflicts with any local policies or ordinances protecting biological resources.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

None required.

### **Habitat Conservation Plans**

***Impact BIO-6 – Would the GPTZCU conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

#### **Analysis of Impacts**

##### City-wide

According to the California Department of Fish and Game, Natural Community Conservation Planning (NCCP) Program website, the City is not located within an adopted or proposed NCCP (CDFW, 2021). According to the U.S. Fish and Wildlife Service website, Habitat Conservation Plan, the City is not located within an adopted or proposed Habitat Conservation Plan (HCP)(USFWS, 2021). These websites indicate the City is not located within any designated local, regional, or state habitat conservation plan. Therefore, the 2021 GPTZCU does not contain any goals or policies that address these types of plans.

#### Key Opportunity sites

Since there are no HCPs or NCCPs in or adjacent to the City, development of the four key opportunity sites would not impact these types of plans.

#### General Plan Update

Since none of these habitat plans are present in or adjacent to the City, the GPTZCU would not result in any conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

None required.

#### **Cumulative Impacts**

***Impact BIO-7 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to Biological Resources?***

#### **Analysis of Impacts**

As outlined in Impact BIO-6 above, the Planning Area does not contain any significant biological resources, including sensitive habitat or habitat that could support listed or otherwise sensitive species. The GPTZCU will help protect local water quality which will in turn support any downstream regional biological resources associated with the San Gabriel River or the Coyote Creek Flood Control Channel. The GPTZCU will not contribute to substantial adverse cumulative impacts to biological resources, as the GPTZCU is primarily in a developed urban area and no natural areas are targeted for development under the GPTZCU. Therefore, cumulative impacts to biological resources from future development under the GPTZCU, including the four key opportunity sites, are expected to be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **4.4.5 – REFERENCES**

California Department of Fish and Game (CDFW), Natural Community Conservation Planning (NCCP) Program website [accessed September 2021].

<https://wildlife.ca.gov/Conservation/Planning/NCCP#:~:text=CDFW%27s%20Natural%20Community%20Conservation%20Planning%20%28NCCP%29%20program%20is,for%20the%20protection%20and%20perpetuation%20of%20biological%20diversity.>

#### 4.4 – Biological Resources

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## 4.5 – Cultural Resources

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This EIR chapter addresses potential impacts to archaeological and historic resources associated with implementation of the General Plan and Targeted Zoning Code Update (GPTZCU). The chapter will evaluate whether the GPTZCU will cause a substantial adverse change in the significance of a historic resource, destroy a unique archaeological resource, or disturb human remains.

### 4.5.1 – ENVIRONMENTAL SETTING

#### Historic Resources

Santa Fe Springs has a long and rich history, evolving from its early period as an agricultural community to its current form as an industrial city. The following highlights key moments in the City's history.

#### ***Los Nietos Township***

A Spanish Land Grant to Jose Manual Nieto in 1784 marked the arrival of Europeans. According to Colonel J.J. Warner, the community of Los Nietos had 200 residents in 1836. In 1867, a post office, two stores, a schoolhouse, and a saloon were established. The principal crops and livestock were corn, barley, beans, sheep, and hogs.

#### ***Fulton Wells***

In 1874, Dr. James E. Fulton discovered a sulfur spring and developed a health spa and small hotel in present-day Santa Fe Springs, generating a modest tourism industry. The community was called Fulton Wells.

#### ***Railroads***

The Atchison, Topeka & Santa Fe Railway purchased land from Dr. Fulton in 1886 to develop a railroad line from Los Angeles to San Diego. The City's name derives from the Atchison, Topeka & Santa Fe Railway combined with the springs Dr. Fulton discovered. The arrival of German immigrants and the establishment of a Quaker Colony resulted in the establishment of the adjacent town of Whittier. In the 1890s, the Southern Pacific Railroad built a train depot in Whittier, branching off from its main line in Santa Fe Springs. The Southern Pacific Railroad's Whittier line served commuters between Los Angeles, Huntington Park, and intermediate communities, passing through Santa Fe Springs on its way to the Whittier depot. The Pacific Electric Railway's La Habra-Yorba Linda line opened in 1911 with a bridge crossing the San Gabriel and the electrical substation located near Norwalk Boulevard, both of which are still intact as of 2020. This line later closed in 1938 due to poor ridership. The service of three railroad systems contributed to Santa Fe Springs' regional prominence as an industrial and manufacturing hub. In 1914, Los Nietos was described in the Los Angeles Times as "strategically located as a manufacturing center with railways, water, and electric current." All three rail lines came together at Los Nietos Junction.

#### ***Oil***

In 1907, a local sheepherder, Marius Meyer, invited Union Oil Company to poke around his land in search of oil. After two unsuccessful wells, the third well started flowing at 3,000 barrels a

day, near the intersection of Norwalk Boulevard and Telegraph Road, nearly 10 years after Mr. Meyer's invitation. Another rancher, Alphonzo Bell, was also certain oil was on his land. Standard Oil declined his request to search for oil on his ranch, citing Union Oil's early issues on Mr. Meyer's property. It was later determined that two-thirds of Bell's property was atop one of the world's richest pools of oil. In 1921, the Union-Bell well set off an oil rush by major oil companies with a 2,500-barrel gusher. Within a year, the Santa Fe Springs oil field was considered one of the richest sources of oil in petroleum history. Oil remained Santa Fe Springs' primary economic driver into the 1980s.

### **Historic Sites**

Santa Fe Springs' historical points of interest are listed below and shown on Exhibit 4.5-1 (Historic Resources).

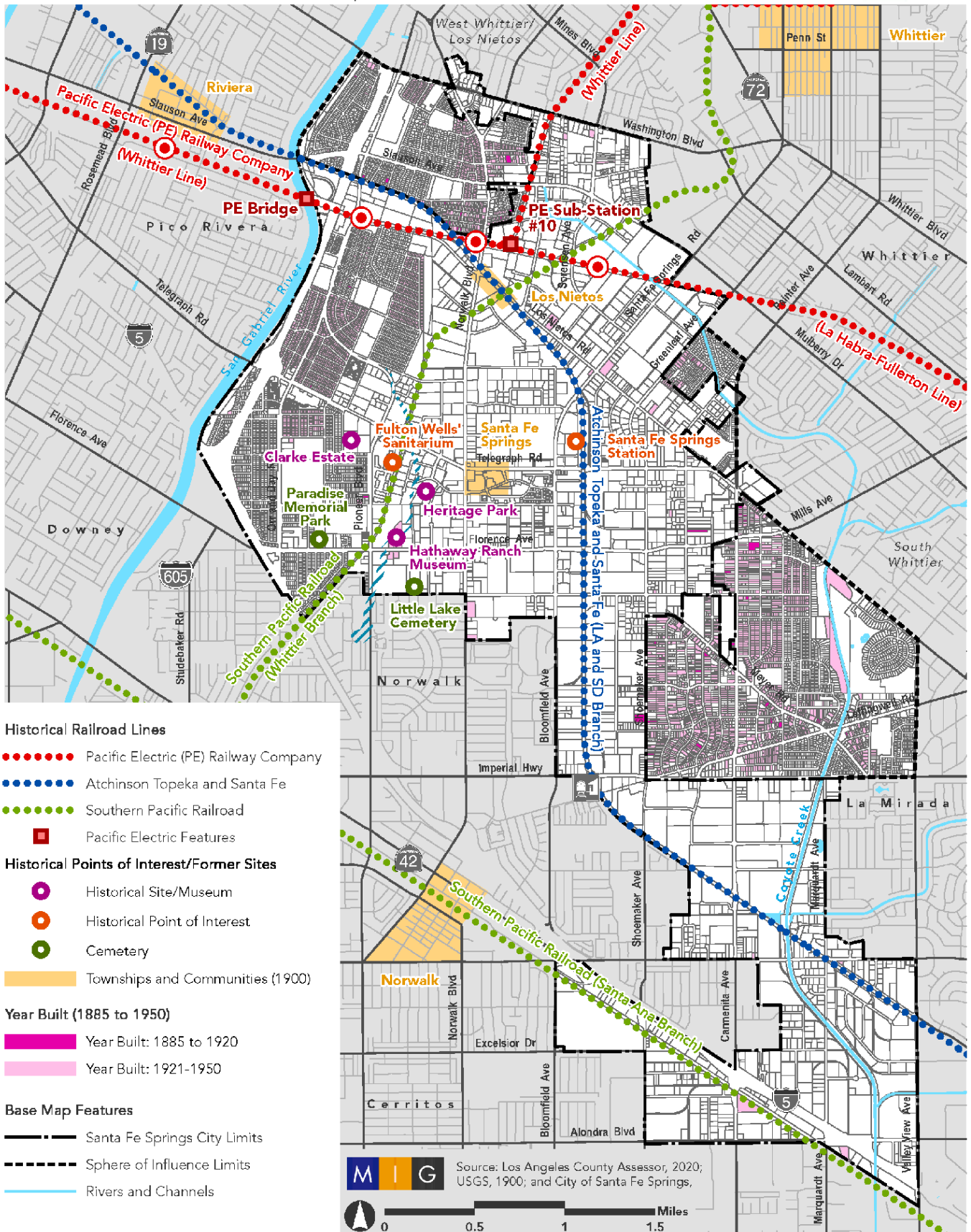
- **Clark Estate.** Famed architect Irving Gill built the Clarke Estate for Chauncey and Marie Rankin Clarke between 1919 and 1921. The 8,000 square-foot residence is built around a central courtyard decorated with Tuscan-style columns and arches, on 60 acres of citrus groves. The Clarkes lived at the estate briefly as they were annoyed by the discovery of oil close to their home. Many of Irving Gill's buildings have been destroyed across Southern California; thus, the Clarke Estate represents a unique resource. The Clark Estate was listed on the National Register of Historic Places in 1990.
- **Hathaway Ranch Museum.** The Hathaway Ranch Museum is a private museum holding farming, ranching, and oil drilling equipment from the late 1800s to the mid-1900s. The museum provides hayrides, antique engine demonstrations, and tours.
- **Heritage Park.** Heritage Park is a six-acre, reconstructed ranch estate from the late 1800s. The park is located within a corporate center and features a museum and railroad exhibit. The park is currently operated by the Santa Fe Springs Community Services Department and is available by reservation.
- **Historical Railroad Exhibit.** The Historical Railroad Exhibit located at Heritage Park presents a cross-section of local railroad history. The exhibit uses a restored No. 870 locomotive and historical railroad equipment and buildings to demonstrate the importance of the railroad to the Southern California region.

### **Archaeological Resources**

Before the arrival of Spanish settlers in the 1700s, the area that would later become Santa Fe Springs consisted of Tongva People that inhabited a village called Sejatnga near the current City of Whittier and the San Gabriel River. By 1806, the Tongva were providing labor for Spanish missions. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills. Puente Hills, located in an unincorporated area just north of the City of Whittier, contains archaeological and paleontological resources that pre-date Spanish and Mexican land grants, dating back thousands of years and reflecting Native American settlement patterns. Given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a high probability of finding prehistoric (archaeological) resources in the Planning Area.

As noted in the previous environmental review for the General Plan, at least one prehistoric site is known within the City (CA-LAN-182, observed in 1950), which was described as a "historic Gabrielino Village." The exact location of this archaeological site is vague and lists three possible locations for the site, only two of which are located within the Planning Area.





## Exhibit 4.5-1 Historic Resources

Santa Fe Springs General Plan Update and Targeted Zoning Code Update  
 Santa Fe Springs, California



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## 4.5.2 – REGULATORY FRAMEWORK

### Federal

**National Historic Preservation Act of 1966.** Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation’s policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings.

**Section 106 of the Federal Guidelines.** Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. The Section 106 process also gives Federally recognized Native American Tribes the chance to consult and comment on the project before it can be finalized.

**National Register of Historic Places.** The NRHP was established by the NHPA of 1966 as “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a

resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

**Native American Graves Protection and Repatriation Act (NAGPRA) of 1990.** The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation

### **State**

**California Environmental Quality Act (CEQA).** CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Under CEQA Guideline §15064.5(a), historic resources include the following: (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.) (2) A resource included in a local register of historical resources, as defined in §5020.1(K) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of §5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant. (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, providing the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code §5020.1(j) or 5024.1. In accordance with CEQA, properties designated or eligible at all levels are deserving of protection by a lead agency when any undertaking proposes to demolish or alter any such property.

**California Register of Historical Resources.** Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical

resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code).” Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (Public Resources Code):

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.

Criterion 2: It is associated with the lives of persons important in our past.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has elapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

**California Historical Landmarks (CHLs).** CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the designation of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California); or
- Associated with an individual or group having a profound influence on the history of California. A prototype of, or an outstanding example of, a period, style, architectural movement, or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

**California Points of Historical Interest.** California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Point or Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (city or county).
- Associated with an individual or group having a profound influence on the history of the local area.
- A prototype of, or an outstanding example of, a period, style, architectural movement, or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

**Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991.** Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

**California Native American Graves Protection and Repatriation Act of 2001.** Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to “provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

**Senate Bill (SB) 18.** California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission’s SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local

government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

**Assembly Bill (AB) 52.** Specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

**Health and Safety Code, Sections 7050 and 7052.** Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

**Penal Code, Section 622.5.** Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

## Local

### City 1994 General Plan

The 1994 General Plan includes the following goals and policies regarding cultural resources:

#### *Land Use Element*

- 20.1** Provide the community with the opportunities to appreciate the City's significant history through historical exhibits, the preservation of Heritage Park, and the Clarke Estate.
- 20.2** Administer historical, cultural, and recreational programs within the community and provide opportunities for family-oriented events.
- 20.3** Operate and promote the Heritage Artwork in Public Places Program as a means of enhancing the urban environment and creating a stimulus for constructive behavior and thought.
- 20.4** Provide visual and performing arts opportunities for young people to the extent allowable through the Heritage Art Fund in order to help them actualize a full range of potential skills and interests.

*Open Space/Conservation Element*

**Goal 3.0:** Ensure that historically significant buildings and properties are identified and preserved to the greatest extent possible.

**Policies**

- 4.1 Ensure that any future additions to the [Heritage Artwork in Public Places] program are appropriate, of superior quality, placed in unrestrictive settings, and highly selective.
- 4.2 Expand on the children's educational programs that highlight the visual and performing arts.
- 4.3 Consider the development of a multicultural museum and center.

**2021 General Plan Update**

The GPTZCU contains the following goals and policies to help identify and protect historical and archaeological resources within the Planning Area:

*Land Use Element*

**Goal LU-12 City's historical and cultural assets are protected, preserved, and celebrated.**

**Policy LU-12.1: Historical.** Sites of historical or cultural interest should be preserved and where applicable, enhanced.

**Policy LU-12.2: Historic Preservation.** Assess the historical significance of additional properties and encourage the preservation of public and private buildings which are of local, historical, or cultural importance.

**Policy LU-12.3: Archaeological Resources.** Assure that all development properly addresses the potential for subsurface archeological deposits by requiring archaeological surveys during the development review process as appropriate.

**Policy LU-12.4: Cultural Resources.** Review all development and redevelopment proposals for the possibility of cultural resources, including the need for individual cultural resource studies, including subsurface investigations.

**Policy LU-12.5: Railroad History.** Expand historic preservation and education that focuses on the City's railroad historic resources and remaining historical articles and facilities.

**Policy LU-12.6: Historic District.** Consider evaluating and designating the Civic Center and Heritage Park properties into a Historic District that reflects multiple periods of significance.

**Policy LU-12.7: Promoting Historic Resources.** Promote and utilize historic and cultural resources in the community, including the Clarke Estate and Heritage Park, as a means of bolstering economic development.

**4.5.3 – SIGNIFICANCE THRESHOLDS**

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:



- A. Cause a substantial adverse change in the significance of a historical resource pursuant to § 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 dedicated cemeteries?
- D. Would the project cause substantial adverse cumulative impacts with respect to cultural resources?

#### **4.5.4 – IMPACTS AND MITIGATION MEASURES**

This section describes potential impacts related to historic resources, archaeological resources, and human remains which could result from the implementation of the GPTZCU and recommends mitigation measures as needed to reduce significant impacts.

##### **Historic Resources**

***Impact CUL-1 – Would the GPTZCU cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5?***

##### **Analysis of Impacts**

###### City-Wide

There are two historic resources within the City that are currently listed on both the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP): The Clarke Estate, and the Hawkins-Nimocks Estate-Patricio Ontiveros Adobe. No other built environment historic resources are currently listed on either register. The City does not have a local historic inventory, and thus there are no locally significant historic resources listed on a register.

Although only two historic resources are currently listed on historic registers, there are several other known historic sites and points of interest in the City. These include the Hathaway Ranch Museum, Heritage Park, Fulton Wells’ “Sanitarium” (hotel and spa), and Santa Fe Springs Station (railroad).

There are several historic period railroad lines that pass through the City that have links with the early history of the City and its development that could have the potential to be listed on the CRHR. These railroads are the Atchison Topeka and Santa Fe branch line, the Southern Pacific Railroad Whittier line, the Pacific Electric La Habra-Fullerton line, and the Pacific Electric Whittier line, as shown in Exhibit 4.5-1 (Historic Resources).

Additionally, there are three cemeteries; Paradise Memorial Park, Little Lake Cemetery, and Olive Grove Cemetery, within the GPTZCU area, all of which date from a historic period, contain historic era graves and monuments, and have the potential to be considered historic resources under CEQA.

Based on parcel and City records, there are a number of properties within the City boundary that were built prior to 1950, and several built before 1920. In the City’s sphere of influence (SOI) outside the City boundaries, but within the Planning Area, there are a significant number of properties both built prior to 1950, and prior to 1920 (Exhibit 4.5-1). Although age is not a final determining factor that a building is eligible for inclusion on a historic register, it acts as an

#### 4.5 – Cultural Resources

indicator that there is potential for a building to be considered for inclusion on a historic register, and that historic evaluation may be required.

Although no older buildings are marked within the early location of the townships/communities of Santa Fe Springs, and Los Nietos, there may be historic remnants or historic structures still present above or below the current ground level.

The Planning Area has a long-established history of settlement and contains numerous historic era structures, many of which may be eligible for inclusion on a historic register. Future development under the GPTZCU may result in adverse impacts or removal of historic buildings or resources.

#### Key Opportunity Sites

Three of the four opportunity sites are developed and all are in urbanized settings - only the MC&C site is currently vacant. None of these sites contain any historical buildings or facilities and no additional assessment of historical resources will be required to develop these sites. Development of these four opportunity sites to urban standards (e.g., height, lot coverage, setbacks, landscaping) similar to those of surrounding uses, depending on the appropriate zoning classification, will not result in any impacts related to historical resources.

#### GPTZCU Policies

The Land Use Element of the proposed GPTZCU contains several goals and policies which will identify, preserve, and protect the City's historic resources. Goal LU-12 encourages the City to protect and preserve its historical resources and is supported by Policies LU-12.1 to LU-12.4 and LU-12.6 to adequately assess potential resources and protect them when needed. Policy LU-12.7 requires the City to consider evaluating and possibly combining the Civic Center and Heritage Park properties into a Historic District. Finally, Policy LU-12.5 focuses on expanding historic preservation and education activities of the City's railroad historic resources.

The GPTZCU goals and policies serve to protect existing resources, assess the historic significance of public and private buildings, focus on protecting railroad heritage, consider the establishment of historic districts, and promote historic resources. With these goals and policies, and the City's development requirements to review CEQA documents for impacts to historic resources, potential impacts to historic resources by future development within the Planning Area will be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Archaeological Resources**

***Impact CUL-2 – Would the GPTZCU cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

#### **Analysis of Impacts**

City-Wide

Prior to European contact, the Planning Area was inhabited by the Gabrieleño Indian Tribe for many thousands of years. Development began in the Santa Fe Springs area in the first half of the 19<sup>th</sup> century, but the surrounding area is known to contain archaeological resources that pre-date Spanish and Mexican land grants. Additionally, the Planning Area is located adjacent to the modern route of the San Gabriel River. The river in prehistory changed its course with winter floods and would have flowed over the alluvial soils in the planning area. Native Americans would have used the natural resources of the San Gabriel River and its tributaries as a source of water and food. It is almost certain the Planning Area would have been utilized heavily by the indigenous people living in this area for thousands of years.

Much of the City is heavily developed, greatly reducing the potential for the discovery of archaeological resources. Areas that could have the potential for discovery include undeveloped land and prior development with shallow foundations.

The original locations of the townships/communities of Santa Fe Springs, and Los Nietos have the highest potential for early historic period archaeological resources, although extensive modern development in these areas has reduced this chance significantly.

Future development in the Planning Area may uncover buried archaeological resources, however, this is not considered to be likely but would have a higher potential on vacant land or when replacing buildings that have shallow foundations.

Key Opportunity sites

Three of the four opportunity sites are developed and all are in urbanized settings - only the MC&C site is currently vacant. None of these sites contain any identified archaeological or tribal cultural resources. Due to their past level of disturbance, it is unlikely that development of the sites would require cultural resource assessments. However, due to the long history of Native American occupation in the Los Angeles basin, developers of these sites should enter into grading monitoring agreements with the appropriate Native American tribal representatives.

Native American Consultation

On February 17, 2021, the City sent notices to the following nine (9) Native American Tribes/Tribal Representatives to determine if they wished to consult with the City regarding the GPTZCU:

**Native American Tribal Group**

Gabrieleno Band of Mission Indians - Kizh Nation  
 Gabrieleno/Tongva San Gabriel Band of Mission Indians  
 Gabrielino /Tongva Nation  
 Gabrielino Tongva Indians of California Tribal Council  
 Gabrielino-Tongva Tribe  
 Juaneno Band of Mission Indians - Acjachemen Nation  
 Santa Rosa Band of Cahuilla Indians  
 Soboba Band of Luiseno Indians  
 Soboba Band of Luiseno Indians

**Tribal Representative**

Andrew Salas, Chairperson  
 Anthony Morales, Chairperson  
 Sandonne Goad, Chairperson  
 Robert Dorame, Chairperson  
 Charles Alvarez  
 Matias Belardes, Chairperson  
 Lovina Redner, Tribal Chair  
 Scott Cozart, Chairperson  
 Joe Ontiveros

As of the publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and only the Gabrieleno Band of Mission Indians - Kizh Nation initially indicated a desire to consult with the City on the GPTZCU. However, upon learning there was no specific ground disturbance proposed as a direct result of the GPTZCU, Ms. Brandy Salas with that tribe indicated in an email to Mrs. Ahn Wood with the City dated May 11, 2021, that they no longer needed to consult regarding the GPTZCU but would want to consult with the City on any future actions that did result in ground disturbance. This information is also included in Section 4.18 (Tribal Cultural Resources).

### General Plan Update

Even with the heavily developed nature of the City, the Land Use Element of the proposed GPTZCU does contain Goal LU-12 which emphasizes protecting and preserving the City's cultural heritage. Its supporting Policy LU-12.3 will assure that all development addresses the potential for subsurface archeological deposits by requiring archaeological surveys during the development review process when appropriate.

The General Plan Update goals and policies serve to protect existing archaeological resources by analyzing future proposed development projects as needed for cultural resources surveys. With these goals and policies, and the City's development requirements to review CEQA documents for impacts to archaeological resources, potential impacts to archaeological resources by future development within the Planning Area will be less than significant.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Human Remains**

***Impact CUL-3 – Would the GPTZCU disturb any human remains, including those interred outside of formal cemeteries?***

### **Analysis of Impacts**

#### City-Wide

There are three formal cemeteries within Santa Fe Springs: Paradise Memorial Park, Little Lake Cemetery, and Olive Grove Cemetery, all of which date from a historic period and contain historic-era burials. These cemeteries have established boundaries, and it is unlikely that burials at these cemeteries would be found outside the established boundaries. However, Native Americans have occupied this region for thousands of years, and so it is possible that human remains could be discovered during excavation for development, especially on previously undisturbed land.

Section 7050.5 of the California Health and Safety Code (CHSC) requires that, if human remains (or remains that may be human) are discovered on a project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project

proponent must then immediately inform the County Coroner and the City of the find. The coroner is permitted to examine the remains under CHSC Section 7050.5(b) to determine if the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant must comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) as outlined in Public Resources Code Section (PRC) 5097. The coroner then contacts the NAHC to determine the Most Likely Descendant (MLD) who will conduct an inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains is to be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency (in this case the City of Santa Fe Springs). CEQA requires the City and any project developer, including the City if it is a public works project, to comply with the CHSC Section 7050.5 and PRC 5097 if human remains are found during excavation.

#### Key Opportunity sites

Three of the four opportunity sites are developed and all are in urbanized settings - only the MC&C site is currently vacant. None of these sites contain any identified tribal cultural resources. Due to their past level of disturbance, it is unlikely that development of the sites would require cultural resource assessments. However, due to the long history of Native American occupation in the Los Angeles basin, developers of these sites should enter into grading monitoring agreements with the appropriate Native American tribal representatives. Development of these sites would also have to comply with the requirements of Section 7050.5 of the California Health and Safety Code (CHSC) regarding human remains if found during grading.

#### General Plan Update

The Land Use Element of the proposed GPTZCU does contain Goal LU-12 which emphasizes protecting and preserving the City’s cultural heritage. Its supporting Policy LU-12.3 will assure that future development addresses the potential for subsurface archeological deposits by requiring archaeological surveys during the development review process when appropriate.

Compliance with existing state regulations (CHSC Section 7050.5 and PRC 5097) with respect to disturbing human remains, including those interred outside of a formal cemetery, would result in less than significant impacts from development under the GPTZCU, including development of the four opportunity sites.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Cumulative Impacts**

***Impact CUL-4 - Would the GPTZCU cause substantial adverse cumulative impacts with respect to cultural resources?***

### Analysis of Impacts

The Planning Area and surrounding area have been occupied by Native Americans for thousands of years, and the region has been inhabited by European settlers since the 1800s. The City of Santa Fe Springs contains two historic buildings that are listed on State and National historic registers and contain numerous more historic period buildings and structures that have potential to be considered eligible for inclusion on a historic register and thus potential to be a historic resource under CEQA.

Additionally, there is a potential for archaeological resources to exist within the Planning Area, particularly in the few remaining undeveloped areas of the City, or where existing foundations are shallow, and where archaeological resources, including human remains, could remain below the prior level of disturbance.

On a cumulative level, impacts to cultural resources from both the City and the surrounding jurisdictions (i.e. the cities of Norwalk, Downey, Pico Rivera, Whittier, La Miranda, and Cerritos and nearby LA County unincorporated areas) should be considered. These jurisdictions contain numerous cultural resources which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying cultural resources results in a permanent loss of resources that can never be replaced, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to cultural resources.

The Conservation Element of the current General Plan contains Goal 3 which aims to ensure that historically significant buildings and properties are identified and preserved to the greatest extent possible.

The Land Use Element of the proposed GPTZCU contains Goal LU-12 and its policies which will identify, preserve, and protect the City's cultural resources and ensure that potential resources are analyzed and protected.

Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

By adopting the General Plan Update goals and policies, following required laws and regulations, and continuation of the City's required CEQA review of all development projects created by the GPTZCU, the potential cumulative impacts to cultural resources will be minimized, and future development in the City of Santa Fe Springs under the GPTZCU will not make a significant contribution to any cumulative regional impacts on cultural resources.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **4.5.5 – REFERENCES**

California Health and Safety Code, Section 7050.5.

California Public Resources Code Section 5097.

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## 4.6 – Energy

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This section addresses energy impacts associated with implementation of the General Plan and Targeted Zoning Code Update (GPTZCU). Energy resources are closely tied to impacts discussed in the Air Quality and Greenhouse Gas (GHG) sections of this document, Sections 4.3 and 4.8, respectively. Many of the values presented herein reflect values derived from the air quality emissions modeling conducted for the Project. Refer to Appendix D for detailed air quality and GHG emissions estimates and information on energy usage (MIG, 2021).

### 4.6.1 – ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (USEIA), California is the most populous state in the U.S., representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (USEIA, 2021a).

#### Electricity

In 2019, the California electric system generated 277,704 gigawatt-hours (GWh) of electricity. Approximately 72% of this generation occurred in-state (200,475 GWh), while approximately 28% was imported to the California system but generated outside the state (77,229 GWh). Non-carbon dioxide emitting electric generation sources (nuclear, large hydroelectric, and renewables like solar and wind) produced 57% of the total system electricity generation in 2018 (CEC, 2021). In 2019, Los Angeles County consumed approximately 66,119 GWh of electricity, about 24% of the state's total electricity generated that year (CEC, 2021a).

Southern California Edison (SCE) is the utility provider in Santa Fe Springs. In the 2020 fiscal year, SCE sold approximately 85,399 GWh of electricity (SCE, 2020a); approximately 43% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 15%), wind energy (approximately 9%), and geothermal energy (approximately 6%) (SCE, 2021).

Based on the CalEEMod emissions estimates prepared for the GPTZCU (see Section 4.3.1 and Appendix D), the existing development in the Planning Area is estimated to consume approximately 1,118 GWh of electricity per year. Based on a service population (SP) of 102,988, the City's energy consumption in 2020 was an estimated 10,858 kilowatt-hours (KWh) per year per service population (KWh/yr/SP).

#### Natural Gas

California accounts for less than one percent of total U.S. natural gas reserves and production; however, almost two-thirds of California households use natural gas for home heating (USEIA

2021a). In 2019, California consumed about 13,158 million therms of natural gas.<sup>1</sup> Los Angeles County consumed approximately 3,048 million therms of natural gas in the same year, accounting for approximately 23% of statewide consumption (CEC, 2021).

The Southern California Gas Company (SoCalGas) provides natural gas service within the Planning Area. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale to all markets in 2019 was approximately 7,498 million therms (CEC, 2021).

Based on the CalEEMod emissions estimates prepared for the GPTZCU (see Section 4.3.1 and Appendix D), existing development in the Planning Area is estimated to consume approximately 11.5 million therms per year (or approximately 1,151,802 MMBTUs). Based on a service population of 102,988 this works out to approximately 112 therms/yr/SP (or approximately 11 MMBTUs/yr/SP).

## Transportation

California's transportation sector consumed approximately 80.3 MMBTUs of energy per capita in 2018, which ranked 30th in the nation (USEIA, 2021b). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by CARB.

According to the Board of Equalization, statewide taxable sales figures indicate a total of 15.37 billion gallons of gasoline and 3.09 billion gallons of diesel fuel were sold in 2019 (CEC, 2021). Although exact estimates are not available by County, retail fuel outlet survey data indicates Los Angeles County accounted for approximately 23% and 16% of total statewide gasoline and diesel sales, respectively, in 2019 (CEC, 2020).

Based on the daily vehicle miles traveled (VMT) estimates contained in the Transportation Report prepared for the GPTZCU (see Appendix F) and emissions modeling prepared for the proposed Project (see Section 4.3 and 4.8), the existing land uses in the Planning Area are estimated to generate approximately 1,179,620,586 VMT per year.

## 4.6.2 – REGULATORY FRAMEWORK

### Federal

**Federal Energy Policy and Conservation Act.** In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

**Energy Independence and Security Act of 2007.** On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act also includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)

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<sup>1</sup> One therm is equal to approximately 100,000 British thermal units (BTUs) or 0.1 million BTUs (MMBTU).

- Appliance and lighting efficiency standards
- Building energy efficiency

This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The United States Environmental Protection Agency (U.S. EPA) is responsible for developing and implementing regulations to ensure transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation’s renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces (U.S. EPA 2015).

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

**Federal Vehicle Standards.** In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016. In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of carbon dioxide (CO<sub>2</sub>) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level was achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO<sub>2</sub> emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and

vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO<sub>2</sub> emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In August 2018, The USEPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). This rule would modify the existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards covering model years 2021–2026. SAFE standards are expected to uphold model year 2020 standards through 2026 (NHTSA 2018).

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related “augural” fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO<sub>2</sub> emissions (CARB, 2020) and has been challenged by 23 states. The litigation is ongoing.

## State

**Title 24 Energy Standards.** The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in California. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standards. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CalGreen Code). The purpose of the CalGreen Code is to “improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.” The CalGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CalGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, adopted May 9, 2018, went into effect on January 1, 2020, to improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements; and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 Building Energy Efficiency Standards are approximately 53 percent more efficient than the 2016 Title 24 Energy Standards for residential development and approximately 30 percent more efficient for non-residential development. The 2022 Building Energy Efficiency Standards were adopted by the CEC in August 2021, and will go into effect January 2023 if they are approved by the California Building Standards Commission. The update expands solar photovoltaic systems standards and introduces battery storage standards for new construction. It also encourages electric heat pump technology and establishes electric-ready requirements for newly constructed residential and commercial buildings.

**Executive Order B-30-15, Senate Bill 32, and Assembly Bill 197 (Statewide Interim GHG Targets).** California EO B-30-15 (April 29, 2015) set an “interim” statewide emission target to reduce greenhouse emissions to 40 percent below 1990 levels by 2030, and directed state agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the EO directed CARB to update the Scoping Plan to express this 2030 target in metric tons.

To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase the amount of renewable electricity provided state-wide to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

AB 197 (September 8, 2016) and SB 32 (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

#### **Senate Bill 375 (Sustainable Communities and Climate Protection Act).**

In January 2009, California SB 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning

of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks the California Air Resources Board (CARB) to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. These percent reductions are specifically attributable to reductions in per capita passenger vehicle greenhouse gas (GHG) emissions relative to per capita passenger vehicles GHG emissions in 2005. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively.

On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future*. The 2012 RTP/SCS included a strong commitment to reduce emissions from transportation sources to comply with SB 375. The document contained a host of improvements to the region's multimodal transportation system. These improvements included closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow in order to provide the region with greater mobility. The RTP/SCS demonstrated the region's ability to attain and exceed the GHG emission-reduction targets set forth by the CARB, and outlined a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

SCAG's Regional Council adopted an update to the 2012 RTP/SCS on April 7, 2016, the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS expands upon the 2012 RTP/SCS's goal of balancing future mobility and housing needs with economic, environmental, and public health goals. Included in the 2016 RTP/SCS are 13 major initiatives primarily focused around preserving and maintaining the existing transportation system, expanding and improving mass transit (with a specific emphasis on passenger rail), decreasing reliance on vehicular modes of transportation through the expansion of pedestrian and bicycle infrastructure, and focusing new growth around transit. Through proactive land use planning and improvements to the transportation network, implementation of the 2016 RTP/SCS will result in an 8% reduction in per capita passenger vehicle GHG emissions by 2020, an 18% reduction by 2035, and a 21% reduction by 2040 when compared with 2005 levels. These reductions meet or exceed the State's mandate, which require an 8% reduction by 2020 and 13% by 2035.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018 (i.e., an 18% reduction in per capita passenger vehicle emissions by 2035).

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement.

From 2016 to 2045, Connect SoCal anticipates approximately 64 percent of households and 74 percent of new jobs will occur in Priority Growth Areas (PGAs). Connect SoCal's PGAs – Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs),<sup>2</sup> Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influences (SOIs) – account for only 4 percent of the region's total land areas, but will accommodate the aforementioned growth statistics. There is one TPA / HQTA within the Planning Area – it is located near where the BNSF railway intersects with Imperial Highway (SCAG, 2020).

**Renewables Portfolio Standard Program.** In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The

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<sup>2</sup> HQTAs are corridor-focused PGAs within half-a-mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick passengers up at a frequency of every 15 minutes (or less) during peak commuting hours.

state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring “[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020.” The following year, Executive Order S-21-09 directed CARB, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure “half of the state’s electricity from renewable sources by 2030.”

The State’s RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State’s RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

**Executive Order B-55-18.** On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy-efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state’s forest land.

**Low Carbon Fuel Standard Regulation.** CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete early action measures in the *2008 Scoping Plan* to reduce California’s GHG emissions. The LCFS regulation defines a Carbon Intensity, or “CI,” reduction target (or standard) for each year. The initial LCFS regulation required a reduction of at least 10 percent in the CI of California’s transportation fuels by 2020. In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030, adding new crediting opportunities to promote ZEV adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector. Under the 2018 amendments, the LCFS regulation now requires a reduction of at least 20 percent in CI by 2030 and beyond.

**Assembly Bill 1493, Advanced Clean Cars Program, EO B-48-18, and EO N-79-20.** With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and proactive approach for dealing with GHG emissions and climate change at the state level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California’s related request for a waiver, a waiver was granted. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles.

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-



emission vehicles into a single package of standards. By 2025, new automobiles under California’s ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State’s 2018 ZEV Action Plan Priorities Update, which expands upon the State’s 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

## Local

**General Plan. City General Plan.** The City’s proposed GPTZCU contains the following goals and policies related to energy and energy consumption:

- **Goal LU-3: Clean Industrial Businesses**
  - **Policy LU-3.8: Green Industrial Operations.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.
- **Goal LU-8: Vibrant Mixed-use, Pedestrian-friendly Districts Around Transit Stations**
  - **Policy LU-8.1: Transit-Oriented Development.** Promote development of high-density residential uses, mixed-use, and commercial services within walking distance of commuter rail transit stations.
  - **Policy LU-8.4: Improved Infrastructure.** Improve street infrastructure around transit stations to accommodate pedestrians and bicyclists.
- **Goal LU-10: Equitable Access to and Distribution of Public Facilities**
  - **Policy LU-10.6: Public Facilities Modernization.** Review and evaluate all public facilities to ensure structures are improved to be more sustainable, utilize digital tools, improve user-centric design, and favor technological solutions and platforms, as feasible.
  - **Policy LU-10.8: Sustainability Improvements.** Improve energy and water efficiency at all public facilities, structures, and parks, using data to benchmark progress, and utilize analytics to identify best practices.
- **Goal EJ-1: Reduced Exposure to Air Pollution and Hazardous Materials**
  - **Policy EJ-1.2: Truck Idling Restrictions.** Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution.

- **Goal EJ-2: Accessible Open Spaces and Increased Levels of Physical Activities**
  - **Policy EJ-2.2: Walking and Biking.** Promote walking, biking, and other modes of active transportation as easy, healthy, and fun ways to complete local errands and short trips.
- **Goal EJ-3: Meeting Disadvantaged Communities’ Needs**
  - **Policy EJ-3.3: Bicycle and Pedestrian Safety.** Prioritize pedestrian and bicycle safety improvements in disadvantaged communities.
  - **Policy EJ-3.5: Weatherization Programs.** Assist residents in disadvantaged communities to retrofit their homes to be more energy-efficient, weatherproof, and better protected from air and noise pollution.
- **Goal C-1: A Multi-Modal Mobility Network that Efficiently Moves and Connects People, Destinations, Vehicles, and Goods**
  - **Policy C-1.1: Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.
  - **Policy C-1.2: Complete Streets.** Implement complete streets strategies to accommodate all users of different ages and abilities.
  - **Policy C-1.5: Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.
- **Goal C-2: Streets Designed and Managed to Ease Access for All Users**
  - **Policy C-2.9: Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are preserved and maintained to provide a comfortable, safe, and desirable experience.
- **Goal C-3: Active Transportation Network: Connected Street Network for Pedestrians and Cyclists**
  - **Policy C-3.1: Promote Walking.** Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
  - **Policy C-3.2: Pedestrian Design.** Design and operate sidewalks, streets and intersections to maximize pedestrian safety and comfort through a variety of street design and traffic management solutions.
  - **Policy C-3.4: Connectivity.** Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned network.
  - **Policy C-3.5: Innovative Bicycle and Pedestrian Connections.** Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.
  - **Policy C-3.6: Active Transportation Facilities.** Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.

- **Policy C-3.7 Bicycle Facilities.** Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.
- **Policy C-3.8: Bicycle Parking.** Establish standards for bicycling parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for commercial developments that provide bicycling parking.
- **Policy C-3.11: Sidewalks Gaps.** Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the street or on one side of the street, with added priority in disadvantaged communities.
- **Policy C-3.12: Sidewalks Widening.** Evaluate widening sidewalks away from the curb to accommodate pedestrians along major transit routes and around planned and established transit stations.
- **Policy C-3.14: Neighborhood Streets.** Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity; emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, commercial centers, and local schools; and design new streets and consider traffic calming where necessary, to reduce neighborhood speeding.
- **Goal C-4: A Comprehensive Transit System that Provides Convenient and Reliable Transit Access to Residential Neighborhoods and Activity Destinations**
  - **Policy C-4.1: Transit Stops and Stations.** Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.
  - **Policy C-4.2: Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.
  - **Policy C-4.3: First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.
  - **Policy C-4.4: Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.
  - **Policy C-4.5: Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micro-mobility, and pedestrian connections and improvements.
  - **Policy C-4.6: Metro L Line Expansion.** Consult with Metro during the planning and construction phases of Metro' L line and station along Washington Boulevard to ensure improvements achieve the City's connectivity and land use objectives.
  - **Policy C-4.7: Metro C Line Expansion:** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.
  - **Policy C-4.8: Light Rail Stations:** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for

attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs' community and culture.

- **Policy C-4.8: Transit:** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.
- **Goal C-6: Street Designs that Accommodate Transportation Modes and Users of All Abilities**
  - **Policy C-6.1: Pedestrian Projects.** Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.
  - **Policy C-6.7: Green Streets:** Integrate a green street approach into street improvements to address/include stormwater management, permeable surfaces, urban greenery, and sustainable landscaping improvements.
- **Goal C-8: A Transportation System Designed to Reduce Vehicle Miles Traveled**
  - **Policy C-8.1: Reducing Vehicle Miles Traveled:** Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.
  - **Policy C-8.2: Transportation Management Strategies:** Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.
  - **Policy C-8.3: Employee Incentives:** Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).
  - **Policy C-8.4: Air Quality:** Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations.
  - **Policy C-8.5: Employee Work Hours Variability:** Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.
  - **Policy C-8.6: Ridesharing:** Promote ridesharing through publicity and provision of information to the public through web-based apps and other approaches through collaboration with other agencies and jurisdictions.
  - **Policy C-8.7: Caltrans Consultation:** Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.
- **Goal C-12: A Sustainable and Reliable Water Supply**
  - **Policy C-12.2: Water Conservation.** Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.
  - **Policy C-12.3: Reclaimed Water.** Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.
  - **Policy C-12.9: Water Conservation.** Promote cost-effective conservation strategies and programs that increase water use efficiency.

- **Goal S-5: A Resilient Community Well Prepared to Respond and Adapt to Climate Change**
  - **Policy S-5.4: Resilient Building Approaches.** Support building and site improvements that reduce energy and water use and urban heat island effects.
  - **Policy S-5.7: Passive Solar Design.** Encourage passive solar design for new development and community facilities, including cool roofs, architectural features that cool interiors, shade shelter areas, shaded playgrounds, and bus shelters canopies.
  - **Policy S-5.8: Urban Heat Island Countermeasures.** Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.
- **Goal COS-5: An Expansive Urban Forest and Related Benefits**
  - **Policy COS-5.4: Green Buffers.** Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial districts to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.
  - **Policy COS-5.5: Environmental Benefits.** Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.
- **Goal COS-8: Energy Efficient Operations and Structures**
  - **Policy COS-8.1: Efficiency of Existing Buildings:** Improve energy efficiency of existing and new buildings, such as adding energy-efficient appliances and fixtures, improvements to windows, reflective shingles, roof, and wall insulations, and other green building strategies.
  - **Policy COS-8.2: Efficiency City Operations.** Improve energy efficiency of municipal operations, public Infrastructure, and City facilities and structures.
  - **Policy COS-8.3: Energy Efficient Strategies.** Encourage energy-efficient strategies of all new projects (public and private), including appropriate structure orientation and site design, passive solar approaches, the use of shade trees to maximize cooling, and reduce fossil fuel consumption for heating and cooling.
  - **Policy COS-8.4: Renewable Energy Industrial Facilities.** Promote the use of renewable energy and/or solar energy for large industrial operations on building rooftop or on large properties and support solar-ready buildings for large industrial buildings and warehouses.
  - **Policy COS-8.5: Zero Net Energy.** Pursue Zero Net Energy standards for new public facilities, ensuring new buildings produce as much clean renewable energy as it consumes over the course of a year.

- **Goal COS-9: Air Quality Conditions that Improve Over Time**
  - **Policy COS-9.1: Land use and Transportation.** Allow urban and transit-oriented communities within walking distance of transit stops and stations to reduce vehicle trips and trip lengths.
  - **Policy COS-9.2: Evaluate Trucking Emissions.** Support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency.
  - **Policy COS-9.6: Alternative Fuels.** Prioritize alternative fuel vehicles for City use, and encourage new residential, commercial, and industrial development be equipped with vehicle electric charging stations.
  - **Policy COS-9.7: Coordination.** Provide updated data to the Southern California Association of Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.

#### 4.6.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPTZCU could result in a significant impact related to energy if it would:

- 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;
- C. Cause substantial adverse cumulative impacts with respect to energy.

#### 4.6.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to energy resources.

##### Energy Consumption

***Impact ENG-1 – Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during GPTZCU construction or operation?***

##### Analysis of Impacts

##### City-wide

Implementation of the proposed GPTZCU would increase the demand for electricity and natural gas within the Planning Area and gasoline consumption in the region during construction and operation of new land use developments.

##### Electricity

*Construction Use.* Temporary electric power would be required at various construction sites throughout the city as growth occurs under GPTZCU. Electricity would be consumed by lighting

and electronic equipment (e.g., computers) located in trailers used by construction crews, and by small, off-road equipment (e.g., compressors) used during development activities. However, the electricity used for such activities would be temporary and would have a negligible contribution to the overall energy consumption in the city.

*Operational Use.* Development facilitated under the GPTZCA would require electricity for multiple uses, including, but not limited to: building heating and cooling, lighting, appliance use (e.g., washer, dryer, microwave, etc.), and other electronics (e.g., televisions).

As described in Section 4.6.1, CalEEMod was used to estimate GPTZCA emissions from energy uses. Electricity generation was estimated in CalEEMod by adjusting the CalEEMod default values to reflect compliance with the 2013 Title 24 Building Code efficiencies for 2020 and a blend of 2013, 2016, and 2019 Title 24 Building Code efficiency standards for GPTZCA growth in 2040. Table 4.6-1 summarizes changes in electricity consumption that would occur over the next approximately 20 years of growth envisioned by the GPTZCU.

**Table 4.6-1.  
Estimated Operational Change in Electricity Consumption (2020 vs. 2040)**

Metric	Electricity Consumption (MWh)		
	2020	2040	Change
Total Electricity Consumption	1,118,292	1,145,205	+26,913
Service Population (SP)	102,988	121,666	+18,678
Electricity Consumption Efficiency (MWh/yr/SP)	10.86	9.41	-1.45

Source: MIG, 2021 (see Appendix ).

As shown in Table 4.6-1, electricity consumption in the Planning Area in 2040 is expected to increase by approximately 26,913 MWh when compared to 2020 conditions; however, on an efficiency basis, electricity consumption would decrease by approximately 13% from 10.86 MWh/yr/SP to 9.41 MW/yr/SP. Although growth would be occurring within the Planning Area under the GPTZCU, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CalGreen Code), which would decrease estimated electricity consumption in new and/or retrofitted structures. For this reason, the electrical energy that would be consumed by the proposed GPTZCU is not considered unnecessary, inefficient, or wasteful.

### Natural Gas

*Construction Use.* Substantial natural gas consumption is not anticipated to occur during construction activities that could occur with GPTZCU implementation. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection. Potential natural gas use during construction activities associated with GPTZCU growth would not substantially contribute to overall energy consumption in the city, and would not be unnecessary, inefficient, or wasteful.

*Operational Use.* Natural gas consumption from development associated with the GPTZCU would be required for various purposes, such as space and water heating in buildings. CalEEMod was used to estimate natural gas consumption associated with GPTZCU implementation. Table 4-6.2 summarizes estimated changes in natural gas consumption over the next approximately 20 years of growth envisioned by the GPTZCU.

**Table 4.6-2.  
Estimated Operational Change in Natural Gas Consumption (2020 vs. 2040)**

Metric	Natural Gas Consumption (MMBtu)		
	2020	2040	Change
Total Natural Gas Consumption	1,151,802	1,188,412	+36,610
Service Population (SP)	102,988	121,666	+18,678
Natural Gas Consumption Efficiency (MMBtu/yr/SP)	11.18	9.77	-1.42
Source: MIG, 2021 (See Appendix D)			

Based on the demand calculations shown in Table 4.6-2, natural gas consumption in the Planning Area in 2040 is expected to increase by approximately 36,610 MMBtu as compared to 2020 conditions. On an efficiency basis, however, natural gas consumption is estimated to decrease by approximately 12.7% from 11.18 MMBTU/yr/SP to 9.77 MMBTU/yr/SP percent.

Although growth would occur within the Planning Area over the next approximately 20 years, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CalGreen Code), which would decrease the rate at which natural gas consumption would occur in new and/or retrofitted structures (compared to older buildings that were built to prior building code standards that are less energy efficient). For these reasons, natural gas consumption by proposed land uses in the GPTZCU is not considered to be unnecessary, inefficient, or wasteful.

### **Diesel and Gasoline Fuel**

*Construction Use.* Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed during construction activities as the city grows under the GPTZCU. Fuel use by construction equipment would be the primary energy resource consumed during development activities, and VMT associated with the transportation of construction materials (e.g., deliveries) and worker trips would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to travel to and from construction sites. State regulations such as LCFS would reduce the carbon intensity of transportation-related fuels, and all construction projects would be required to comply with CARB's Airborne Toxic Control Measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary at each location and required to conduct development activities, it would not be unnecessary, wasteful, or inefficient.



*Operational Use.* Vehicle fuel consumption associated with GPTZCA implementation would occur over the next approximately 20 years and would primarily be attributable to people traveling to or from the city for work, shopping, school, or other reasons. The amount of diesel and gasoline vehicle fuel consumption in the city under existing 2020 and forecasted 2040 growth conditions are shown in Table 4.6-3.

**Table 4.6-3.  
Estimated Vehicle Fuel Consumption Changes (2020 vs. 2040)**

Metric	Vehicle Fuel Consumption (Gallons)		
	2020	2040	Change
Total Diesel Consumption	7,779,899	6,481,382	-1,298,517
Total Gasoline Consumption	49,391,909	40,495,173	-8,896,736
Total Petroleum Consumption	57,171,809	46,976,555	-10,195,253
Service Population	102,988	121,666	18,678
Petroleum Consumption Efficiency (gal/yr/SP)	555	386	-169

Source: MIG, 2021 (See Appendix D)

As shown in Table 4.6-3, diesel and gasoline fuel consumption in 2040 with the GPTZCA is anticipated to be approximately 6,481,382 and 40,495,173 gallons, respectively. Compared to 2020, this represents approximately 1,298,517 fewer gallons of diesel fuel consumed annually, and approximately 8,896,736 fewer gallons of gasoline fuel consumed annually.<sup>3</sup> On a service population basis, overall petroleum consumption is expected to decrease by approximately 30%, from 555 gallons of fuel/yr/SP in 2020 to 386 gallons of fuel/yr/SP in 2040. Although VMT is anticipated to increase slightly over the next approximately 20 years, VMT per capita is estimated to decrease during the same time period and fuel consumption would generally decrease as vehicle fuel efficiency increases to meet state GHG reduction goals.<sup>4</sup>

There are numerous regulations in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. In addition, per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG or reducing per-capita GHG emissions from 2005 levels by 8% by 2020 and 19% by 2035 for light-duty passenger vehicles. As such, actual fuel consumption in the City of Santa Fe Springs could be lower in 2040 than estimated in Table 4.6-3.

<sup>3</sup> These estimates are based on average fuel economy in Los Angeles County during the 2040 calendar year.

<sup>4</sup> EIR fuel consumption estimates do not take into account EO N-79-20, issued by Governor Newsom in September 2020, which set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035.

#### 4.6 – Energy

Vehicle fuel use in the Planning Area is generally anticipated to decrease over the next approximately 20 years due to land use decisions made by the City, and because of fuel efficiency standards enacted at the state-level. In addition, vehicle fuel consumption in the city would be a small fraction of statewide use. As such, petroleum consumption associated with implementation of the GPTZCU would not be considered unnecessary, inefficient, or wasteful.

As described above, the consumption of electricity, natural gas, and vehicle fuel resources would be necessary to accommodate the planned level of growth envisioned by the GPTZCU. The GPTZCU supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. In addition, the GPTZCU supports higher density, mixed-use development that reduces VMT and fuel consumption as compared to other types of development. As shown above, the use of energy resources in the Planning Area would become substantially more efficient over time with the change in land uses envisioned by the GPTZCU and the application of more stringent regulations that reduce energy usage. For these reasons, the GPTZCU would not result in the unnecessary, inefficient, or wasteful use of energy resources. This impact would be less than significant.

##### Key Opportunity Sites

As discussed under the city-wide analysis, energy would be consumed in a variety of forms during future construction and operational activities within the Planning Area. Future development activities at the four, Key Opportunity Sites would also require energy consumption. Gasoline and diesel fuel would be consumed during construction activities by heavy-duty off-road equipment and worker, vendor, and haul truck trips. Operation of the land uses would also consume energy in the form of electricity for building lighting, appliances, etc., and natural gas for water and space heating. Because the new land uses would be constructed to the latest CalGreen Code standards, they would be more energy-efficient than the land use that currently exists during the present day (except at the MC&C site, which is currently undeveloped). In addition to being more energy efficient due to updates to CalGreen Code standards, the land uses proposed at the Key Opportunity Sites are also more intensive and would serve a greater number of people. Therefore, the energy consumption associated with land uses at the Key Opportunity sites would not be unnecessary, inefficient, or wasteful. This impact would be less than significant.

##### Level of Significance Before Mitigation

###### City-wide

Less than significant.

###### Key Opportunity Sites

Less than significant.

##### Mitigation Measures

###### City-wide

None required.

Key Opportunity Sites

None required.

**Renewable Energy*****Impact ENG-2 – Would the GPTZCU conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***Analysis of ImpactsCity-wide

The GPTZCU would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing renewable energy or energy efficiency. The Title 24 Building Code contains energy efficiency standards for residential and non-residential buildings. These standards address electricity and natural gas efficiency in lighting, water, heating, and air conditioning, as well as the effects of the building envelope (e.g., windows, doors, walls, and roofs, etc.) on energy consumption. The latest update to these standards, codified in the 2019 Title 24 Building Code, requires the installation of solar panels on new residential development under three stories. The City would enforce the 2019 Title 24 Building Code during design review and project approval processes. Other state plans, such as increasing the RPS portfolio, and increasing fuel efficiency and the number of electric vehicles on the road, would be implemented at the state level. The GPTZCU would not impede the implementation of any of these actions.

Since the GPTZCU would comply with applicable State standards and not impede any plan related to increasing renewable energy or energy efficiency, this impact would be less than significant.

Key Opportunity Sites

Similar to the city-wide analysis above, new development within the four Key Opportunity Sites would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing renewable energy or energy efficiency. New structures or major remodels would be subject to the latest Title 24 Building Code standards (currently the 2019 Title 24 Building Code). Future projects at the Key Opportunity Sites would not conflict with the implementation of the Title 24 Building Code, nor would they conflict with or obstruct other actions taken at the state and local level. This impact would be less than significant.

Level of Significance Before MitigationCity-wide

Less than significant.

Key Opportunity Sites

Less than significant.

Mitigation Measures

None required.

### **Cumulative Impacts**

***Would the project cause substantial adverse cumulative impacts with respect to energy?***

#### Analysis of Impacts

##### City-wide

The analysis presented in Impact ENG-1 and ENG-2, as presented in Section 4.6.4, is cumulative in nature. As described in the analyses, the GPTZCU would not result in the unnecessary, inefficient, or wasteful use of energy resources nor would it conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency.

GPTZCA implementation would not result in a substantial adverse cumulative impact with respect to energy. This impact would be less than significant.

##### Key Opportunity Sites

The analysis presented in Impact ENG-1 and ENG-2, as presented in Section 4.6.4, is cumulative in nature. As described in the analyses, future development occurring at the Key Opportunity Sites would not result in the unnecessary, inefficient, or wasteful use of energy resources nor would it conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency.

Potential, future development activities at the Key Opportunity Sites would not result in a substantial adverse cumulative impact with respect to energy. This impact would be less than significant.

#### Level of Significance Before Mitigation

##### City-wide

Less than significant.

##### Key Opportunity Sites

Less than significant.

#### Mitigation Measures

None required.

#### 4.6.5 REFERENCES

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4.6 – Energy

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<b>List of Acronyms, Abbreviations, and Symbols</b>	
<b>Acronym / Abbreviation</b>	<b>Full Phrase or Description</b>
AB	Assembly Bill
ACC	Advanced Clean Cars
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
CARB	California Air Resources Board
CAFE	Corporate Average Fuel Economy
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CI	Carbon Intensity
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
EISA	Energy Independency and Security Act
EO	Executive Order
GHG	Greenhouse Gas
GPTZCU	General Plan and Targeted Zoning Code Update
GWh	Gigawatt-hours
IAQ	Indoor Air Quality
HQTA	High Quality Transit Area
KWh	Kilowatt-hours
LCFS	Low Carbon Fuel Standard
LEV	Low-Emissions Vehicle
MMBTUs	Million British Thermal Units
MPO	Metropolitan Planning Organization
NHTSA	National Highway Safety Administration
NMA	Neighborhood Mobility Area

PGA	Priority Growth Area
PV	Photovoltaic
RFS	Renewable Fuel Standards
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	Service Population
TIA	Traffic Impact Assessment
TPA	Transit Priority Area
U.S.	United States
USEIA	United State Energy Information Administration
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
Yr	Year
ZEV	Zero Emission Vehicle

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## 4.7 – Geology and Soils

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This EIR chapter addresses geology and soils impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU), including earthquake fault rupture, seismic hazards, liquefaction, landslides, soil erosion and unstable soils.

### 4.7.1 – ENVIRONMENTAL SETTING

Santa Fe Springs is subject to flooding, earthquakes, earthquake-induced hazards such as ground shaking and liquefaction, and pollution from hazardous materials. Hazard vulnerability assessment requires the analysis of many factors, including population and property distribution, event frequency, susceptibility, infrastructure, and disaster preparedness.

#### Seismic Hazards

The City of Santa Fe Springs has experienced earthquakes in the past, although none have caused enough damage to warrant a local disaster. The most notable earthquake affecting the City was the October 1, 1987 Whittier Narrows Earthquake (magnitude 5.9) and the October 4, 1987 aftershock (magnitude 5.5). The City had no fatalities and minimal structural damage.

#### Faults

Seismicity is a well-known hazard of Southern California. The region straddles the Earth's two largest tectonic plates: the northwest-moving Pacific plate and southwest-trending North American plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults.

The Norwalk fault, a concealed pre-Quaternary fault, runs parallel to the I-5 freeway along the southern portion of the City (Exhibit 4.7-1). Nearby significant fault lines include the Whittier fault (approximately three miles northeast), the Newport-Inglewood-Rose Canyon fault (approximately eight miles southwest), and the San Andreas fault (approximately 35 miles northeast). These faults have the capability of producing large earthquakes with magnitudes exceeding 7.0 that could substantially affect Santa Fe Springs (CGS, 2021).

Two active blind thrust faults—the Puente Hills and the Elysian Park thrust systems—cross diagonally through central Santa Fe Springs (Exhibit 4.7-1). Blind thrust faults are shallow-dipping reverse faults that do not rupture the surface and cannot be detected visually. The Elysian Park and Puente Hills faults could generate substantial ground shaking in an earthquake, causing damage to infrastructure, including roadways and bridges, dams, and essential facilities such as fire and police stations, emergency preparedness centers and industrial structures containing chemicals for manufacturing and storage.

#### Liquefaction

Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction-induced ground failure historically has been a major cause of earthquake damage in Southern California. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to fault, earthquake magnitude, and type of earthquake. In Santa Fe Springs, liquefaction hazards are present along the drainage channels on the periphery of the City, and residential and industrial areas in the north, residential neighborhoods west of Norwalk Boulevard, and the primarily industrial areas south of Imperial Highway (Exhibit 4.7-1).

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RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN

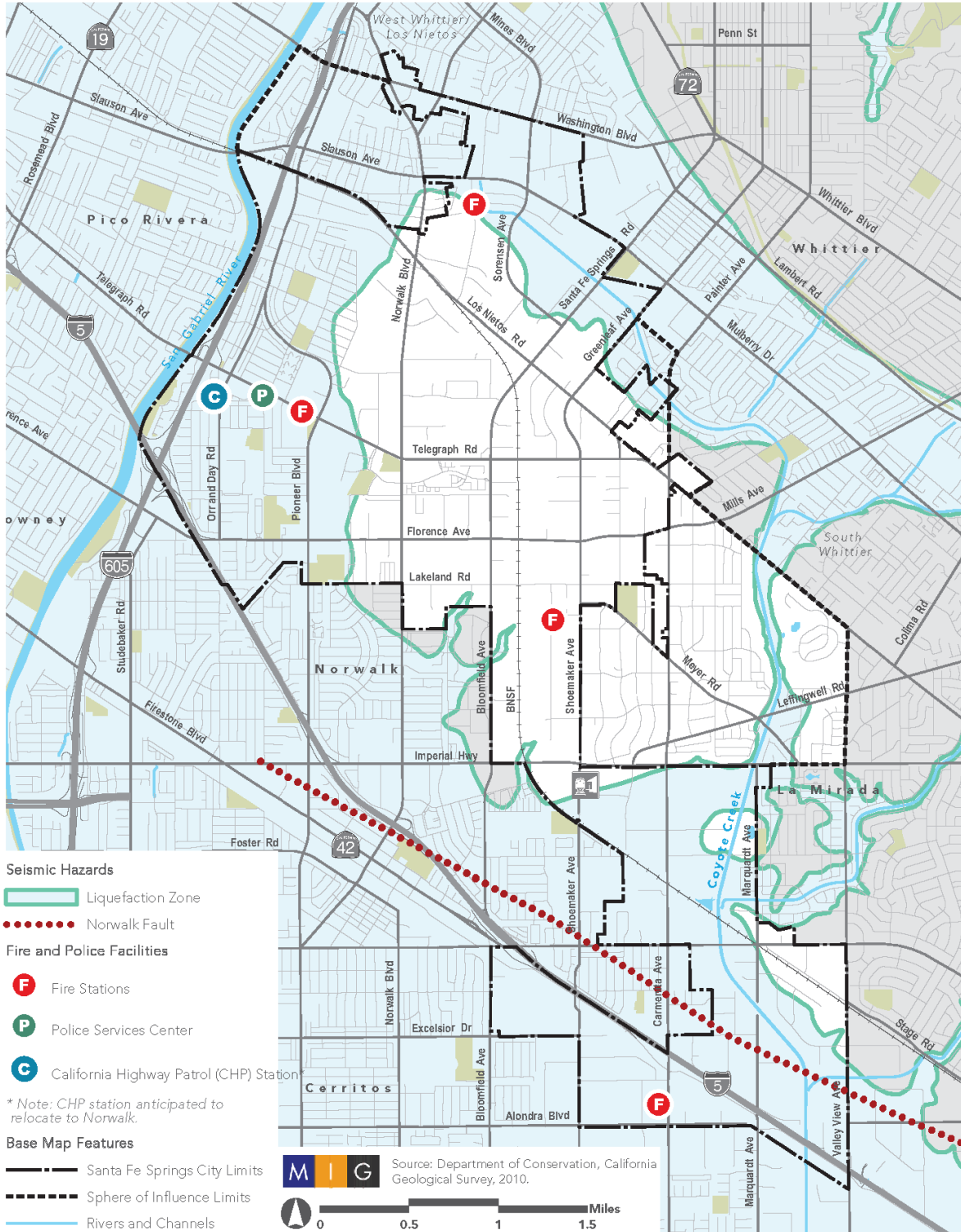


Exhibit 4.7-1 Seismic Hazards

Santa Fe Springs General Plan and Targeted Zoning Code Update  
Santa Fe Springs, California



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Although possible, liquefaction is unlikely to occur due to the water table depth of more than 50 feet throughout the City.

#### 4.7.2 – REGULATORY FRAMEWORK

##### Federal

**National Earthquake Hazards Reduction Program.** Established by Congress in 1977, the National Earthquake Hazards Reduction Program (NEHRP) leads the federal government's efforts to reduce the fatalities, injuries, and property losses caused by earthquakes. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

In its initial NEHRP authorization, and in subsequent reauthorizations, Congress has recognized that several key federal agencies can contribute to earthquake mitigation efforts.

**Federal Antiquities Act of 1906.** Protects paleontological resources on federal lands under Subsection 8.16.2.

##### State

**Alquist-Priolo Earthquake Fault Zoning Act.** The Alquist-Priolo Special Studies Zones Act was signed into law in 1972 (in 1994 it was renamed the Alquist-Priolo Earthquake Fault Zoning Act.) The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act requires the State active faults, and 200 to 300 feet from well-defined minor faults. The act dictates that cities and Geologist delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting.

**Seismic Hazard Mapping Act.** The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. In 1990 the State passed the Seismic Hazards Mapping Act (SHMA), which addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the Act. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, earthquake-induced landslides and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas.

**Natural Hazards Disclosure Act.** The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas.

**California Building Code.** The state regulations protecting structures from seismic hazards are contained in the California Code of Regulations, Title 24 (the California Building Code (CBC)), which is updated on a triennial basis. These regulations apply to public and private buildings in the State. Provisions of the CBC address (among other topics) fire safety, access for disabled persons, and seismic-resistant construction design.

**California Public Resources Code Chapter 1.7, Section 5097.5 (Stats. 1965, c. 1136, p. 2792).** Defines any unauthorized disturbance or removal of a fossil site or fossil remains on public land as a misdemeanor and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources under Subsection 8.16.2.2

### **Regional**

**South Coast Air Quality Management District Rules.** Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. Rule 403.1 is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust. The purpose of this rule is to reduce fugitive dust and resulting PM<sub>10</sub> emissions from man-made sources. Rule 403.1 requires a Fugitive Dust Control Plan approved by South Coast AQMD or an authorized local government agency prior to initiating any construction/earth-moving activity. These requirements are only applicable to construction projects with 5,000 or more square feet of surface area disturbance.

### **Local**

**Existing General Plan.** Government Code Section 65302.1 requires that a Safety Element be included in every General Plan which establishes policies and programs for the protection of the community from fires, flooding, geologic and other natural and human-caused hazards. The Safety Element of the Santa Fe Springs 1994 General Plan contains goals, objectives, and implementing policies designed to protect the community from risks associated with earthquakes, flooding, and other hazards. Applicable policies include:

- 2.5.1 Soils analysis and seismic review should be a part of the planning process for large development projects or where a "critical facility," as defined in Section XI of the Safety Element, is involved.
- 2.5.2 The City shall continue to adopt by reference the seismic standards of the Uniform Building Code, however, as new seismic safety technologies emerge the City should be proactive in amending its standards.

### **2021 General Plan Update**

The proposed GPTZCU includes the following goals and policies relative to geologic, seismic, and soil constraints within the Planning Area:

#### *Safety Element*

**Goal S-1: A community well prepared to respond to earthquakes.**

**Policy S-1.1: Earthquake Preparation.** Educate the community on actions to take before,

during, and after a major earthquake, including establishing family emergency disaster plans to prepare for and after an earthquake event.

**Policy S-1.2: Training.** Provide ongoing training to encourage preparedness and reduce the potential risk of loss of life, property damage, and social and housing disruption resulting from an earthquake.

**Policy S-1.3: Agency Consultation.** Consult on emergency preparedness with Federal, State, School Districts and other local agencies to prepare for response and recovery efforts in the event of an earthquake.

**Policy S-1.4: Minimize Property Damage.** Encourage property owners to undertake seismic retrofit of structures vulnerable to moderate to severe ground shaking caused by earthquakes.

**Policy S-1.5: Seismic Standards.** Ensure that all new development adheres to City and State seismic and geotechnical standards.

**Policy S-1.6: Earthquake Recovery Resiliency.** Identify a plan of action and consult with different responsible agencies to respond to and recover from a major earthquake.

**Policy S-1.7: Infrastructure Resiliency.** Establish City plans and work with utility providers to ensure programs and systems are in place for continued functionality of water, sewer, electric power, natural gas, and communications infrastructure during and after a major earthquake.

**Policy S-1.8: Geotechnical Hazard Mitigation.** Require that projects in areas susceptible to liquefaction and other geologic hazards demonstrate that all appropriate engineering and planning mitigations are implemented.

**Goal S-2. Protection from flood and dam inundation hazards.**

**Policy S-2.1: Storm Drainage System.** Consult with Los Angeles County Public Works to ensure that existing and future regional storm drain facilities within and adjacent to Santa Fe Springs are designed, operated, and maintained to accommodate projected drainage needs associated with major storm events and climate change effects.

**Policy S-2.2: Localized Ponding Mitigation.** Require developers to address localized ponding, where it may exist, as part of site improvements.

**Policy S-2.3: Dam Inundation.** Consult with appropriate agencies and monitor the upgrade/retrofit of the Whittier Narrows Dam to protect the community against catastrophic damage that could result from a combination of an extreme weather, seismic, and/or climate change event.

**Policy S-2.4: Shelters.** Seek ways to enhance the City's sheltering facilities outside of the potential dam inundation area, including places of worship, schools, and public buildings.

**Goal S-5: A resilient community well prepared to respond and adapt to climate change.**

**Policy S-5.1: Essential Public Facilities.** Evaluate the resiliency of essential public facilities to risks and hazards of earthquakes, flooding, fire, and other hazards, and address any deficiencies.

**Municipal Code.** The following sections of the Santa Fe Springs Municipal Code apply to Geology and Soils:

Section 154.16 includes requirements related to Soil Reports.

Section 154.17 requires that Grading and Erosion Control be implemented for development projects and includes specific requirements for industrial/commercial and construction activities that may impact geology and soils.

#### 4.7.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

- 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, 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.
- G. Would the project cause substantial adverse cumulative impacts with respect to Geology and Soils.

#### 4.7.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to geology and soils which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

##### **Fault Rupture or Groundshaking Effects**

***Impact GEO-1 – Would the GPTZCU directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?***



## Analysis of Impacts

### City-wide

The Planning Area is in a seismically active area. The greater Los Angeles region straddles two tectonic plates, and many fault zones are in the area. However, no Alquist-Priolo Earthquake Fault Zones are mapped within the City so the potential for fault rupture within the City is low. Two active blind thrust faults—the Puente Hills and the Elysian Park thrust systems—cross diagonally through central Santa Fe Springs which could generate substantial ground shaking in a major earthquake. The Norwalk fault runs parallel to the I-5 freeway along the southern portion of the City, and nearby significant fault lines include the Whittier fault, the Newport-Inglewood-Rose Canyon fault, and the San Andreas fault. These faults have the capability of producing large earthquakes (greater than magnitude 7.0).

Liquefaction-induced ground failure has historically been a major cause of earthquake damage in Southern California. In Santa Fe Springs, liquefaction hazards are present along the drainage channels on the periphery of the City, and residential and industrial areas in the north, residential neighborhoods west of Norwalk Boulevard, and primarily industrial areas south of Imperial Highway. Although possible, liquefaction is unlikely to occur due to the water table depth of more than 50 feet throughout the City.

There are no landslide zones mapped within the GPTZCU, and there are no significant slopes which could have the potential for landslide risks.

Due to its location and physical conditions, future development in the Planning Area would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures.

### Key Opportunity sites

The four opportunity sites have similar risks from earthquakes, liquefaction, and other geologic constraints similar to those throughout the City. The City's development review process requires site-specific assessments of geotechnical constraints prior to development. Compliance with the recommendations of such reports will reduce potential impacts related to geologic and soil constraints to less than significant levels.

### General Plan Update

The Safety Element of the current General Plan contains implementation policies 2.5.1 and 2.5.2 that require soil studies for critical facilities and the design of buildings to meet seismic constraints. In addition, the City Municipal Code requires soil constraints studies for new development.

The Safety Element of the GPTZCU contains Goal S-1 to help the community be prepared for earthquakes. In support of that goal, Policies S-1.1 and S-1.2 outline ways to prepare families and the community, while Policy S-1.3 encourages coordination with other agencies regarding preparedness and response. Policy S-1.4 focuses on seismic standards for existing buildings while Policy S-1.5 focuses on new building standards. Policies S-1.6 and S-1.7 encourage enhanced resiliency to earthquake damage, and Policy S-1.8 requires appropriate studies for new development regarding geologic and soil constraints, including liquefaction.

#### 4.7 – Geology and Soils

The Goals and Policies of the General Plan ensure that the information on seismic risks, safe practices, emergency facilities, and evacuation routes are available through public awareness programs, and ensuring safety through seismic rehabilitation of existing structures, avoiding unstable ground for development, and incorporating seismically safe designs into new buildings and structures. The City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development.

In addition to the General Plan and Municipal Code, the State Building Code (SBC), CBC, and Los Angeles County Building Code, (LACBC) have guidelines on building design and construction based on seismic constraints and expected ground shaking and ground failure throughout California. Through the City's existing development review process, proposed private projects are evaluated against the seismic design constraints of all pertinent building codes.

#### **Level of Significance Before Mitigation**

With implementation of the General Plan goals and policies, and all applicable building codes, potential impacts related to geologic and seismic constraints on future development within the Planning Area, including the key opportunity sites, will be reduced to less than significant levels.

#### **Mitigation Measures**

None required.

#### ***Soil Erosion***

#### ***Impact GEO-2 – Would the GPTZCU Result in substantial soil erosion or the loss of topsoil?***

#### **Analysis of Impacts**

##### City-wide

The Planning Area is characteristically flat and highly developed with limited undeveloped areas include City parks, school fields, and landscaping around buildings. There is no significant anticipated risk of erosion resulting from steep slopes, since the City is relatively flat, or from wind and rain in areas of exposed soils within the Planning Area. Future development resulting from implementation of the GPTZCU has the potential to expose surficial soils and, as a result, local soils may be subject to erosion or loss of topsoil during development.

The Regional Water Quality Control Board (RWQCB) regulates the discharge of storm water from municipalities and activities within their jurisdiction including construction. The City is a signatory of the Los Angeles County Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge. The requirements include guidance and regulations for construction-related erosion control, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects which would disturb one or more acres. The requirements also include appropriate best management practices (BMPs) that should be included to help prevent substantial soil erosion or the loss of topsoil.

Key Opportunity sites

Similar to the rest of the City, the four opportunity sites are flat and subject to the same state and regional water quality regulations. Through the City's development review process development on these four sites will comply with the various water quality requirements regarding erosion.

General Plan Update

The Safety Element of the proposed GPTZCU contains Goal S-1 and Policy S-1.8 that requires appropriate studies for new development regarding geologic and soil constraints, including liquefaction. These reports will help ensure that potentially hazardous soil conditions and the potential for offsite erosion are fully evaluated prior to development.

In addition, the City's Municipal Code, Chapter 154.17 ensures the City will review all project plans and impose conditions as required to safeguard water quality and erosion control prior to the issuance of either a building permit or grading plan approval. The City's development review process will evaluate proposed development against established BMPs and other water quality-related guidelines, many of which are designed to control runoff and erosion.

With implementation of the General Plan goals and policies, water quality regulatory permitting requirements, and guidelines for erosion control in the Municipal Code, potential impacts related to erosion from future development within the Planning Area, including the key opportunity sites, will be reduced to less than significant levels.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

***Unstable Geologic Unit***

***Impact GEO-3 – Would the GPTZCU 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?***

**Analysis of Impacts**City-wide

As previously indicated in Impact GEO-2, the Planning Area contains soil constraints. The underlying geology within the GPTZCU consists of deep alluvial deposits and major regional faults, including the San Andreas Fault. The City has experienced moderate ground shaking in the past from regional earthquakes. While liquefaction is not likely due to the depth to groundwater, localized soil constraints combined with strong ground shaking create a potential for lateral spreading, subsidence, or possibly liquefaction in certain portions of the City.

Landslides zones are not mapped within the City, and there are no steep slopes or areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate that landslides are likely within the GPTZCU. Some

#### 4.7 – Geology and Soils

portions of the Planning Area may be subject to soil settlement or may have expansive soils. Localized subsidence relating to excessive regional groundwater withdrawal is also a potential hazard.

Due to the presence of local and regional faults and soil conditions, portions of the City may experience subsidence, lateral spreading, or collapse during strong seismic events in addition to the limited potential for liquefaction or other soil constraints. These seismic-related conditions could affect structures and their occupants of future development under the GPTZCU.

##### Key Opportunity sites

The four opportunity sites have similar risks from geologic and soil constraints similar to those throughout the City. The City's development review process requires site-specific assessments of such constraints prior to development. Compliance with the recommendations of such reports will reduce potential impacts related to geologic and soil constraints to less than significant levels.

##### General Plan Update

The Safety Element of the current General Plan contains implementation policies 2.5.1 and 2.5.2 that require soil studies for critical facilities and design of buildings to meet seismic constraints.

The Safety Element of the GPTZCU contains Goal S-1 and its Policy S-1.8 requires appropriate studies for new development regarding geologic and soil constraints, including liquefaction. In addition, the City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development.

In addition to the General Plan, the State Building Code (SBC), CBC, and Los Angeles County Building Code, (LACBC) have guidelines on building design and construction based on onsite soil constraints. During the City's existing development review process, proposed private projects are evaluated in light of actual onsite geologic or soil constraints and all pertinent building codes.

With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to seismically induced constraints on future development within the Planning Area, including the key opportunity sites, will be reduced to less than significant levels.

##### **Level of Significance Before Mitigation**

Less than significant.

##### **Mitigation Measures**

None required.

##### ***Expansive Soil***

***Impact GEO-4 – Would the GPTZCU be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?***

##### **Analysis of Impacts**

City-wide

As previously indicated, the Planning Area contains a number of soil constraints including the potential for expansive soils. In areas where soils have a high clay content, the potential exists for expansion when the soil becomes saturated with water. This type of soil constraint could affect structures and their occupants of future development under the GPTZCU.

Key Opportunity sites

The four opportunity sites have similar risks from geologic and soil constraints similar to those throughout the City. The City's development review process requires site-specific assessments of such constraints prior to development. Compliance with the recommendations of such reports will reduce potential impacts related to geologic and soil constraints to less than significant levels.

General Plan Update

The Safety Element of the current General Plan contains implementation policies 2.5.1 and 2.5.2 that require soil studies for critical facilities and design of buildings to meet seismic constraints.

The Safety Element of the GPTZCU contains Goal S-1 and its Policy S-1.8 requires appropriate studies for new development regarding geologic and soil constraints, including expansive soils. In addition, the City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development.

In addition to the General Plan, the State Building Code (SBC), CBC, and Los Angeles County Building Code, (LACBC) have guidelines on building design and construction based on onsite soil constraints. During the City's existing development review process, proposed private projects are evaluated in light of actual onsite geologic or soil constraints and all pertinent building codes.

With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to seismically induced constraints on future development within the Planning Area, including the key opportunity sites, will be reduced to less than significant levels.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

***Alternative Waste Water Systems***

***Impact GEO-5 – Would the GPTZCU 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 waste water?***

**Analysis of Impacts**

City-wide

As previously indicated, the Planning Area contains soil constraints and seismic constraints, and local geology influences the feasibility and placement of septic or similar wastewater treatment systems. However, the entire Planning Area has piped sewer systems and septic systems are not allowed for new development.

Key Opportunity sites

Similar to the rest of the City, the four opportunity sites are served by piped sewer systems, and septic or other alternative wastewater treatment systems are not allowed.

General Plan Update

Since septic or other alternative wastewater treatment systems are not allowed in the City, the existing General Plan and the proposed GPTZCU do not have goals or policies addressing these systems. Therefore, the General Plan goals and policies would have no impacts related to septic tanks or alternative wastewater disposal systems relative to future development within the Planning Area.

**Level of Significance Before Mitigation**

No impact.

**Mitigation Measures**

None required.

***Paleontological Resources***

***Impact GEO-6 – Would the GPTZCU directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Analysis of Impacts**

City-wide

The Puente Hills, located several miles north of the Planning Area, are known to contain paleontological resources (i.e., fossils). The Planning Area is relatively flat and contains predominantly younger alluvial deposits from geologically recent flood plain deposits. These younger alluvial deposits are from the Holocene Epoch (11,700 years ago to modern day). The Planning Area is located within an extensive alluvial plain and geological analysis does not reveal the presence of, or potential for, unique geological features.

Alluvial deposits, particularly from the Pleistocene Epoch (2,580,000 to 11,700 years ago) can contain fossilized material. The Society of Vertebrate Paleontology states that vertebrate fossils are significant nonrenewable paleontological resources that are afforded protection by federal, state and local environmental laws and guidelines, although invertebrate fossils are not afforded the same protection. While there is some potential for invertebrate fossils to be present in soils within the Planning Area, invertebrate fossils would not generally constitute a significant resource. Vertebrate fossils are rarer, and fossils generally are unlikely to be found within younger alluvial deposits.

The City's development review process would require research and technical analysis to determine if a site contains identified or possible paleontological or unique geologic resources.

#### Key Opportunity sites

Similar to the rest of the City, the four opportunity sites are underlain by recent alluvial materials and the likelihood of finding palaeontologic materials is negligible.

#### General Plan Update

Because of the low potential for paleontological discovery, the existing General Plan and the proposed GPTZCU do not contain any goals, policies, or implementation programs relative to paleontological resources.

With implementation of the City's existing development review process, potential impacts related to paleontological resources from future development within the Planning Area will remain at less than significant levels.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### ***Cumulative Impacts***

#### ***Impact GEO-7 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to Geology and Soils?***

#### **Analysis of Impacts**

The Planning Area is in a seismically active area. The greater Los Angeles region straddles two tectonic plates and contains many fault zones, including two blind thrust faults beneath the City. The Planning Area is subject to moderate ground shaking from regional faults and localized areas may experience liquefaction, subsidence, expansive soils, or other seismic or soil constraints. Due to its location and physical conditions, future development in the Planning Area would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures and could affect previously undiscovered paleontological resources as well.

State law requires that the Safety Elements of city general plans, including Santa Fe Springs, address potential geologic and seismic constraints. In addition, the General Plans for the surrounding cities and the County General Plan are all required to identify potential risks from geologic and seismic conditions and contain goals and policies to address these risks and protect the public. These goals and policies are intended to be consistent with state law and are similar to those of Santa Fe Springs' General Plan. In addition to local general plans, the State Building Code (SBC), CBC, and Los Angeles County Building Code, (LACBC) have guidelines on building design and construction based on seismic constraints and expected ground shaking and ground failure throughout California.

#### 4.7 – Geology and Soils

In these ways, potential cumulative impacts to future development from geologic, seismic, and soil constraints will be minimized, and future development in the City of Santa Fe Springs under the GPTZCU will not make a significant contribution to any cumulative regional impacts on geologic, seismic, soil, or paleontological resources.

#### **Level of Significance Before Mitigation**

Less than significant cumulative impacts.

#### **Mitigation Measures**

None required.

#### **4.7.5 – REFERENCES**

California Department of Conservation, 2021. California Geological Survey (CGS) Regulatory Maps. (<https://www.conservation.ca.gov/cgs/maps-data/> website accessed April 22, 2021).

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United States Geological Services, 2021. U.S. Quaternary Faults. (<https://www.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf> website accessed April 1, 2021).



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## 4.8 – Greenhouse Gases

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This section describes the existing greenhouse gases (GHG) setting of the Santa Fe Springs General Plan Planning Area; identifies associated regulatory requirements; evaluates the potential GHG and climate change impacts of the General Plan and Targeted Zoning Code Update (GPTZCU); and identifies mitigation measures related to implementation of the Project. The methodologies and assumptions used in the preparation of this section follow guidance from the South Coast Air Quality Management District (SCAQMD). Information on existing GHG emissions levels and applicable Federal and State regulations were obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This GHG analysis has been closely coordinated with the Air Quality and Energy analyses in Sections 4.3 and 4.6 of this EIR. Please refer to Appendix D for detailed air quality and GHG emissions estimates (MIG, 2021).

### 4.8.1 – ENVIRONMENTAL SETTING

#### Climate Change

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface. Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (°F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet, and without it, life as we know it on Earth would not exist. Human activities since the beginning of the industrial revolution (approximately 150 years) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that "trap" energy, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

## Greenhouse Gases

Gases that “trap” heat in the atmosphere and affect regulation of the Earth’s temperature are known as “greenhouse gases”. Many chemical compounds in the Earth’s atmosphere exhibit the GHG property. GHG allows sunlight to enter the atmosphere freely. When the sunlight strikes the Earth’s surface, it is either absorbed or reflected back toward space. Earth, or materials near the Earth’s surface, that have absorbed energy from sunlight warm up during the daytime and emit infrared radiation back toward space during both the daytime and nighttime hours. GHG absorbs this long-wave, infrared radiation and helps keep the energy in the Earth’s atmosphere.

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO<sub>2</sub>), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane or CH<sub>4</sub>). However, GHG emissions from human activities such as fuel combustion (e.g., CO<sub>2</sub>) and refrigerants use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric CO<sub>2</sub> concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 419 ppm in June 2021 (NOAA, 2021). The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations’ Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHG—CO<sub>2</sub>, CH<sub>4</sub>, nitrous oxide (N<sub>2</sub>O), and sulfur hexafluoride (SF<sub>6</sub>)—and two groups of gases—HFCs and perfluorocarbons (PFCs). These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth’s temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth’s atmosphere. The most common GHG are described below.

- **Carbon Dioxide (CO<sub>2</sub>)** is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of CO<sub>2</sub> from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO<sub>2</sub> at the sea surface. CO<sub>2</sub> is also released from plants during wildfires. Volcanic eruptions release a small amount of CO<sub>2</sub> from the Earth’s crust. Human activities that affect CO<sub>2</sub> in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels used for electricity generation and transportation are the largest source of CO<sub>2</sub> emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO<sub>2</sub>. Emissions from industrial activities also emit CO<sub>2</sub> such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.

- **Methane (CH<sub>4</sub>)** is emitted from human activities and natural sources. Natural sources of CH<sub>4</sub> include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause CH<sub>4</sub> releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50% of global CH<sub>4</sub> emissions are human generated. Releases from animal digestive processes at agricultural operations are the primary source of human-related CH<sub>4</sub> emissions. CH<sub>4</sub> is produced from landfills as solid waste decomposes. CH<sub>4</sub> is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases CH<sub>4</sub>. Wetlands are the primary natural producers of CH<sub>4</sub> because the habitat is conducive to bacteria that produce CH<sub>4</sub> during decomposition of organic material.
- **Nitrous Oxide (N<sub>2</sub>O)** is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N<sub>2</sub>O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N<sub>2</sub>O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of N<sub>2</sub>O, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.
- **Sulfur Hexafluoride (SF<sub>6</sub>)** is commonly used as an electrical insulator in high-voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF<sub>6</sub> occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)** are entirely human made and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing. HFCs and PFCs are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons.

In 1997, the U.S. was a signatory to the Kyoto Protocol, however, the treaty was not sent to Congress for ratification. Thus, while a signatory to the Kyoto Protocol, the U.S. is not an official party to this international agreement and is not subject to any emission reductions goals established pursuant to the Kyoto Protocol. Although the U.S. is not a party to this agreement, the GHG targeted for reduction by the Kyoto Protocol are also targeted under federal and State GHG reporting and emissions reduction programs.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO<sub>2</sub>, which has a GWP of one. By comparison, CH<sub>4</sub> has a GWP of 25, which means that one molecule of CH<sub>4</sub> has 25 times the effect on global warming as one molecule of CO<sub>2</sub>. Multiplying the estimated emissions for non-CO<sub>2</sub> GHG by their GWP determines their CO<sub>2</sub> equivalent (CO<sub>2</sub>e), which enables a project's combined GWP to be expressed in terms of mass CO<sub>2</sub> emissions. The GWP and estimated atmospheric lifetimes of the common GHG are shown in Table 4.8-1 (Global Warming Potential (GWP) of Common GHG (100-Year Horizon)).

**Table 4.8-1  
Global Warming Potential (GWP) of Common GHG (100-Year Horizon)**

GHG	GWP <sup>(A)</sup>	Sources	GHG	GWP <sup>(A)</sup>	Sources
Carbon Dioxide (CO <sub>2</sub> )	1	Transportation, electricity production, fossil fuel combustion in industrial, residential, and commercial operations	Perfluorocarbons (PFCs)		
Methane (CH <sub>4</sub> )	25	Agriculture, industrial operations, landfills	CF <sub>4</sub>	6,500	Refrigerants, aluminum production, semiconductor manufacturing, and magnesium production and processing
Nitrous Oxide (N <sub>2</sub> O)	298	Fertilizer, transportation, waste and wastewater treatment, manufacturing, refining	C <sub>2</sub> F <sub>6</sub>	9,200	
Hydrofluorocarbons (HFCs)			C <sub>4</sub> F <sub>10</sub>	7,000	
HFC-23	14,800	Refrigerants, aluminum production, semiconductor manufacturing, and magnesium production and processing	C <sub>6</sub> F <sub>14</sub>	7,400	Maintenance and servicing of high-voltage electrical transmission and distribution equipment
HFC-134a	1,430				
HFC-152a	140				
HCFC-22	1,700		Sulfur Hexafluoride (SF <sub>6</sub> )	22,800	

Source: CARB 2014, modified by MIG  
(A) GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 4<sup>th</sup> Assessment Report.

### Climate Change and California

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA, 2009).

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections and the interpretation. The potential impacts of global climate change in California are detailed below.

In January 2018, the CNRA adopted *Safeguarding California Plan: 2018 Update*, which builds on nearly a decade of adaptation strategies to communicate current and needed actions the State government should take to build climate change resiliency. It identifies hundreds of ongoing actions and next steps that State agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations. The 2018 update also has two new chapters and incorporates a feature showcasing the many linkages among policy areas. A new “Climate Justice” chapter highlights how equity is woven throughout the entire plan (CNRA, 2018).

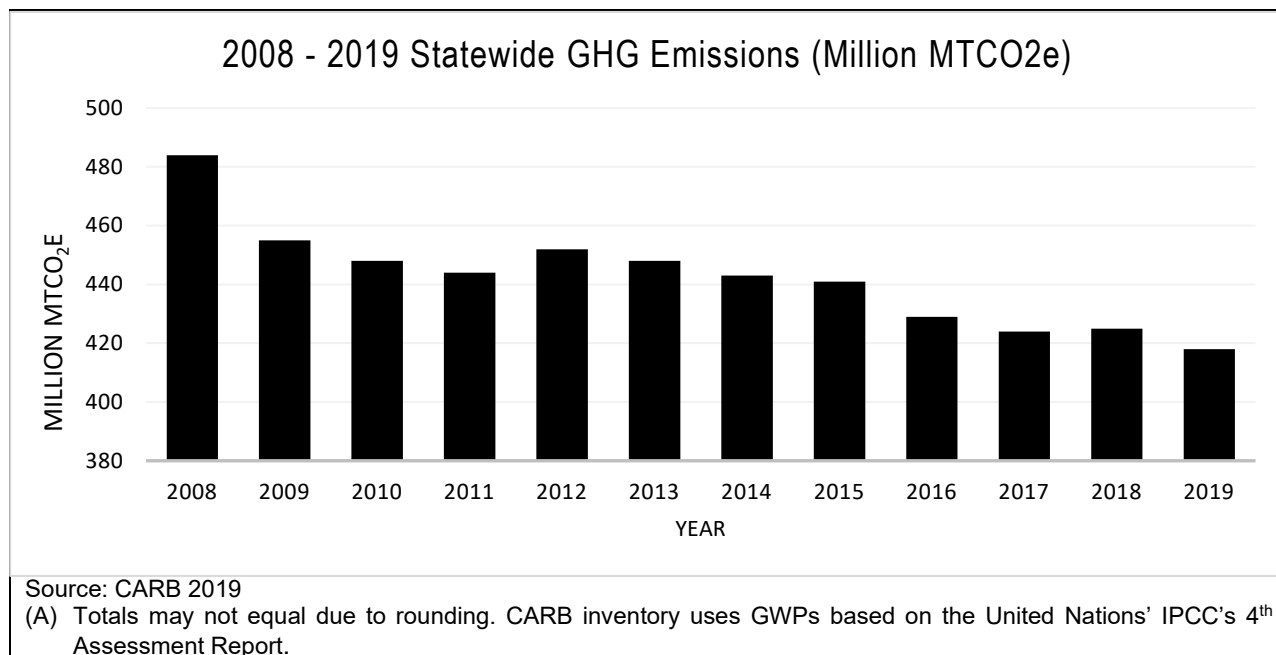
### Statewide GHG Emissions

CARB prepares an annual statewide GHG emission inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to the State’s Mandatory GHG Reporting Program. The statewide GHG emission inventory helps CARB track progress towards meeting the State’s Assembly Bill (AB) 32 GHG emissions target of 431 million metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2e</sub>), as well as establish and understand trends in GHG emissions<sup>1</sup>. Statewide GHG emissions for the 2008 to 2019 time period are shown in Table 4.8-2.

**Table 4.8-2  
2008-2019 Statewide GHG Emissions (in Million MTCO<sub>2e</sub>)**

Scoping Plan Sector	Year											
	‘08	‘09	‘10	‘11	‘12	‘13	‘14	‘15	‘16	‘17	‘18	‘19
Agriculture	35	33	34	34	36	34	35	33	33	32	33	32
Commercial/Residential	44	45	46	46	44	44	38	39	41	41	41	44
Electric Power	120	101	90	89	98	91	89	85	69	62	63	60
High GWP	12	12	14	15	16	17	18	19	19	20	21	21
Industrial	90	87	91	89	89	92	92	90	89	89	89	88
Recycling and Waste	8	9	9	9	9	9	9	9	9	9	9	9
Transportation	175	168	165	162	161	161	163	166	170	171	170	166
<b>Total Million MTCO<sub>2e</sub><sup>(A)</sup></b>	<b>484</b>	<b>455</b>	<b>448</b>	<b>444</b>	<b>452</b>	<b>448</b>	<b>443</b>	<b>441</b>	<b>429</b>	<b>424</b>	<b>425</b>	<b>418</b>

<sup>1</sup> CARB approved use of 431 million MTCO<sub>2e</sub> as the state’s 2020 GHG emission target in May 2014. Previously, the target had been set at 427 million MTCO<sub>2e</sub>.



As shown in Table 4.8-2, statewide GHG emissions have generally decreased over the last decade, with 2018 levels (425 million MTCO<sub>2</sub>e) approximately 12% less than 2007 levels (488 million MTCO<sub>2</sub>e) and below the State's 2020 reduction target of 431 million MTCO<sub>2</sub>e. The transportation sector (170 million MTCO<sub>2</sub>e) accounted for more than one-third (approximately 40%) of the State's total GHG emissions inventory (425 million MTCO<sub>2</sub>e) in 2018.

### Existing Planning Area GHG Emissions

The existing land uses within the Planning Area contribute to existing city, regional, and statewide GHG emissions. The Planning Area's existing GHG emissions, presented below in Table 4.8-3 (Existing (2020) GHG Emissions in the Planning Area), were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. GHG emissions generated within the Planning Area primarily come from the area, energy, and mobile sources described in Section 4.3.1, Air Quality (Environmental Setting), as well as the following additional sources specific to GHG emissions:

- **Energy use and consumption:** Emissions generated from purchased electricity and natural gas. As estimated using CalEEMod, the existing land uses in the Planning Area use and consume approximately 1,118,292,090 kilowatt hours (kWh) of electricity per year and 1,151,802,340 kilo-British Thermal Units (kBtus) of natural gas per year.
- **Solid waste disposal:** Emissions generated from the transport and disposal of waste generated by land uses. CalEEMod estimates approximately 107,292 tons of solid waste are generated per year by the people working and living within the Planning Area.
- **Water/wastewater:** Emissions from electricity used to supply water to land uses, and treat the resulting wastewater generated. As estimated in CalEEMod, existing land uses within the Planning Area use approximately 19,211 million gallons of water per year.

The Planning Area's existing GHG emissions were estimated using default emissions assumptions provided by CalEEMod, with the Project-specific modifications described in Section 4.3.1 and below:

- **Energy use and consumption:** In addition to natural gas usage, the existing land uses in the Planning Area would generate indirect GHG emissions from electricity use. Southern California Edison (SCE) provides electricity service in the City of Santa Fe Springs. The CalEEMod default GHG intensity values for this electric service provider are for 2021 and do not represent existing and future reductions in GHG intensity that have been achieved under the State’s Renewable Portfolio Standard (RPS, see Section 4.8.2). To account for this, CalEEMod default assumptions regarding energy use were adjusted as follows:
  - The SCE GHG intensity value for CO<sub>2</sub> was increased from 393 pounds/megawatt-hour (lbs/MWh), SCE’s renewable energy mix from 2021, to 532 lbs/MWh, which reflects SCE’s renewable energy mix in 2020 (SCE, 2019). The increase in the amount of CO<sub>2</sub> emissions associated with electricity supplied by SCE is reflective of a less “green” renewables mix in historical years.

The Planning Area’s existing GHG emissions are summarized in Table 4.8-3 (Existing Land Use GHG Emissions Estimates) below. The emissions are shown for two scenarios:

- **Year 2020 (Current Conditions)**, which are based on Year 2020 vehicle fleet characteristics (e.g., vehicle type, age, emission rates), and represent the emissions levels that existed at the time the GPTZCU was prepared.
- **Year 2040 (Future Conditions)**, which are based on Year 2040 vehicle fleet characteristics and RPS energy goals (60% renewable energy) and represent the projected emissions that existing land uses would generate in the future (assuming no increase in population or change in land uses). This scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that would occur from the proposed change in land uses that would occur with implementation and buildout of the GPTZCU in Year 2040, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the GPTZCU is adopted.

**Table 4.8-3  
Existing Land Use GHG Emissions Estimates**

Source	GHG Emissions (Metric Tons / Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total MTCO <sub>2e</sub>
<b>Existing Land Use Operational Emissions in Year 2020 (Current Conditions)</b>				
Area	3,978	4	0.1	4,105
Energy	331,311	18	3.2	332,699
Mobile	454,627	26	20.8	461,478
Waste	22,650	1,339	0.0	56,115
Water	65,253	579	14.0	83,921
Total Existing GHG <sup>(A)</sup>	877,818	1,966	38.1	938,318
Service Population (SP) <sup>(B)</sup>				102,988
Existing GHG Efficiency (MTCO <sub>2e</sub> / SP)				9.1
<b>Existing Land Use Operational Emissions in Year 2040 (Future Conditions)</b>				
Area	3,978	4	0.1	4,105
Energy	137,829	18	3.2	139,218
Mobile	326,229	12	11.4	329,938
Waste	22,650	1,339	0.0	56,115
Water	22,485	579	14.0	41,153
Total Existing GHG <sup>(A)</sup>	513,170	1,952	28.7	570,530
Service Population (SP) <sup>(B)</sup>				102,988
Existing GHG Efficiency (MTCO <sub>2e</sub> / SP)				5.5
Source: MIG, 2021 (see Appendix D)				
(A) Totals may not equal due to rounding.				
(B) Service Population is defined as the sum of the number of residents and number of jobs supported by the GPTZCU (CAPCOA, 2010).				

#### 4.8.2 – REGULATORY FRAMEWORK

This section summarizes key federal, State, and City statutes, regulations, and policies that would apply to the City of Santa Fe Springs General Plan. Global climate change resulting from GHG emissions is an ongoing environmental concern being discussed at the international, national, and statewide levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

##### International and Federal

**International Regulation and the Kyoto Protocol.** In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the “United Nations’ Framework Convention on Climate Change” agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG in the



United States. The plan currently consists of more than 50 voluntary programs for member nations to adopt.

**Federal Regulation and the Clean Air Act.** On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs in the atmosphere (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, SF<sub>6</sub>, HFCs, and PFCs) threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the Federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 MTCO<sub>2e</sub>. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a “major” source required to obtain a permit pursuant to the “Clean Air Act’s Prevention of Significant Deterioration” or “Title V” operating permit programs. The U.S. EPA’s Greenhouse Gas Reporting Program requires facilities that emit 25,000 MTCO<sub>2e</sub> or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decision makers.

**The Current Administration.** Former President Trump and the U.S. EPA during the time of his administration stated their intent to halt various federal regulatory activities to reduce GHG emissions. President Biden, who took office in January 2021, and his administration have begun to strengthen federal policy once again around GHG emissions on a national level. California and other states are still challenging some federal actions undertaken during the time of the Trump administration that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. The timing and consequences of these types of federal decisions and potential responses from California and other states are speculative at this time.

The United States participates in the United Nations Framework Convention on Climate Change. While the United States signed the Kyoto Protocol, which would have required reductions in GHGs, Congress never ratified the protocol. The federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. In 2015, the Paris Agreement was adopted, which aims at keeping global temperature rise this century below 2 degrees Celsius above pre-industrial levels and pursuing efforts to limit temperature increase above an additional 1.5 degrees Celsius. The Agreement was signed by President Obama in April 2016, but the agreement does not contain enforcement provisions that would require U.S. Senate ratification. On November 4, 2019, Former President Trump formally began the process to leave the Paris Climate Agreement. In accordance with Article 28 of the Paris Agreement, that process was completed on November 4, 2020. As one of his first acts in the Oval Office, President Biden signed an executive order to have the United States rejoin the Paris Climate Agreement. At this time, there are no federal regulations or policies pertaining to GHG emissions that directly apply to the project.<sup>2</sup>

**Federal Vehicle Standards.** In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S.

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<sup>2</sup> Though the U.S. EPA announced the Clean Power Plan on August 3, 2015, which sets standards for power plants and customizes goals for states to cut their carbon pollution, the U.S. Supreme Court stayed implementation of the Plan on February 9, 2016, pending further judicial review.

EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of CO<sub>2</sub> in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO<sub>2</sub> emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO<sub>2</sub> emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In August 2018, The USEPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule).

On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019.)) The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California. As a result of the loss of the zero emission vehicles (ZEV) sales requirements in California, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years (CARB 2019b).

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related “augural” fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO<sub>2</sub> emissions (CARB, 2020) and has been challenged by 23 states. The litigation is ongoing.

## State

**Assembly Bill 32 (California Global Warming Solutions Act) and Related GHG Goals.** In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order (EO) S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target was December 31, 2020.

As part of AB 32, CARB determined 1990 GHG emissions levels and projected a “business-as-usual” (BAU)<sup>3</sup> estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million MTCO<sub>2e</sub> (CARB 2007). In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects 2020 statewide GHG emissions levels of 596 million MTCO<sub>2e</sub> and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million MTCO<sub>2e</sub> of GHG reductions and bring statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

EO B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, EO B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through EO B-30-15, Governor Brown signed Senate Bill (SB) 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the State’s most impacted and disadvantaged communities ...[and] consider the social costs of the emissions of greenhouse gases.”

**CARB Scoping Plan.** The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Scoping Plan were to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade

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<sup>3</sup> BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

program with other partners (including seven states in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB 2009). CARB estimated that implementation of these measures will achieve at least 174 million MTCO<sub>2e</sub> of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

In a report prepared on September 23, 2010, CARB indicated 40 percent of the reduction measures identified in the Scoping Plan had been secured (CARB 2010). Although the cap-and-trade program began on January 1, 2012 (after CARB completed a series of activities dealing with the registration process, compliance cycle, and tracking system), covered entities did not have an emissions obligation until 2013. In August 2011, the Scoping Plan was reapproved by CARB with the program's environmental documentation.

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments (CARB 2014). "The First Update" defined CARB's climate change priorities over the next five years and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the 2017 Climate Change Scoping Plan update (CARB 2017), was adopted by CARB in December 2017. The primary objective for the 2017 Climate Change Scoping Plan is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under EO B-30-15 and SB 32. The 2017 Climate Change Scoping Plan identifies an increased need for coordination among State, regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions. It notes that emissions reductions targets set by more than one hundred local jurisdictions in the state could result in emissions reductions of up to 45 million MTCO<sub>2e</sub> and 83 million MTCO<sub>2e</sub> by 2020 and 2050, respectively. To achieve these goals, the 2017 Scoping Plan Update includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons per capita by 2050. The major elements of the 2017 Climate Change Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero emission vehicle (ZEV) buses and trucks.
- LCFS, with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the RPS to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH<sub>4</sub> and hydrocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.

- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

**Senate Bill 375 (Sustainable Communities and Climate Protection Act).** In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California’s 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were eight percent by year 2020 and 13 percent by year 2035. These percent reductions are specifically attributable to reductions in per capita passenger vehicle GHG emissions relative to per capita GHG emissions in 2005. In September 2010 and February 2011, the eight percent and the 13 percent targets were adopted, respectively.

On April 4, 2012, SCAG’s Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future*. The 2012 RTP/SCS included a strong commitment to reduce emissions from transportation sources to comply with SB 375. The document contained a host of improvements to the region’s multimodal transportation system. These improvements included closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow in order to provide the region with greater mobility. The RTP/SCS demonstrated the region’s ability to attain and exceed the GHG emission-reduction targets set forth by the CARB, and outlined a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

SCAG’s Regional Council adopted an update to the 2012 RTP/SCS on April 7, 2016, the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)*. The 2016 RTP/SCS expands upon the 2012 RTP/SCS’s goal of balancing future mobility and housing needs with economic, environmental, and public health goals. Included in the 2016 RTP/SCS are 13 major initiatives primarily focused around preserving and maintaining the existing transportation system, expanding and improving mass transit (with a specific emphasis on passenger rail), decreasing reliance on vehicular modes of transportation through the expansion of pedestrian and bicycle infrastructure, and focusing new growth around transit. Through proactive land use planning and improvements to the transportation network, implementation of the 2016 RTP/SCS will result in an 8% reduction in per capita passenger vehicle emissions by 2020, an 18% reduction by 2035, and a 21% reduction by 2040 when

compared with 2005 levels. These reductions met or exceeded the State’s mandate, which required an 8% reduction by 2020 and 13% by 2035 (i.e., an 18% reduction in per capita passenger vehicle emissions by 2035).

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted “Connect SoCal”, the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG’s Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal’s “Core Vision” centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement.

From 2016 to 2045, Connect SoCal anticipates approximately 64 percent of households and 74 percent of new jobs will occur in Priority Growth Areas (PGAs). Connect SoCal’s PGAs – Job

Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs),<sup>4</sup> Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influences (SOIs) – account for only 4 percent of the region’s total land areas, but will accommodate the aforementioned growth statistics. There is one TPA / HQTA within the Planning Area – it is located near where the BNSF railway intersects with Imperial Highway (SCAG, 2020).

**Senate Bill 350 (Clean Energy & Pollution Reduction Act) and Senate Bill 100.** SB 350 was signed into Law in September 2015 and establishes tiered increases to the RPS. The Bill requires 40% of the state’s energy supply to come from renewable sources by 2024, 45% by 2027, and 50% by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. SB 100, signed by Governor Brown on September 10, 2018, increased the RPS requirement for 2030 from 50% to 60%.

**Assembly Bill 1493.** With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and proactive approach for dealing with GHG emissions and climate change at the state level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California’s related request for a waiver, a waiver was granted. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars (ACC) program (formerly known as Pavley II) for model years 2017 through 2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards.

**Executive Order B-30-15, Senate Bill 32 & Assembly Bill 197 (Statewide Interim GHG Targets).** California EO B-30-15 (April 29, 2015) set an “interim” statewide emission target to reduce greenhouse emissions to 40% below 1990 levels by 2030, and directed state agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the EO directed CARB to update the Scoping Plan to express this 2030 target in metric tons. AB 197 (September 8, 2016) and SB 32 (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40% below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

**Executive Order B-55-18.** Governor Brown issued EO B-15-18 on September 10, 2018, which directs the State to achieve carbon neutrality as soon as possible and no later than 2045, and achieve and maintain net negative emissions thereafter.

**Title 24 Energy Standards.** The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a

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<sup>4</sup> HQTAs are corridor-focused PGAs within half-a-mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick passengers up at a frequency of every 15 minutes (or less) during peak commuting hours.

legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20%, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

California’s Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, adopted May 9, 2018, went into effect on January 1, 2020 and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements, and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 standards also propose several smaller improvements in energy efficiency. The 2022 Building Energy Efficiency Standards were adopted by the CEC in August 2021, and will go into effect January 2023 if they are approved by the California Building Standards Commission. The update expands solar photovoltaic systems standards and introduces battery storage standards for new construction. It also encourages electric heat pump technology and establishes electric-ready requirements for newly constructed residential and commercial buildings.

**Center for Biological Diversity v. California Department of Fish and Wildlife.** In its decision in *Center for Biological Diversity v. California Dep’t of Fish and Wildlife (Newhall)* 62 Cal.4th 204 (2015), the California Supreme Court set forth several options that lead agencies may consider for evaluating the cumulative significance of a proposed project’s GHG emissions:

1. A calculation of emissions reductions compared to a BAU scenario based upon the emissions reductions in CARB’s Scoping Plan, including examination of the data to determine what level of reduction from BAU a new land use development at the proposed location must contribute in order to comply with statewide goals.
2. A lead agency might assess consistency with AB 32’s goals by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities.
3. Use of geographically specific GHG emission reduction plans to provide a basis for tiering and streamlining of project-level CEQA analysis.
4. A lead agency may rely on existing numerical thresholds of significance for GHG emissions, though use of such thresholds is not required.



## Local

**City General Plan.** The City’s proposed GPTZCU contains the following goals and policies related to global climate change and greenhouse gas emissions:

- **Goal LU-1: A Balanced Community of Thriving Businesses, Healthy Neighborhoods, Excellent Community Facilities, and Interesting Places**
  - **Policy LU-1.4: Transit-Oriented Communities.** Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods.
- **Goal LU-3: Clean Industrial Businesses**
  - **Policy LU-3.3: Freight and Industrial Green Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.
  - **Policy LU-3.8: Green Industrial Operations.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.
- **Goal LU-8: Vibrant Mixed-use, Pedestrian-friendly Districts Around Transit Stations**
  - **Policy LU-8.1: Transit-Oriented Communities.** Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations.
  - **Policy LU-8.4: Improved Infrastructure.** Improve street infrastructure around transit stations to accommodate pedestrians and bicyclists.
- **Goal LU-10: Equitable Access to and Distribution of Public Facilities**
  - **Policy LU-10.6: Public Facilities Modernization.** Review and evaluate all public facilities to ensure structures are improved to be more sustainable, utilize digital tools, improve user centric design, and favor technological solutions and platforms, as feasible.
  - **Policy LU-10.8: Sustainability Improvements.** Improve energy and water efficiency at all public facilities, structures, and parks, using data to benchmark progress, and utilize analytics to identify best practices.
- **Goal EJ-2: Accessible Open Spaces and Increased Levels of Physical Activities**
  - **Policy EJ-2.2: Walking and Biking.** Promote walking, biking, and other modes of active transportation as easy, healthy, and fun ways to complete local errands and short trips.
- **Goal EJ-3: Meeting Disadvantaged Communities’ Needs**
  - **Policy EJ-3.3: Bicycle and Pedestrian Safety.** Prioritize pedestrian and bicycle safety improvements in disadvantaged communities.
  - **Policy EJ-3.5: Weatherization Programs.** Assist residents in disadvantaged communities to retrofit their homes to be more energy efficient, weatherproof, and better protected from air and noise pollution.
- **Goal C-1: A Multi-Modal Mobility Network that Efficiently Moves and Connects People, Destinations, Vehicles, and Goods**

- **Policy C-1.1: Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.
- **Policy C-1.2: Complete Streets.** Implement complete streets strategies to accommodate all users of different ages and abilities.
- **Policy C-1.5: Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.
- **Goal C-2: Streets Designed and Managed to Ease Access for All Users**
  - **Policy C-2.8: Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are maintained and upkeep to provide a comfortable, safe, and desirable experience.
- **Goal C-3: Active Transportation Network: Connected Street Network for Pedestrians and Cyclists**
  - **Policy C-3.1: Promote Walking.** Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
  - **Policy C-3.2: Pedestrian Design.** Design and operate sidewalks, streets and intersections to maximize pedestrian safety and comfort through a variety of street design and traffic management solutions.
  - **Policy C-3.4: Neighborhood Streets.** Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity; emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, commercial centers, and local schools; and design new streets and consider traffic calming where necessary, to reduce neighborhood speeding.
  - **Policy C-3.5: Innovative Bicycle and Pedestrian Connections.** Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.
  - **Policy C-3.6: Active Transportation Facilities.** Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.
  - **Policy C-3.7 Bicycle Facilities.** Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.
  - **Policy C-3.8: Bicycle Parking.** Establish standards for bicycling parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for commercial developments that provide bicycling parking.
  - **Policy C-3.11: Sidewalks Gaps.** Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the street or on one side of the street, with added priority in disadvantaged communities.

- **Policy C-3.12: Sidewalks Widening.** Evaluate widening sidewalks away from the curb to accommodate pedestrians along major transit routes and around planned and established transit stations.
- **Policy C-3.14: Neighborhood Streets.** Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity; emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, commercial centers, and local schools; and design new streets and consider traffic calming where necessary, to reduce neighborhood speeding.
- **Goal C-4: A Comprehensive Transit System that Provides Convenient and Reliable Transit Access to Residential Neighborhoods and Activity Destinations**
  - **Policy C-4.1: Transit Stops and Stations.** Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.
  - **Policy C-4.2: Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.
  - **Policy C-4.3: First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.
  - **Policy C-4.4: Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.
  - **Policy C-4.5: Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and improvements.
  - **Policy C-4.6: Metro L Line Expansion.** Consult with Metro during the planning and construction phases of Metro’s L line and station along Washington Boulevard to ensure improvements achieve the City’s connectivity and land use objectives.
  - **Policy C-4.7: Metro C Line Expansion:** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.
  - **Policy C-4.8: Light Rail Stations:** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs’ community and culture.
  - **Policy C-4.8: Transit :** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.
- **Goal C-6: Street Designs that Accommodate Transportation Modes and Users of All Abilities**
  - **Policy C-6.1: Pedestrian Projects.** Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.

- **Policy C-6.7: Green Streets:** Integrate a green street approach into street improvements to address/include stormwater management, permeable surfaces, urban greenery, and sustainable landscaping improvements.
- **Goal C-8: A Transportation System Designed to Reduce Vehicle Miles Traveled**
  - **Policy C-8.1: Reducing Vehicle Miles Traveled:** Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.
  - **Policy C-8.2: Transportation Management Strategies:** Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.
  - **Policy C-8.3: Employee Incentives:** Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).
  - **Policy C-8.4: Air Quality:** Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations.
  - **Policy C-8.5: Employee Work Hours Variability:** Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.
  - **Policy C-8.6: Ridesharing:** Promote ridesharing through publicity and provision of information to the public through web-based apps and other approaches through collaboration with other agencies and jurisdictions.
  - **Policy C-8.7: Caltrans Consultation:** Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.
- **Goal C-12: A Sustainable and Reliable Water Supply**
  - **Policy C-12.2: Water Conservation.** Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.
  - **Policy C-12.3: Reclaimed Water.** Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.
  - **Policy C-12.9: Water Conservation.** Promote cost-effective conservation strategies and programs that increase water use efficiency.
- **Goal S-5: A Resilient Community Well Prepared to Respond and Adapt to Climate Change**
  - **Policy S-5.4: Resilient Building Approaches.** Support building and site improvements that reduce energy and water use and urban heat island effects.
  - **Policy S-5.7: Passive Solar Design.** Encourage passive solar design for new development and community facilities, including cool roofs, architectural features that cool interiors, shade shelter areas, shaded playgrounds, and bus shelters canopies.
  - **Policy S-5.8: Urban Heat Island Countermeasures.** Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by

utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.

- **Goal OSC-5: An Expansive Urban Forest and Related Benefits**
  - **Policy OSC-5.5: Green Buffers.** Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial districts to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.
  - **Policy OSC-5.6: Environmental Benefits.** Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.
- **Goal COS-7: Reduced Water Use**
  - **Policy COS-7.1: Water-efficiency Programs.** Provide incentives and penalties to businesses and residents to reduce water use over the long term and as part of standard operating practices—not just in short-lived response to drought conditions.
  - **Policy COS-7.2: Increased Use of Recycled Water.** Support initiatives of the Los Angeles County Sanitation Districts to increase availability and use of recycled wastewater.
- **Goal COS-8: Energy Efficient Operations and Structures**
  - **Policy COS-8.1: Efficiency of Existing Buildings.** Improve energy efficiency of existing and new buildings, such as adding energy efficient appliances and fixtures, improvements to windows, reflective shingles, roof and wall insulations, and other green building strategies.
  - **Policy COS-8.2: Efficiency City Operations.** Improve efficiency of municipal operations, public infrastructure, and City facilities and structures.
  - **Policy COS-8.3: Energy Efficient Strategies.** Encourage energy-efficient strategies of all new projects (public and private), including appropriate structure orientation and site design, passive solar approaches, the use of shade trees to maximize cooling, and reduce fossil fuel consumption for heating and cooling.
  - **Policy COS-8.4: Renewable Energy Industrial Facilities.** Promote the use of renewable energy and/or solar energy for large industrial operations on building rooftops or on large properties and support solar-ready buildings for large industrial buildings and warehouses.
  - **Policy COS-8.5: Zero Net Energy.** Pursue Zero Net Energy standards for new public facilities, ensuring new buildings produce as much clean renewable energy as it consumes over the course of a year.
- **Goal COS-9: Air Quality Conditions that Improve Over Time**
  - **Policy COS-9.1: Land Use and Transportation.** Allow urban and transit-oriented communities within walking distance of transit stops and stations to reduce vehicle trips and trip lengths.
  - **Policy COS-9.2: Evaluate Trucking Emissions.** Support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency.

- **Policy COS-9.3: Reducing Greenhouse Gas Emissions.** Identify the specific activities that the City will undertake to reduce greenhouse gas emissions.
- **Policy COS-9.5: Education Programs.** Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.
- **Policy COS-9.6: Alternative Fuels.** Prioritize alternative fuel vehicles for City use, and encourage new residential, commercial, and industrial development be equipped with vehicle electric charging stations.
- **Policy COS-9.7: Coordination.** Provide updated data to the Southern California Association of Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.
- **Policy COS-9.8: Air Quality and Climate Change Analyses.** Require detailed air quality and climate change analyses and mitigation plans for all applications that have the potential to adversely affect air quality.
- **Goal COS-10: Substantially Reduced Solid Waste Production**
  - **Policy COS-10.1: Waste Recycle.** Identify industries and businesses that recycle waste materials for productive reuse, and develop a strategy to bring those businesses to the city as part of a “green” business development strategy.
  - **Policy COS-10.2: Reduce Waste Production.** Work with businesses in the city to identify strategies and practices that can reduce waste production..

#### 4.8.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. Per the CEQA Guidelines, implementation of the GPTZCU would have a significant impact related to GHG emissions if it would:

- 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 emission of greenhouse gases?
- C. Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases?

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008 (SCAQMD 2008). To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010 (SCAQMD 2010). Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD’s tiered, interim GHG significance thresholds:

Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.

Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.

Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:

- a. 3,000 MTCO<sub>2</sub>e/yr for all land use types; or
- b. 3,500 MTCO<sub>2</sub>e/yr for residential; 1,400 MTCO<sub>2</sub>e/yr for commercial; 3,000 MTCO<sub>2</sub>e/yr for mixed use projects.

Tier 4 has three options for projects that exceed the screening values identified in Tier 3:

Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined).

Option 2: Early implementation of applicable AB 32 Scoping Measures.

Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 MTCO<sub>2</sub>e/yr/SP by 2020 and 4.1 MTCO<sub>2</sub>e/yr/SP by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 MTCO<sub>2</sub>e/yr/SP for the 2020 and 2035 calendar years, respectively.

The GPTZCU plans for growth through 2040, five years after the SCAQMD's latest Tier 4 interim efficiency target year (2035) identified above. Therefore, to evaluate the GPTZCU's GHG emissions against future GHG reduction goals, the plan-level efficiency target has been adjusted based on the GHG reduction targets of SB 32, which sets a target of 40 percent below 1990 levels by 2030, and Executive Order S-03-05, which sets a goal of 80 percent below levels by 2050. The resulting, interpolated efficiency target for the year 2040 is 2.6 MTCO<sub>2</sub>e/yr/SP.<sup>5</sup>

#### 4.8.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to GHG emissions and potential conflicts with a plan, policy, or regulation adopted for the purposes of reducing GHG emissions which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

##### GHG Emissions

***Impact GHG-1 – Would the GPTZCU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?***

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<sup>5</sup> To remain on track with future GHG reduction goals, it is necessary to identify the efficiency target for 2040. Pursuant to existing legislation, GHG emissions are required to be reduced to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050 – meaning a 40 percent reduction would need to occur between 2030 and 2050 compared to 1990 levels. 2040 is the halfway point between 2030 and 2050; thus, half the reductions that need to occur between 2030 and 2050 should be achieved by 2040 (i.e., GHG emissions should be 60 percent below 1990 levels by 2040). Using the efficiency metric for 2020, 6.6 MTCO<sub>2</sub>e/yr/SP (the same efficiency as 1990 pursuant to AB 32 reduction requirements) and multiplying through by 40 percent (i.e., 60 percent below 1990 levels) results in a derived efficiency metric of 2.6 MTCO<sub>2</sub>e/yr/SP for year 2040. The City is not applying or proposing to use 2.6 MTCO<sub>2</sub>e/yr/SP as a CEQA GHG significance threshold for general use; rather, it is only intended for use on this Project.

### Analysis of Impacts

#### City-wide

Implementation of the GPTZCU would result in construction and operational activities that would generate GHG emissions. As described in more detail below, the GHG emissions generated by the growth envisioned under the GPTZCU would exceed SCAQMD thresholds and result in a significant and unavoidable impact even with the inclusion of feasible mitigation measures.

#### *GHG Emissions*

As explained in more detail in Section 4.3, Air Quality, the planned land use changes that could occur under buildout conditions of the GPTZCU would result in an additional 4,572 dwelling units and 13,890 residents. The proposed GPTZCU would also increase the amount of non-residential building space by approximately one-and-a-half million square feet and accommodate approximately 4,787 new jobs within the Planning Area (see Table 3-2). The growth facilitated under implementation of the GPTZCU, including potential future development activities at the four Key Opportunity Sites, would result in construction activities that would generate GHG emissions primarily from fuel combustion in equipment during demolition, site preparation, grading, building construction, paving, and architectural coating activities and in worker, vendor, and haul trips to and from future development projects. Construction activities would occur intermittently at different sites within the Planning Area over the next approximately 20 years. Generally, the SCAQMD recommends amortizing construction GHG emissions over a 30-year period since construction activities for a project typically only occur towards the start of a project and cease to emit GHG upon the completion of construction activities. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. As described under Impact AQ-2, there is uncertainty regarding the timing and methods of construction activities that would occur for future development projects. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. For reasons discussed in Impact AQ-2, construction emissions were not estimated for the proposed GPTZCU.

The existing and proposed land uses envisioned by the GPTZCU would result in operational GHG emissions, primarily from mobile, energy, and area sources. Mobile sources, including vehicle trips to and from land uses within the City, would result primarily in emissions of CO<sub>2</sub>, with emissions of CH<sub>4</sub> and NO<sub>2</sub> also occurring in minor amounts. In addition to mobile sources, GHG emissions would also be generated from natural gas usage, electricity use, water conveyance and use, wastewater treatment, and solid waste disposal. Natural gas use would result in the emission of two GHGs: CH<sub>4</sub> (the major component of natural gas) and CO<sub>2</sub> (from the combustion of natural gas). Electricity use associated with both the physical usage of the development, as well as the energy needed to transport water/wastewater, would result in the production of GHGs if the electricity is generated through non-renewable sources (i.e., combustion of fossil fuels). Solid waste generated by land uses within the Planning Area would contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy when transporting and managing the waste. In addition, landfilling, the most common waste management practice, results in the release of CH<sub>4</sub> from the decomposition of organic materials.



Potential operational GHG emissions resulting from operation of the land uses proposed by the GPTZCU were estimated using CalEEMod, Version 2020.4.0. The modeling assumes GPTZCU growth consistent with the land use development intensities described in Impact AQ-2 (i.e., obtained from Table 3-2 and Table 3-3 of the Project Description). The modeling is based on default data assumptions contained in CalEEMod, with the project-specific modifications described under Impact AQ-2, as well as the following adjustments to default model assumption:

- Energy Use and Consumption:** The GHG intensity value for CO<sub>2</sub> utilized in the modeling (150.55 lbs/MWh) is based on an estimated SCE carbon emission factor that reflects SCE's compliance with SB 100, which requires 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2030.

The total unmitigated GHG emissions estimated to occur under projected 2040 growth conditions are shown below in Table 4.8-4 and compared against the potential GHG emissions that could exist in 2040 if the GPTZCU were not approved.<sup>6</sup> As described above, the SCAQMD recommends the use of an efficiency threshold for plan-level analysis in which potential emissions levels are considered in terms of how many GHG emissions would be produced by each resident and employee using a project's facilities. Thus, the adjusted 2040 project-level efficiency target of 2.6 MTCO<sub>2</sub>e/yr/SP is the primary contextual factor considered in evaluating the significance of the GPTZCU's GHG emissions changes.

As shown in Table 4.8-4, the Planning Area would emit approximately 585,021 MTCO<sub>2</sub>e annually by 2040. Dividing through by the Planning Area's service population (121,666 residents and employees) results in an efficiency metric of 4.8 MTCO<sub>2</sub>e/yr/SP for 2040. Although this GHG efficiency level does not meet the adjusted target for 2040 (2.6 MTCO<sub>2</sub>e/yr/SP), it does show an appreciable reduction from existing and future baseline conditions (the GHG efficiency occurring under 2040 with the GPTZCU would be approximately 47% less than existing 2020 conditions and 13% less than 2040 conditions without the GPTZCU).

The primary source of GPTZCU GHG emissions would be mobile sources, which represent approximately 58% of total annual GHG emissions occurring under 2040 growth conditions. The next highest source of GPTZCU GHG emissions would be energy sources, which would

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<sup>6</sup> Although CEQA generally requires an evaluation of impacts associated with project implementation against the conditions that exist at the time the Notice of Preparation (NOP) is published, CEQA Guidelines Section 15125(a)(2) allows a lead agency to, "...use projected future conditions (beyond the date of project operations) baseline as the sole baseline for analysis only if it demonstrates with substantial evidence that use of existing conditions would be either misleading or without informative value to decision makers and the public." Existing conditions GHG emissions for Year 2020 (current baseline conditions) and Year 2040 (future conditions) have been provided in Section 4.8.1. As shown in Table 4.8-3 and described in Section 4.8.1, the existing land uses within the Planning Area would benefit from regulatory actions at the State level (i.e., vehicle and fuel efficiency standards and cleaner electricity), which would continue to reduce emissions over the next approximately 20 years, even if the GPTZCU is not approved or implemented. Therefore, to provide a conservative assessment of emissions associated with implementation of the proposed GPTZCU, GHG emissions associated with operation of the existing land uses in 2040 are compared against those proposed under the GPTZCU in 2040 to paint a more accurate picture of how the land uses proposed by the GPTZCU could change emissions in the Planning Area. This provides a more conservative assessment of emissions because the existing land use GHG emissions in 2020 were greater than those shown for the existing land uses shown in 2040 (see Table 4.8-3). Comparing the existing land use GHG emissions under 2040 conditions to proposed GPTZCU emissions (2040) is more worst-case than comparing the existing land use GHG emissions under 2020 conditions to proposed GPTZCU emissions.

represent approximately 24% of total annual GHG emissions. This impact would be **potentially significant**.

#### Key Opportunity Sites

Potential, future development activities at the four Key Opportunity Sites would generate GHG emissions during construction and operational activities. During construction, GHG emissions would primarily be generated from the combustion fuels in heavy-duty off-road construction equipment (e.g., bulldozers, backhoes, cranes, etc.). Unlike long-term operational emissions, which would be generated year after year and residents and employees occupy the structures, construction emissions would cease to emit GHG emissions once the structure is fully developed. Because of this, as described under the city-wide analysis, construction GHG emissions are typically amortized over a 30-year period and added to the operational emissions for comparison purposes against numeric thresholds.

As discussed in Section 4.3, Air Quality, there is a great deal of uncertainty regarding the nature in which development activities could occur at the Key Opportunity Sites. Multiple characteristics associated with specific development proposals affect the way in which a land use generates GHG emissions. For example, the larger a building is, and the more residents or employees it provides space for, is typically a good indicator of how much energy (e.g., electricity for lighting, natural gas for water and space heating, etc.) would be required for its operation. Building size and land use type is also generally a good indicator of how many trips a project will generate. These metrics are commonly used by transportation engineers to assess the number of trips and/or the quantity of VMT that could be generated by a specified land use, which in turn can then be transformed into an estimate of mobile source GHG emissions.

Because there is uncertainty regarding multiple aspects of how development activities would unfold at the Key Opportunity Sites, it is not possible at this time to accurately estimate GHG emissions associated with their future development. It is anticipated that one or more projects at the Key Opportunity Sites may have the potential to generate GHG emissions that are inconsistent with future state-wide GHG emission reduction goals. Accordingly, this impact is considered potentially significant.

#### Level of Significance Before Mitigation

##### City-wide

As shown in Table 4.8-4, the GPTZCU's 2040 growth projection would result in GHG emissions that exceed the adjusted SCAQMD derived plan-level efficiency metric. This is considered a **potentially significant** impact.

##### Key Opportunity Sites

As discussed previously, there is uncertainty regarding the specific nature in which future development activities could occur at the Key Opportunity Sites and, therefore, the quantity of GHG emissions that could be attributable to development / redevelopment activities at the Key Opportunity Sites. It cannot be known or confirmed at this time that the unmitigated GHG emissions associated with future development activities at any one of the Key Opportunity Sites would be consistent with future, state-wide GHG emission reduction goals. Accordingly, this is considered to be a **potentially significant** impact.

**Table 4.8-4  
Unmitigated GPTZCU GHG Emissions**

Source	GHG Emissions (MTCO <sub>2</sub> e / Year)		
	Existing Land Uses (2040) <sup>(A)</sup>	GPTZCU Land Uses (2040)	Net Change
Area	4,105	5,210 <sup>(B)</sup>	+1,104
Energy	139,218	143,047	+3,829
Mobile	329,938	338,892	+8,954
Waste	56,115	55,697	-417
Water	41,153	42,096	+943
Total <sup>(C)</sup>	570,530	585,021	+14,491
Service Population (SP)	102,988	121,666	+18,678
MTCO <sub>2</sub> e/yr/SP	5.5	4.8	-0.7
SCAQMD Tier 4 2020 Plan Level Efficiency Threshold	--	6.6	--
SCAQMD Tier 4 Adjusted 2040 Plan Level Efficiency Threshold	--	2.6	--
<b>Exceeds Threshold?</b>	--	<b>Yes</b>	--
Source: MIG, 2021 (see Appendix D).			
(A) See Table 4.8-3 for existing GHG emissions in the Planning Area.			
(B) The GPTZCU area source emissions assume landscaping emissions would be held constant between no-project conditions in 2040 (i.e., continued operation of existing land uses) and conditions proposed by the GPTZCU. The City of Santa Fe Springs is generally built out, and the types of redevelopment that would occur under implementation of the GPTZCU would generally involve more intensive, vertical development. The GPTZCU would not increase the area in the City that would be required to be maintained by landscaping equipment.			
(C) Totals may not equal due to rounding.			

### Mitigation Measures

#### City-wide

See Mitigation Measures AQ-2B, AQ-2C, AQ-2D, and AQ-2E.

**Mitigation Measure GHG-1A: Consider Adoption of a Zero Net Energy Ordinance.** Within two years of the adoption of the GPTZCU, the City shall consider and evaluate the feasibility of adopting an ordinance that amends the City's Municipal Code to require all new residential and/or non-residential development subject to Title 24, Part 6 of the California Building Code to achieve Zero Net Energy (ZNE) standards. If the City finds ZNE technology, programs, and/or other strategies are feasible and cost-effective, the City shall adopt a ZNE ordinance as expeditiously as possible given City resources. As defined by the California Energy Commission (CEC), ZNE standards require the value of the net energy produced by project renewable energy resources equals the value of the energy consumed annually by the project, using the CEC's Time Dependent Valuation (CEC, 2015).

**Mitigation Measure GHG-1B: Consider the Preparation and Adoption of a Climate Action Plan.** To implement General Plan Policy OSC-4.3, the City of Santa Fe Springs shall consider

preparing and adopting a Climate Action Plan (CAP) within two years of adoption of the GPTZCU that:

- 1) Establishes a community-wide greenhouse gas emissions inventory for a single, historic calendar year (e.g., the current year for which the CAP is being prepared).
- 2) Quantifies greenhouse gas emissions, both existing and proposed over a specified time period. The time period forecasted shall be no less than the Year 2040. Additional, forecasted years (e.g., 2030, 2035, etc.) may be included.
- 3) Identifies annual, community-wide greenhouse gas emission reduction targets (i.e., in MTCO<sub>2</sub>e) and/or efficiency targets (i.e., in MTCO<sub>2</sub>e per service population and/or capita) that align the City's emissions with legislatively adopted State-wide greenhouse gas reduction targets (e.g., AB 32 and SB 32) for a specified calendar year. For a calendar year beyond that which has a legislatively adopted greenhouse gas reduction target, the greenhouse gas emissions reduction goal for 2050 outlined in EO S-3-05 shall be used as a future benchmark. The identified annual, community-wide greenhouse gas emissions target for the City may be an interpolated value based on legislatively adopted State-wide greenhouse gas reduction targets and those issued by Executive Order.
- 4) Specifies measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified annual, community-wide greenhouse gas emission reduction targets and/or efficiency targets.
- 5) Establishes a mechanism to monitor the plan's progress toward achieving its community-wide greenhouse gas emission reduction targets and/or efficiency targets, and requires amendment if the CAP is not achieving specified levels.
- 6) Be adopted in a public process following environmental review.

**Mitigation Measure GHG-1C: Require a Project-level Greenhouse Gas Emissions Assessment for Conditional Uses and New Discretionary Development Projects.**

Applicants shall submit a project-level greenhouse gas (GHG) emissions analysis for conditional uses and new discretionary development projects. The GHG emissions analysis shall evaluate the project's consistency with adopted state-wide GHG emissions reduction goals, such as Senate Bill 32, EO S-3-05, or interpolated GHG emission reduction goal for 2040 that is based on state-wide GHG emissions reduction goals (e.g., an interpolated SCAQMD efficiency metric of 2.6 MTCO<sub>2</sub>e/yr/SP). If the project's GHG emissions are found to be inconsistent with state-wide GHG emission reduction goals, mitigation shall be identified and implemented to reduce emissions. The project-level GHG emissions analysis shall fully address the project's GHG emissions impacts using the checklist questions contained in the CEQA Guidelines Appendix G, Item VIII, Greenhouse Gas Emissions. Mitigation measures to reduce emissions could include, but are not limited to:

- Increasing the energy efficiency of the proposed building(s) (e.g., identifying building practices that go beyond CalGreen Code standards, identifying specific energy efficient appliances, etc.);
- Incorporating on-site renewable energy generation into project-design;
- Reducing the quantity of parking provided by the proposed development; and
- Reducing indoor and outdoor potable water consumption.

Key Opportunity Sites

See Mitigation Measures AQ-2B, AQ-2C, AQ-2D, AQ-2E, GHG-1A, GHG-1B, and GHG-1C.

Level of Significance After MitigationCity-wide

The GPTZCU includes goals and policies that promote mixed-use developments, transportation demand strategies, expansion of transit service, and other actions that reduce transportation-related GHG emissions. The GPTZCU also includes goals and policies that encourage sustainable and green development that reduce energy-related GHG emissions. Although the GPTZCU contains numerous goals and policies that highlight the City's intent to grow sustainably over the next couple decades, further actions are required to reduce GHG emissions. Accordingly, the City would implement Mitigation Measures AQ-2B, AQ-2C, AQ-2D, AQ-2E, as well as GHG-1A, GHG-1B, and GHG-1C to reduce the quantity of GHG emissions generated under implementation of the GPTZCU.

As discussed under Impact AQ-2, Mitigation Measure AQ-2B would generally prohibit the installation of natural gas hearths in new residential development, reducing GHG emissions from natural gas combustion in new residential development. Mitigation Measures AQ-2C and AQ-2D would support and increase the likelihood, accessibility, and convenience of owning and operating an EV, which could increase the use of EVs in the Planning Area (thereby reducing the number of fossil-fuel powered vehicles on roadways in the Planning Area and associated GHG emissions generated from mobile sources). Mitigation Measures AQ-2C and AQ-2D would also set forth expanded requirements for bicycle parking and supporting infrastructure, which could make that form of transportation more accessible to individuals in the Planning Area. Finally, Mitigation Measure AQ-2E has been incorporated to further reduce VMT by setting forth trip reduction requirements for certain types and sizes of development within the City.

Mitigation Measure GHG-1A would require the City to consider the feasibility of adopting an ordinance that would mandate all new residential and/or non-residential construction in the City meet ZNE standards, as feasible. Unlike embedded GHG emissions associated with electricity consumption, which can be reduced by supplying the electricity grid with more electricity produced from carbon-free sources, it is difficult to directly reduce GHG emissions associated with natural gas consumption without restricting its use. Reaching ZNE in new development, therefore, could reduce GHG emissions from natural gas consumption.

The total mitigated GHG emissions estimated to occur under projected 2040 growth conditions are shown below in Table 4.8-5. The mitigated emissions estimates include emissions reductions associated with Mitigation Measure AQ-2B. The estimates do not include reductions from Mitigation Measures AQ-2C through AQ-2E, because there is insufficient information to quantify potential emissions reductions from these mitigation measures. Similarly, GHG emission reductions from Mitigation Measure GHG-1A have not been estimated, because the Mitigation Measure does not guarantee emissions reductions would occur.

**Table 4.8-5  
Mitigated GPTZCU GHG Emissions**

Source	GHG Emissions (MTCO <sub>2</sub> e / Year)		
	Existing Land Uses (2040) <sup>(A)</sup>	GPTZCU Land Uses (2040)	Net Change
Area	4,105	4,105 <sup>(B)</sup>	0
Energy	139,218	143,047	+3,829
Mobile	329,938	338,892	+8,954
Waste	56,115	55,697	-417
Water	41,153	42,096	+943
Total <sup>(C)</sup>	570,530	583,837	+13,307
Service Population (SP)	102,988	121,666	+18,678
MTCO <sub>2</sub> e/yr/SP	5.5	4.8	-0.7
SCAQMD Tier 4 2020 Plan Level Efficiency Threshold	--	6.6	--
SCAQMD Tier 4 Adjusted 2040 Plan Level Efficiency Threshold	--	2.6	--
<b>Exceeds Threshold?</b>	--	<b>Yes</b>	--
Source: MIG, 2021 (see Appendix D).			
(A) See Table 4.8-3 for existing GHG emissions in the Planning Area.			
(B) The GPTZCU area source emissions assume landscaping emissions would be held constant between no-project conditions in 2040 (i.e., continued operation of existing land uses) and conditions proposed by the GPTZCU. The City of Santa Fe Springs is generally built out, and the types of redevelopment that would occur under implementation of the GPTZCU would generally involve more intensive, vertical development. The GPTZCU would not increase the area in the City that would be required to be maintained by landscaping equipment.			
(C) Totals may not equal due to rounding.			

As shown in Table 4.8-5, the mitigated GPTZCU GHG emissions estimates would continue to exceed the adjusted SCAQMD derived plan-level efficiency metric. Although the implementation of Mitigation Measures AQ-2B through AQ-2E would reduce the GHG emissions generated in the Planning Area, the GPTZCU's effect on GHG emissions would remain significant and unavoidable for a number of reasons. First, it is unknown how many projects would be subject to Mitigation Measures AQ-2C, AQ-2D, AQ-2E, GHG-1A, GHG-1B, and GHG-1C. Second, it is uncertain at this time if the ZNE provisions called out in Mitigation Measure GHG-1A would be adopted by the City or what GHG emissions reductions would be attributable to measures identified in the Climate Action Plan (see Mitigation Measure GHG-1B). For example, with regard to adopting a ZNE ordinance, the CEC identified in its May 20, 2017 staff workshop on the 2019 building efficiency standards ZNE strategy that ZNE was not a cost-effective standard for the 2019 Title 24 Building Code update, because, as the electric grid becomes greener in the future, rooftop PVs will have diminished carbon reduction benefits. In order to achieve ZNE, the electrification of homes will have to be coupled with grid harmonization strategies, such as consumer owned storage. As of the CEC's workshop in 2017, customer owned storage was still too expensive to be cost effective for the 2019 Title 24 standards (CEC 2017). In addition,

banning natural gas as an energy source may be precluded under Federal law.<sup>7</sup> Finally, although Mitigation Measure GHG-1C would require a project-level evaluation for future discretionary projects proposed under implementation of the GPTZCU, it cannot be assured at this time that every single one of those projects would be able to mitigate their emissions in line with state-wide goals. Since the GHG emissions reductions attributable to Mitigation Measures AQ-2C, AQ-2D, AQ-2E, GHG-1A, GHG-1B, and GHG-1C cannot be definitively assessed at this time, and since the GHG emissions reductions associated with Mitigation Measure AQ-2B do not meet the interpolated SCAQMD efficiency metric of 2.6 MTCO<sub>2</sub>e/yr/SP, this impact would be **significant and unavoidable**.

#### Key Opportunity Sites

As described under the city-wide analysis, future projects occurring under implementation of the proposed GPTZCU would be required to implement Mitigation Measures AQ-2B through AQ-2E and GHG-1A through GHG-1C. The specific details and analysis related to the individual development proposals would be required to be summarized in the project-level analysis required under Mitigation Measure GHG-1C. Despite the mitigation requirements identified, it cannot be definitely known at this time that these mitigation measures (in addition to other measures that may be required pursuant to Mitigation Measure GHG-1C), would be able to reduce individual project-level emissions at the Key Opportunity Sites to levels that are consistent with state-wide GHG emissions reduction goals. Accordingly, this impact would be **significant and unavoidable**.

**Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?**

***Impact GHG-2 – The proposed GPTZCU would conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.***

#### Analysis of Impacts

##### City-wide

#### **CARB Scoping Plan**

As discussed under Section 4.8.2, the 2017 Climate Change Scoping Plan is CARB's primary document used to ensure State GHG reduction goals are met. The plan identifies an increasing need for coordination among State, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. The major elements of the 2017 Climate Change Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal, are listed in Section 4.8.2. Nearly all of the specific measures identified in the 2017 Climate Change Scoping Plan would be implemented at the state level,

<sup>7</sup> The City of Berkeley, the first city in the nation to ban natural gas in new development, was sued by the California Restaurant Association for adopting such an ordinance. The lawsuit alleged, "Prohibiting natural gas cooking ranges, water heaters, fireplaces, space heaters, and backup electrical generation is fundamentally inconsistent with the public interest, and is a violation of both federal and state law." On July 6, 2021, the U.S. District Court for the Northern District of California issued its decision that the adoption of such an ordinance is not preempted by the U.S. Policy and Conservation Act; however, this decision is still subject to appeals. In addition, the state law claims were dismissed by the judge without prejudice, meaning that the plaintiffs (i.e., California Restaurant Association) may still bring the claims to state court.

with CARB and/or another state or regional agency having the primary responsibility for achieving required GHG reductions. The GPTZCU, therefore, would have limited ability to directly conflict with any of the specific measures identified in the 2017 Climate Change Scoping Plan. Nonetheless, the overarching goal of the 2017 Climate Change Scoping Plan is to achieve a 40% reduction in GHG emissions below 1990 levels by the Year 2030. To achieve this statewide goal, the 2017 Climate Change Scoping Plan recommends a statewide efficiency metric of six metric tons per capita by 2030 and two metric tons per capita by 2050. These statewide per capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the State. Under an unmitigated scenario, implementation of the proposed GPTZCU is estimated to result in a GHG emission efficiency of 9.62 MTCO<sub>2e</sub> per capita; with mitigation, the proposed GPTZCU is estimated to result in a GHG emission efficiency of 9.06 MTCO<sub>2e</sub> per capita.<sup>8</sup> GPTZCU growth would result in emissions that exceed the 2017 Climate Change Scoping Plan adjusted statewide 2040 metric of four MTCO<sub>2e</sub> per capita employed for this EIR.<sup>9</sup> To meet the interpolated CARB Scoping Plan efficiency target of four MTCO<sub>2e</sub> per capita, the City would need to further reduce its GPTZCU Year 2040 GHG emissions presented in Table 4.8-5 by an additional, approximately 340,605 MTCO<sub>2e</sub>.

**SCAG 2020 RTP/SCS**

The primary goal of SCAG’s 2020-2045 RTP/SCS is to reduce GHG emissions from automobiles and light trucks by 19% per capita by 2035. Table 4.8-6 (Transportation GHG Emissions and VMT Per Capita), below, compares the existing 2020 and 2040 VMT and transportation-related GHG emissions per capita in the Planning Area.

**Table 4.8-6  
Transportation GHG Emissions and VMT Per Capita**

<b>Metric</b>	<b>2020</b>	<b>2040 Growth</b>	<b>Percent Change</b>
<b>GPTZCU Unmitigated VMT and Transportation GHG</b>			
Population	46,918	60,808	30%
Annual VMT	1,179,620,586	1,210,449,901	3%
Annual VMT per capita	25,142	19,906	-21%
Transportation GHG	461,478	338,892	-27%
Transportation GHG per capita	9.8	5.6	-43%
Source: Fehr and Peers, 2021 and MIG, 2021 (see Appendix D)			

As shown in Table 4.8-6, under unmitigated 2040 conditions, the proposed GPTZCU would result in an approximately 21% reduction in VMT per capita and an approximately 43% reduction in transportation GHG per capita, as compared to 2020 conditions. Year 2005

<sup>8</sup> As shown in Table 4.8-4, the proposed GPTZCU is estimated to have an emissions level of approximately 585,021 MTCO<sub>2e</sub> in the Year 2040 under unmitigated conditions. Dividing through by the anticipated Planning Area population in the Year 2040 (i.e., 60,808 people) results in an efficiency metric of approximately 9.62 MTCO<sub>2e</sub> per capita. As shown in Table 4.8-5, the proposed GPTZCU is estimated to have an emissions level of approximately 583,837 MTCO<sub>2e</sub> in the Year 2040 under mitigated conditions. Dividing through by the anticipated Planning Area population in the Year 2040 (i.e., 60,808 people) results in an efficiency metric of approximately 9.62 MTCO<sub>2e</sub> per capita

<sup>9</sup> The GPTZCU plans for growth through Year 2040. Therefore, the 2040 statewide efficiency metric is linearly derived from the State’s 2030 (6 MTCO<sub>2e</sub> per capita) and 2050 (2 MTCO<sub>2e</sub> per capita) targets.



conditions are not known, but are presumed to have a higher (i.e., less efficient) per capita consumption value than 2020 conditions.

Although the GPTZCU would result in a per capita transportation GHG emission reduction that would exceed the 2040 goal identified by CARB (21% reduction in transportation GHG emissions per capita as compared to 2005 conditions), the GPTZCU would be inconsistent with the SCAG 2020 RTP/SCS because the growth envisioned in the GPTZCU exceeds the growth envisioned in the SCAG 2020 RTP/SCS. As shown in Table 4.3-6 of the Air Quality Section, the GPTZCU's growth exceeds the population growth assumptions contained in the SCAG 2016 RTP/SCS by approximately two-and-a-half times that accounted for in the SCAG 2016 RTP/SCS.

The GPTZCU's increase in population (approximately 12,059 people) in the City limits by 2040 also exceeds the 2020 RTP/SCS population growth assumptions for the City (+2,900 people from 2016 to 2045) by more than four times than that accounted for in the 2020 RTP/SCS growth assumptions; In addition, the GPTZCU's increase in employment in Planning Area (approximately 4,605 workers) is also in excess of the 2020 RTP/SCS employment growth assumption (+4,000 workers from 2016 to 2045). Since the growth envisioned in the GPTZCU is inconsistent with the conditions under which the SCAG 2020 RTP/SCS was developed, the additional, transportation-related GHG emissions generated as a result of GPTZCU implementation are anticipated to exceed that considered during development of the SCAG 2020 RTP/SCS. As such, the overall, per capita transportation GHG emission reductions that would need to be achieved by the GPTZCU would have to far exceed those originally identified for the region by CARB (i.e., more growth in the Planning Area means more emissions, therefore a greater reduction would have to occur in the city for the per capita transportation GHG emissions to meet the same mass emissions benchmark). This impact is **potentially significant**.

#### Key Opportunity Sites

As discussed under the Key Opportunity Sites' analysis in Impact GHG-1, there is insufficient detail regarding the way in which development activities at the sites would occur. While it is possible that development activities at the Washington Boulevard/Norwalk Transit-Oriented Development (TOD) and Metrolink TOD Opportunity Sites would be consistent with the 2020 RTP/SCS, it cannot be confirmed at this time that neither one of these sites, nor the other two (i.e., MC&C and Koontz sites), would be consistent with and not conflict with any plans, policies, or regulations adopted for the purposes of reducing GHG emissions. This impact is **potentially significant**.

#### Level of Significance Before Mitigation

##### City-wide

As discussed above the GPTZCU's unmitigated GHG emissions would not be consistent with the CARB Scoping Plan's interpolated per capita GHG efficiency metric. This is considered a **potentially significant** impact.

The GPTZCU's potential increase in population growth is over four times more than the assumed growth in the 2020 RTP/SCS, and the net employment growth would also exceed the growth assumed in the 2020 RTP/SCS. The GPTZCU would increase per capita mobile source GHG efficiency; however, the overall growth allowed for under implementation of the GPTZCU

would be substantially more than that planned for in the 2020 RTP/SCS. Although the City's proposed GPTZCU sets goals that are in line with the overarching goals of the 2020 RTP/SCS (e.g., locating housing near transit, working with transit providers to expand access / service, improving non-vehicular transportation infrastructure, etc.), the residential and non-residential growth (and associated VMT and GHG emissions) would be far greater than that accounted for in the 2020 RTP/SCS. This is considered a **potentially significant** impact.

#### Key Opportunity Sites

As discussed above, due to the speculative nature of development at the Key Opportunity Sites, it cannot be confirmed at this time that potential, future development activities at the Key Opportunity Sites would be consistent with and not conflict with any plans, policies, or regulations adopted for the purposes of reducing GHG emissions. This is considered a **potentially significant** impact.

#### Mitigation Measures

See Mitigation Measures AQ-2B through AQ-2E, GHG-1A, GHG-1B, and GHG-1C.

#### Level of Significance After Mitigation

##### City-wide

As discussed under Impact GHG-1, the proposed GPTZCU would be required to implement Mitigation Measures AQ-2B through AQ-2E, GHG-1A, GHG-1B, and GHG-1C which would reduce GHG emissions in the city. However, it cannot be confirmed at this time that the measure identified would reduce GHG emissions to levels that meet the interpolated GHG emissions efficiency metric of four MTCO<sub>2</sub>e per capita associated with the CARB 2017 Scoping Plan, and the residential growth and GHG emissions from the additional residents and employees would be far greater than that accounted for in the 2020 RTP/SCS. Therefore, the GPTZCU would conflict with the overarching goal of the CARB Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal and set the State's course for meeting additional, future GHG emission reduction goals, as well as the 2020 RTP/SCS because overall GHG mobile source emissions within the Planning Area would exceed that accounted for in the 2020 RTP/SCS' baseline assumptions. This impact would be **significant and unavoidable**.

#### Key Opportunity Sites

As described throughout this EIR analysis, future development activities at the Key Opportunity Sites would be required to implement Mitigation Measures AQ-2B through AQ-2E, GHG-1A, GHG-1B, and GHG-1C which would reduce GHG emissions; however, due to the uncertainties regarding the nature of project-specific development proposals at the Key Opportunity Sites, it cannot be confirmed at this time that potential, future development activities at the Key Opportunity Sites would be consistent with and not conflict with any plans, policies, or regulations adopted for the purposes of reducing GHG emissions. Compliance with Mitigation Measure GHG-1C would require a project-specific analysis be prepared to evaluate consistency with plans, policies, and regulations adopted for the purposes of reducing GHG emissions and, if the project is shown to be inconsistent with any of those items, identify mitigation to reduce the magnitude of the impact. Despite the provisions incorporated herein, this impact would be **significant and unavoidable**.

## Cumulative Impacts

***Would the GPTZCU cause substantial adverse cumulative impacts with respect to greenhouse gases?***

### Analysis of Impacts

#### City-wide

As stated at the beginning of Section 4.8.4, global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impact GHG-1 and GHG-2, the GPTZCU would result in GHG emissions that exceed the significance thresholds applied in this EIR and conflict with the 2017 Climate Change Scoping Plan and 2020 RTP/SCS.

#### Key Opportunity Sites

As stated at the beginning of Section 4.8.4, global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impact GHG-1 and GHG-2, future development activities at the Key Opportunity Sites could result in GHG emissions that are inconsistent with state-wide GHG emission reduction goals and/or conflict with plans, policies, or regulations for the purposes of reducing GHG emissions.

### Level of Significance Before Mitigation

#### City-wide

**Potentially Significant.**

#### Key Opportunity Sites

**Potentially Significant.**

### Mitigation Measures

#### City-wide

See Mitigation Measures AQ-2B through AQ-2E, GHG-1A, GHG-1B, GHG-1C.

#### Key Opportunity Sites

See Mitigation Measures AQ-2B through AQ-2E, GHG-1A, GHG-1B, GHG-1C.

### Level of Significance After Mitigation

#### City-wide

**Significant and Unavoidable.**

Key Opportunity Sites

**Significant and Unavoidable.**

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<b>List of Acronyms, Abbreviations, and Symbols</b>	
<b>Acronym, Symbol, Abbreviation</b>	<b>Description</b>
AB	Assembly Bill
ACC	Advanced Clean Cars
BAU	Business-As-Usual
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBSC	California Building Standards Commission
CEC	California Energy Commission
CFC	Chlorofluorocarbon
C <sub>H4</sub>	Methane
CNRA	California Natural Resources Agency
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
EIR	Environmental Impact Report
EO	Executive Order
EV	Electric Vehicle
GHG	Greenhouse Gases
GPFZCU	General Plan and Focused Zoning Code Update
GWP	Global Warming Potential
HFC	Hydrofluorocarbon
HQTA	High Quality Transit Area
IAQ	Indoor Air Quality
LCFS	Low Carbon Fuel Standard
LEV	Low-Emission Vehicle
NMA	Neighborhood Mobility Area
MMBTU	Million British Thermal Units
MPO	Metropolitan Planning Organization
MTCO <sub>2</sub> e	metric tons of CO <sub>2</sub> equivalents
MWh	Megawatt-hours
N <sub>2</sub> O	Nitrous Oxide
PGA	Priority Growth Area
PFC	Perfluorocarbon

Ppm	parts per million
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF <sub>6</sub>	Sulfur Hexafluoride
SOI	Sphere of Influence
SP	Service Population
TDM	Transportation Demand Management
TPA	Transit Priority Area
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Travelled
Working Group	SCAQMD GHG Significance Threshold Working Group
ZEV	Zero Emission Vehicle
ZNE	Zero Net Energy
°F	Degrees Fahrenheit
%	Percent

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## 4.9 – Hazards and Hazardous Materials

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This EIR chapter addresses hazards and hazardous materials impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are hazards and hazardous materials impacts identified by the CEQA Guidelines: whether the GPTZCU will create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; will 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; will emit hazardous emissions or handle hazardous materials within close proximity of existing or planned schools will be located on a site which is included on a list of hazardous materials sites; will result in a safety hazard or excessive noise from a nearby airport; will impair implementation or physically interfere with an adopted emergency response plan or evacuation plan; or will expose people or structures to significant risks from wildfire.

### 4.9.1 – ENVIRONMENTAL SETTING

Hazardous materials (hazmat) are substances or chemicals that are capable of having a harmful effect on human health or the environment. Hazardous materials are used in everyday activities from painting houses to fueling cars. Facilities that transport, generate, or treat hazardous waste must report their activities to the California and U.S. Environmental Protection Agency (EPA) and comply with waste management standards.

#### Oil Wells

Union Oil of California first drilled two dry holes in 1919 before hitting a successful oil well on its third attempt in 1921. Within a year, the Santa Fe Springs oil field was considered one of the richest pools in petroleum history, and the City became a promoters' paradise. In its peak during the 1920s, the oilfield produced as much as 60,000 barrels daily. By 1924, 81 million barrels of oil had been pumped from the ground. Since 1977, more than 40 different providers have maintained wells in the Santa Fe Springs oilfield; however, the only active operator currently is E&B Natural Resources. Active oil wells (wells still extracting oil) are located in the central and eastern portions of the oil field, occupying approximately 10 city blocks, or 784 acres, as illustrated in Exhibit 4.9-1 (Oils Wells). Idle wells are oil and gas wells which are not in use for production, injection, or other purposes but also have not been permanently sealed, as shown in Table 4.9-1 (Oil Wells (2020)). Over 1,000 oil wells have been plugged in the City since the 1920s. A well is plugged by setting mechanical or cement plugs in the wellbore at specific intervals to prevent fluid flow.

**Table 4.9-1  
Oil Wells (2020)**

Oil Wells	City	Sphere of Influence	Total
Active	221	7	228
Idle	88	0	88
Plugged	1,093	21	1,114
<b>Total</b>	<b>1,402</b>	<b>28</b>	<b>1,430</b>

Source: California Department of Conservation, Geologic Energy Management Division, 2020.

## Hazardous Waste

Hazardous waste can be generated from many sources, such as construction, vehicle maintenance, industrial manufacturing, household cleaning, and service businesses, like landscaping and dry cleaning. The EPA’s Toxics Release Inventory (TRI) Program manages a database of facilities that emit toxic chemicals and tracks hazardous waste transporters. The State of California divides hazardous waste generators into two categories: Small Quantity Generators (SQGs), which generate between 220 and 2,200 pounds of non-acute hazardous waste per month; and Large Quantity Generators (LQGs), which generate 2,200 pounds or more of non-acute hazardous waste per month. Transporters move hazardous waste to a facility that can recycle, treat, store, or dispose of the waste. Hazardous waste can be transported by air, rail, highway, or water. Many hazardous wastes can be recycled safely and effectively, while other wastes must be treated and disposed of in landfills or incinerators. As noted in Table 4.9-2 (Hazardous Waste Generators (2020)) and depicted on Exhibit 4.9-2 (Hazardous Waste Generators), the Toxic Release Inventory identified generators, transporters, transfer facilities, and other hazardous waste facilities within the Planning Area.

**Table 4.9-2  
Hazardous Waste Generators (2020)**

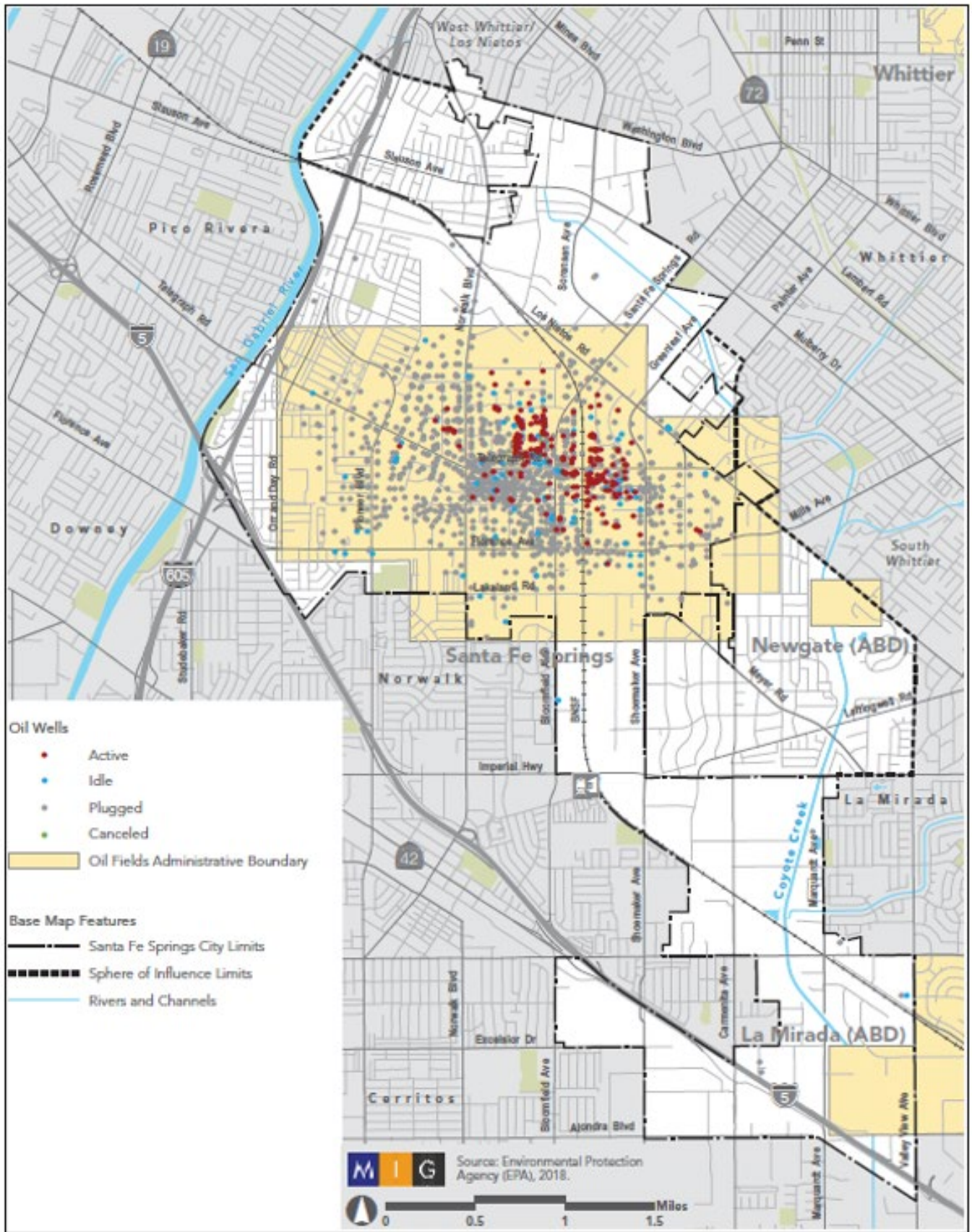
Oil Wells	Number of Businesses		
	City	Sphere of Influence	Total
Small Quantity Generator	322	18	340
Large Quantity Generator	61	2	63
Transfer Facilities	2	0	2
Transporter	293	20	313
Treatment, Storage, and/or Disposal	1	0	1
Other Hazardous Waste Facilities	6	0	6
<b>Total</b>	<b>685</b>	<b>40</b>	<b>725</b>

Source: Environmental Protection Agency (EPA), Resource Conservation and Recovery Act, 2018

## Contaminated Sites

The federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), informally known as Superfund, allows the EPA to clean up contaminated sites by assigning liability and ensuring responsible parties either remediate the site or reimburse the government for EPA-led efforts. When no viable responsible party can be identified, Superfund allocates the public funds to the EPA for remedial action of contaminated sites. As shown in Exhibit 4.9-3 (Hazardous Waste Contamination Sites), the City has 10 registered Superfund sites, **Leaking Underground Storage Tanks**

Underground storage tanks are used to store petroleum and other hazardous materials. Leaking underground storage tanks (LUST) can contaminate surrounding soil, groundwater, or surface waters. Once the leak is registered and confirmed, immediate response actions must be taken to minimize or eliminate the source of the release and to reduce the potential harm to human health, public safety, and the environment. Four LUST sites have been reported in Santa Fe Springs, as shown in Exhibit 4.9-3.

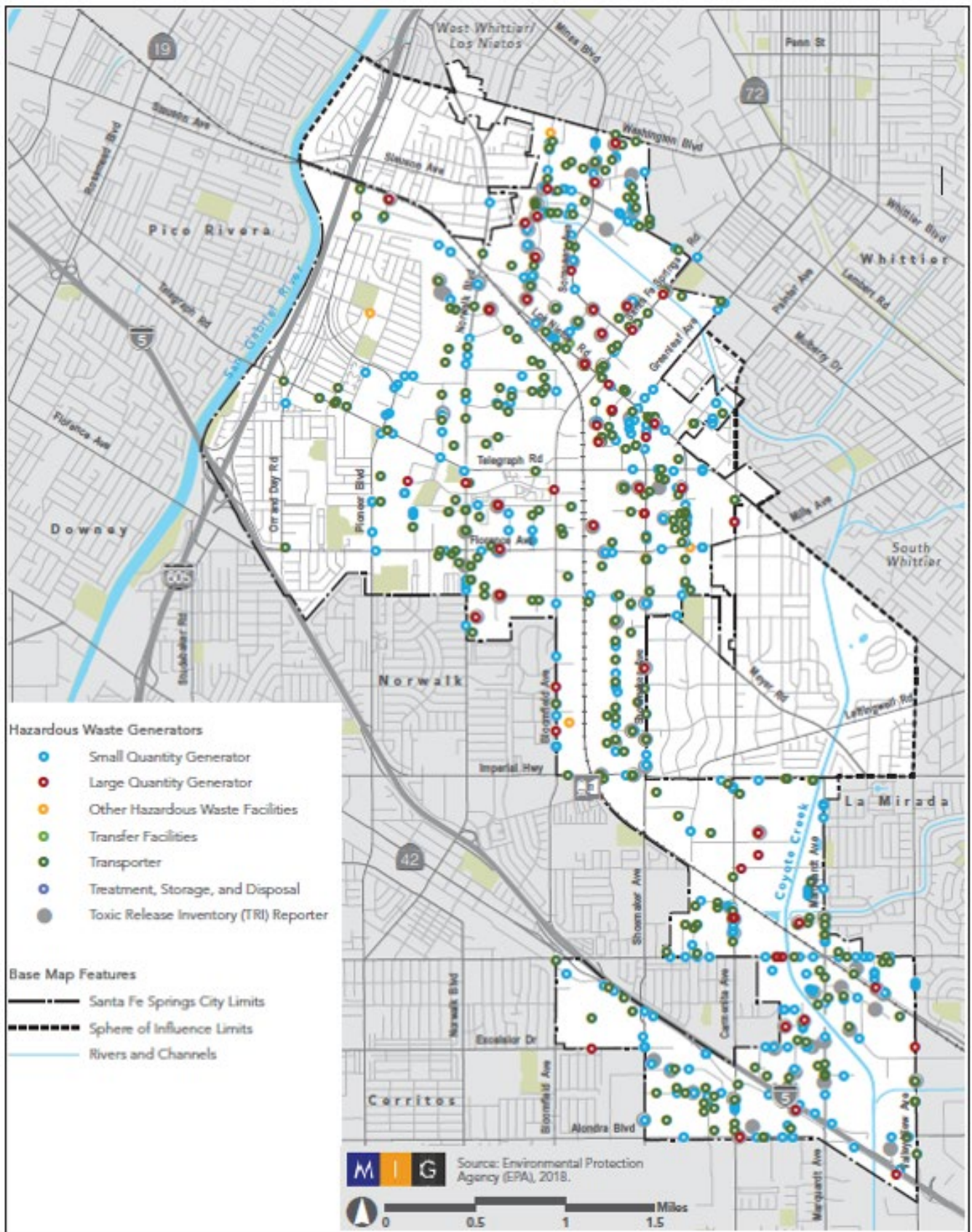


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**Exhibit 4.9-1 Oil Wells**  
**Santa Fe Springs General Plan and Targeted Zoning Code Update**  
 Santa Fe Springs, California

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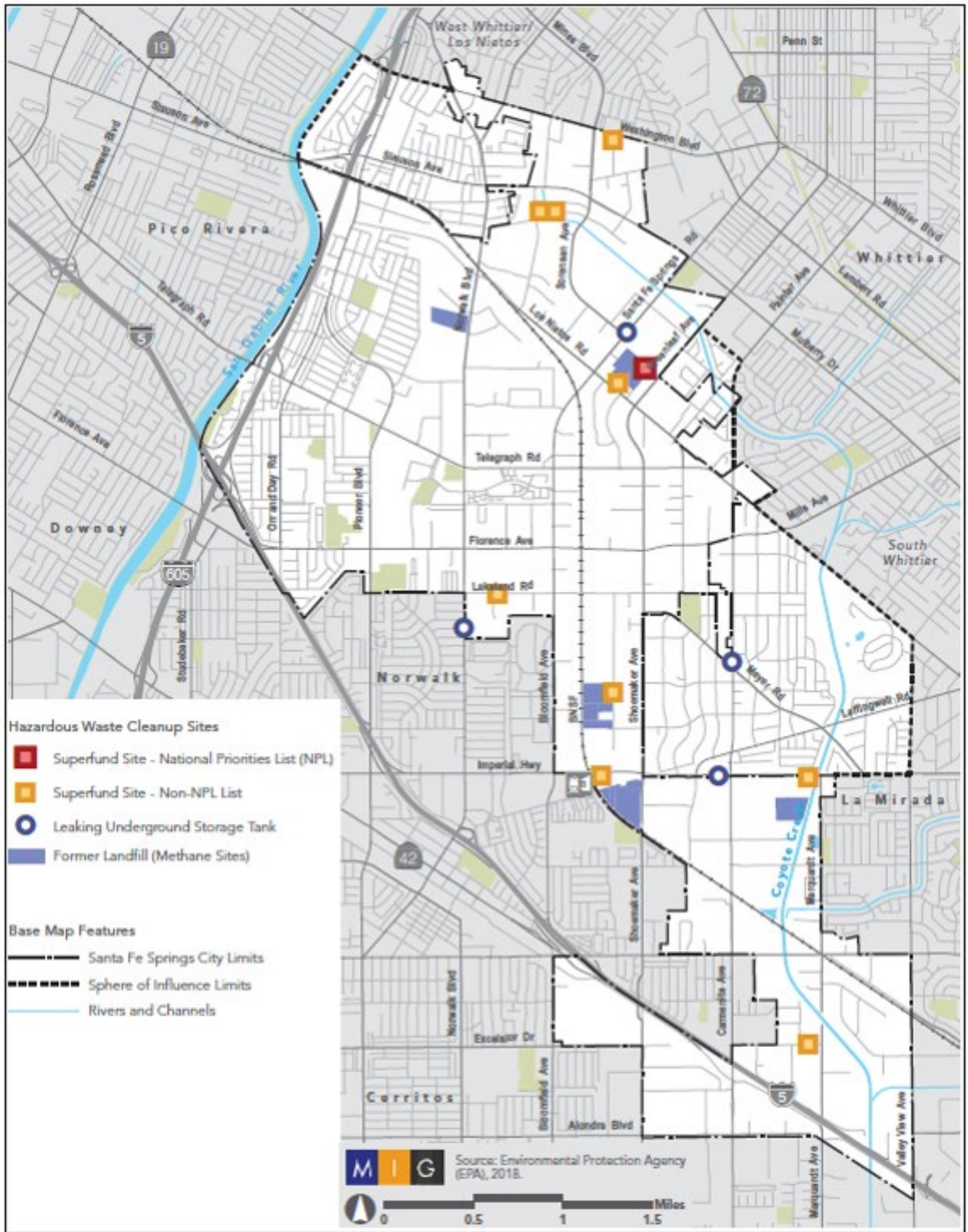


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**Exhibit 4.9-2 Hazardous Waste Generators**  
 Santa Fe Springs General Plan and Targeted Zoning Code Update  
 Santa Fe Springs, California

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## **Hazardous Waste and Substances Site List**

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (Cal EPA) to develop at least annually an updated Cortese List.

The California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB) and other State and local government agencies are responsible for the information contained in the Cortese List.

The Cortese list consists of:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC

61 sites are included in the DTSC EnviroStor database, 6 of which are active, 11 are certified or permitted, 7 are closed, 7 are inactive with further action required, 11 require no further action, and the remainder are referred to another agency.

There have been 153 Leaking Underground Storage Tanks (LUST) sites identified on the list as shown by SWRCB's GeoTracker database. Currently, only two are open cases requiring closure or remediation.

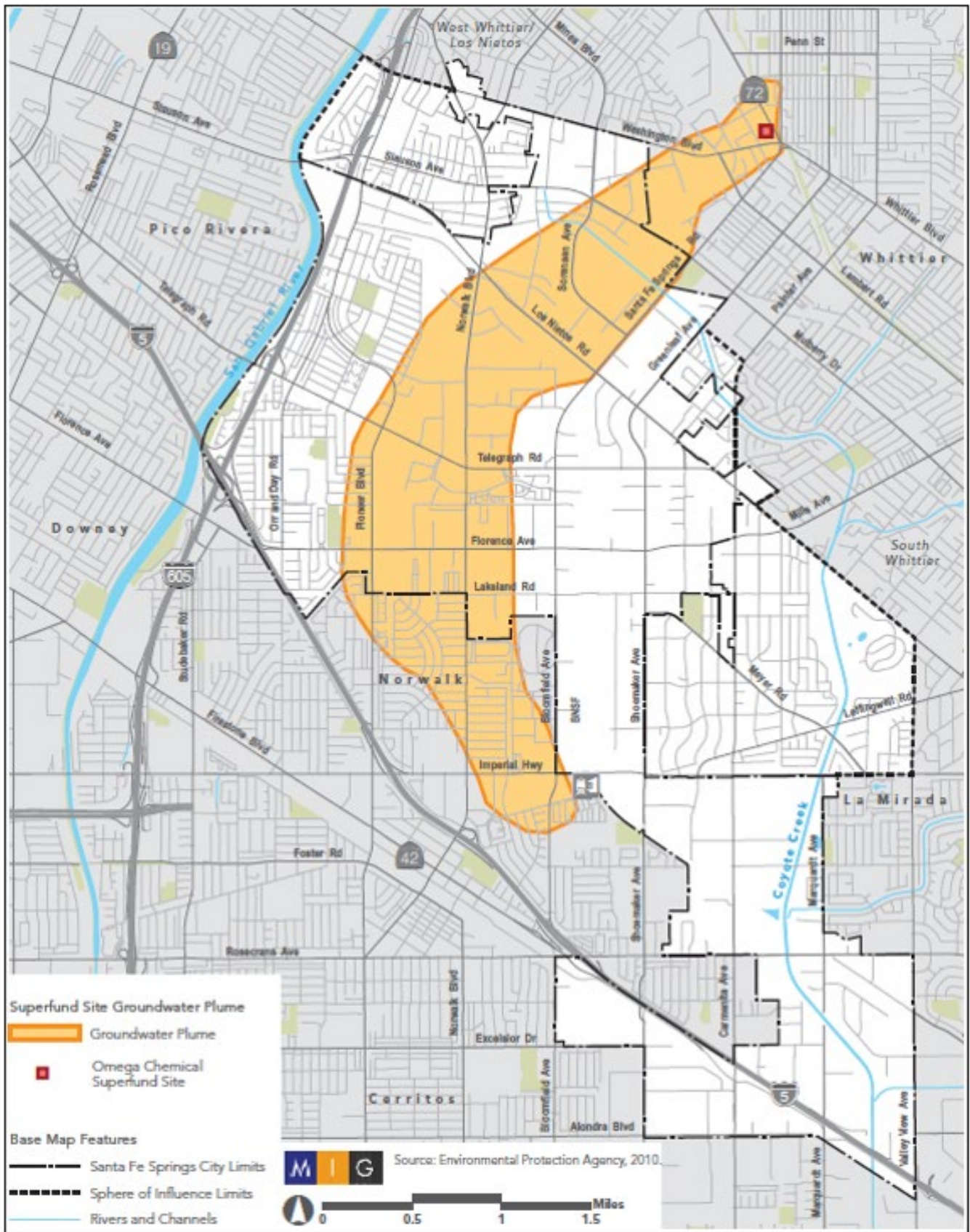
No sites in the City are on the Cal EPA list of solid waste disposal sites with waste constituents above hazardous waste levels or on the required Cease and Desist Orders and Cleanup and Abatement Orders list.

Currently one site (included in the 61 DTSC EnviroStor sites): Sonic Plating Co. Inc., is listed as being subject to corrective action, as required by Section 25187.5 of the Health and Safety Code.

## **Superfund Site Groundwater Plume**

The Omega Chemical Corporation was a refrigerant and solvent recycling company that operated in the City of Whittier between 1976 and 1991. As a result of business operations, spills and leaks of various chemicals contaminated the soil and groundwater beneath the facility with high concentrations of tetrachloroethene (PCE) and trichloroethene (TCE). Prolonged exposure to these chemicals has been proven to cause severe long-term health effects. As shown in Exhibit 4.9-4 (Contaminated Groundwater Plume), these chemicals have contaminated the groundwater and migrated southwest, creating a large plume beneath the City and surrounding region, including the cities of Norwalk and Whittier.

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In 1995 and 1996, the EPA oversaw initial cleanup activities at the former Omega Chemical Corporation site, including the removal of approximately 3,000 drums of hazardous waste and excavation and removal of grossly contaminated near-surface soil. In 1999, the EPA placed this site on its Superfund National Priorities List.

In 2011, the EPA selected an interim remedial action to contain the large plume of contaminated groundwater at the Omega Chemical Corporation Superfund Site. The selected remedy is an interim action to contain the plume of contaminated groundwater. The overall objective of the interim remedial action is to protect human health and the environment by preventing further spreading of the contaminated groundwater to as-yet uncontaminated portions of the aquifer and nearby production wells.

The City of Santa Fe Springs has shut down water production wells due to high contamination levels in the groundwater beneath the City. In 2017 and 2018, 53 groundwater monitoring wells were constructed to provide data needed to design a regional groundwater cleanup system. As of 2020, work to address contaminated groundwater and design of the regional groundwater cleanup system is ongoing.

### **Key Considerations**

Santa Fe Springs welcomed a booming oil industry after Union Oil discovered a gusher in 1921. During the 1920s, oil production peaked at a rate of 60,000 barrels a day. Production levels have declined over time, as the Santa Fe Springs Oil Field has matured. The City will continue to account for the presence of former wells in its land planning and decisions due to contamination issues associated with years of oil production.

The largely industrial economy contributes to the high number of hazardous waste generators and transporters in the City.

Superfund cleanups restore value to property and benefit surrounding communities. The Waste Disposal, Inc. Superfund cleanup efforts provided over 160 jobs and about \$9.5 million in annual employee income, while neighboring businesses remained open during and after cleanup. This case study may be used to motivate the public and guide future Superfund efforts at nearby sites.

The Omega Chemical Corporation Superfund Site located in the City of Whittier has contaminated the groundwater in Whittier and neighboring areas, including Santa Fe Springs, resulting in the closure of water supply production wells.

### **Airport Hazards**

The Fullerton Airport is located approximately 10.6 miles southeast of the Planning Area and El Monte Airport is located approximately 13.9 miles north of the center of the Planning Area. The GPTZCU area does not fall within the Planning Boundary/Airport Influence Area for either airport (Department of Regional Planning, 2004).

## Wildfire Hazards

According to the CALFIRE Fire Hazard Severity Zone Maps, the Planning Area is not located in an area of high fire threat (CALFIRE, 2020). Because Santa Fe Springs is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk in the Planning Area.

### 4.9.2 – REGULATORY FRAMEWORK

#### Federal

**U.S. Environmental Protection Agency (EPA).** Regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with CalOSHA, see below) and integrates the Federal Clean Water Act and Clean Air Act into California Legislation.

**Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).** Adopted in 1980, CERCLA was developed to remove contamination of water, air, and land resources from past chemical disposal practices. Also known as the “Superfund Act,” CERCLA contains a list of sites referred to as Superfund sites, where there is an imminent threat to human health. CERCLA collects taxes from the chemical and petroleum industries to clean abandoned or uncontrolled hazardous sites using short term and long-term techniques.

**The Resources Conservation and Recovery Act (RCRA).** Federal law that regulates hazardous wastes from a ‘cradle-to-grave’ approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal, and waste generators are required to report use or transport of hazardous wastes to the EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. The EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month. Facilities producing less than 100 kg of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 1,000 kg or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA.

**The Federal Emergency Planning and Community Right-To-Know Act (EPCRA).** Enacted to inform communities and residents of chemical hazards in their area, this Act requires the US EPA maintain and publish a list of toxic chemical releases, known as the Toxic Release Inventory (TRI). Facilities required to report include industrial uses that manufacture, process, or use significant amounts of chemicals. Reporting includes types and amounts of chemicals that are released each year into the air, water, and land or transferred off-site. Listing as a TRI facility doesn’t necessarily mean that releases are harmful to humans or the environment.

**Federal Occupational Safety and Health Administration (OSHA).** Establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

**U.S. Department of Transportation (DOT).** Regulates the shipment of hazardous material. DOT also administers the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify conflicting state, local, and federal regulations. HMTUSA requires the Secretary of

Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous (along with EPA) when they pose unreasonable risks to health, safety, or property.

**Standardized Emergency Management System and National Incident Management System (SEMS).** According to the State’s SEMS, local agencies have primary authority regarding rescue and treatment of casualties and making decisions regarding protective actions for the community. When a major incident occurs the first few moments are critical in terms of reducing loss of life and property. First responders must be sufficiently trained to understand the nature and the gravity of the event to minimize the confusion that inevitably follows catastrophic situations. This on-scene authority rests with the local emergency services organization and the incident commander.

**State**

**California Occupational Safety and Health Administration (CalOSHA).** Responsible for promulgating and enforcing State health and safety standards and implementing Federal OSHA Laws. For example, CalOSHA’s regulatory scope includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

**California Environmental Protection Agency (Cal EPA).** The Cal EPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program Agency (CUPA) established by Senate Bill 1802 to enable counties and local government to enforce the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

CUPAs are accountable for carrying out responsibilities previously handled by approximately 1,300 different state and local agencies.

**CalEPA Office of Emergency Services (CalEPA/OES).** Cal/EPA establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. OES coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

**CALFIRE, Office of the State Fire Marshal (CAL FIRE-OSFM).** The Office of the State Fire Marshal evaluates and provides technical assistance for the Hazardous Material Management Plan (HMMP), the Hazardous Materials Inventory Statement (HMIS) and the Aboveground

Petroleum Storage Act (APSA) Programs. The HMMP and HMIS Program are closely tied to the Business Plan Program.

**California Fire Code.** The City has adopted the the most current version of the California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency ‘Very High Fire Hazard Severity Zone’ or within a State Responsible ‘Moderate’, ‘High’, or ‘Very High Fire Hazard Severity Zone’.

**California Hazardous Waste Control Law.** The California Hazardous Waste Control Law is administered by the California EPA to regulate hazardous wastes. Although the Hazardous Waste Control Law is generally more stringent than RCRA, until the federal EPA approves the California Hazardous Waste Control Program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills. The California Code of Regulations (CCR) 22 CCR Section 66261.10 provides that waste has “hazardous” characteristics if it has the following effects: [a](1) a waste that exhibits the characteristics may: (A) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to 22 CCR (Article 11, Chapter 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric (battery) acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which reacts violently with water) may cause explosions or generate gases or fumes.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as “mixed wastes.” Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (22 CCR 66251.1 et seq.).



**California Department of Toxic Substances Control (DTSC).** DTSC regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens. DTSC evaluates and provides technical assistance for the Hazardous Waste Generator Program, including Onsite Treatment (Tiered Permitting) and the Resource Conservation Recovery Act (RCRA). In addition, EnviroStor is DTSC's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. There are no open investigations in the planning area (DTSC Envirostor).

**Underground Tank Regulations.** Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations identifies the regulations applicable to new and existing underground storage tanks. These regulations establish monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered by the Los Angeles Regional Water Quality Control Board.

**California Highway Patrol (CHP).** The CHP has primary regulatory responsibility for the transportation of hazardous wastes and materials.

**Cortese List.** California Government Code Section 65962.5 established the "Cortese List", which requires state agencies to compile a list of all properties affected by hazardous waste and develop a framework for how they will continue to be monitored and addressed by the State. A site's presence on the list has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). This statute was enacted over 20 years ago, and some of the provisions refer to agency activities that are no longer being implemented and in some cases the information to be included in the Cortese List does not exist.

**California Porter Cologne Water Quality Control Act.** Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease and Desist Orders and cleanup and abatement procedures.

**Code of Regulations Title 22.** Title 22 of the California Code of Regulations contains all applicable State and Federal laws governing hazardous wastes in the State. Title 22 is more stringent and broader in its coverage of wastes than Federal law. Chapter 51 (Site Remediation) identifies the minimum standards of performance for site investigations and response actions performed by the private sector in site cleanup efforts.

Hazardous waste is any waste with properties that make it potentially dangerous or harmful to human health or the environment. Hazardous waste is defined in one of two ways. Waste is considered hazardous if it appears on one of the five lists created pursuant to the Federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-/U-, and M-lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, discarded mercury-containing products, respectively. A waste may also be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitibility, corrosivity, reactivity, and toxicity. Because of its toxicity, solid wastes containing certain levels of lead are considered hazardous and must be handled, transported, and disposed of in accordance with Federal and State law. In California, two thresholds have been established by State regulation to determine if a waste is hazardous due to its lead content. The

Total Threshold Limit Concentration (TTLC) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kg) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous Waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste.

**California Asbestos Standards in Construction.** The California Division of Occupational Safety and Health (Cal/OSHA) enforces the California Asbestos Standards in Construction (8 CCR Section 1529). These standards regulate exposure to asbestos in all construction work including demolition of structures. These regulations establish entry and exit procedures after working in asbestos contaminated areas and establish specific control measures designed to protect workers depending on the type of asbestos they are handling. Such procedures include minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Notification procedures are also in place that require building owner and employee noticing as well as external and internal hazard signage. All asbestos workers are required to complete training programs and register as an asbestos contractor, depending on the type of asbestos being removed. Medical examination requirements are also required to monitor worker health, generally on an annual basis.

**California Construction Safety Orders for Lead.** Title 8, Section 1532.2 (Lead) of the California Code of Regulations establishes the requirements for any construction worker who may be exposed to lead during demolition or salvage, removal or encapsulation, new construction, and cleanup activities. The construction safety orders establish an action level of 30 micrograms of lead per cubic meter ( $\mu\text{g}/\text{cm}^3$ ) of air calculated over an 8-hour time-weighted average without regard for the use of a respirator, meaning this is the limit where safety protocols must be initiated, such as use of a respirator. Under no circumstance may a worker be exposed to 50  $\mu\text{g}/\text{cm}^3$  over an 8-hour weighted period. These regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits. Medical monitoring and training requirements are also identified.

**Assembly Bill 2948.** In response to the growing statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

**Hazardous Materials Business Plan (CERS Annual Submittal).** In 1986, the California Governor's Office of Emergency Services (Cal OES) established the Hazardous Materials Business Plan (HMBP) Program, which prevents or minimizes damage to the public and the environment from a release of hazardous materials. Under the Program, California businesses that handle hazardous materials were required to submit an HMBP each year. Assembly Bill 1429, which was passed on July 9, 2019, requires a business with a facility that is not required to submit Tier II information pursuant to the above-mentioned federal provision and is not subject to the provisions governing those aboveground storage tanks to submit its business plan once every three years, instead of annually. However, the Los Angeles County Code of Ordinance, Section 12.64.030 still requires all hazardous materials handlers operating under the jurisdiction of Los Angeles County must electronically certify, or submit an updated HMBP, including the hazardous materials inventory, site map, contingency plan, and the employee

training plan information via the Statewide information management system which is also known as the California Environmental Reporting System (CERS).

**Emergency Services Act.** Under the Emergency Services Act, the State of California developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor’s Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, Air Quality Management Districts, and county disaster response offices.

**The Emergency Planning Community Right-to-Know Act.** The Emergency Planning Community Right-to-Know Act requires facilities to disclose to the State and Local Emergency Planning Committee the quantities and type of toxic chemicals stored. To avoid multiple reports to various agencies, the California Health and Safety Code requires notification of chemical inventory to the Administering Agency (DTSC). Notification of chemical inventory is accomplished through completion of a Hazardous Materials Business Plan and inventory.

## **Regional**

**Regional Water Quality Control Board (RWQCB).** One of nine regional boards in the State, the Los Angeles Regional Water Quality Control Board (RWQCB) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the Waters of the State. The RWQCB issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination.

**Los Angeles County Airport Land Use Commission.** The main goal of the Airport Land Use Commission (ALUC) is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to extensive noise and safety hazards within areas around airports.

**South Coast Air Quality Management District (SCAQMD).** The SCAQMD regulates the demolition of buildings and structures that may contain asbestos. The SCAQMD is vested with the authority to regulate airborne pollutants through both inspection and law enforcement and shall be notified 10 days in advance of any proposed demolition or abatement work.

**South Coast Air Quality Management District Rule 1403.** Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practices to limit asbestos emissions from building demolition and renovation activities including the removal and disturbance of asbestos containing material (ACM). This rule is generally designed to protect uses surrounding demolition or renovation activities from exposure to asbestos emissions. Rule 1403 requires any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements.

**Environmental Site Assessment (ESA) Procedures.** A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site. If a Phase I ESA

indicates evidence of site contamination, a Phase II ESA would be required prior to site development. The Phase II ESA includes collection of original samples of soil, groundwater, or building materials to measure and analyze quantities of various contaminants. The most frequent substances tested for are petroleum hydrocarbons, heavy metals, pesticides, solvents, asbestos, and mold. Appropriate cleanup levels for each contaminant, based on current and planned land use, would be determined in accordance with professional procedures adopted by the lead agency (e.g., DTSC, RWQCB, SCAQMD, CUPA).

## County

**Los Angeles County Fire Department (LACFD), Certified Unified Program Agency (CUPA).** The LACFD Health Hazardous Materials Department is a CUPA under the state that administers the following programs within Los Angeles County; the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (Cal-ARP), the Aboveground Storage Tank Program and the Underground Storage Tank Program. CUPAs and Program Agencies (PAs) throughout the state created a partnership and formed the California CUPA Forum. Together, members of the California CUPA Forum and representatives of local, state and federal agencies established the Unified Program Administration and Advisory Group (UPAAG) to effectively address policy decisions, training and problem solving. The UPAAG's goals and objectives are listed in the UPAAG Strategic Plan. The Unified Program consolidates the administration, permit, inspection, and enforcement activities of the following environmental and emergency management programs:

- Aboveground Petroleum Storage Act (APSA) Program
- Area Plans for Hazardous Materials Emergencies
- California Accidental Release Prevention (CalARP) Program
- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- Hazardous Material Management Plan (HMMP) and Hazardous Material Inventory Statements (HMIS) (California Fire Code)
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- Underground Storage Tank Program

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency and providing technical assistance to CUPAs and PAs.

**Multi-Hazard Functional Plan.** The County's Multi-Hazard Functional Plan addresses the planned response to extraordinary emergency situations associated with natural and human caused disasters, technological incidents, and national security operations. Individuals and departments assigned emergency responsibilities within this plan will have prepared appropriate supporting plans and related Standard Operating Procedures.

**Health Hazardous Materials Division.** In May 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program in the Department of Health Services. The program focuses on inspection of businesses that generate hazardous waste,

hazardous materials inspections, criminal investigations, site mitigation oversight, and emergency response operations. On July 1, 1991, the program was transferred to the Fire Department's Health Hazardous Materials Division (HHMD). The HHMD's mission is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight.

**Unified Hazardous Waste and Hazardous Materials Management Regulatory Program.**

The Los Angeles County Fire HHMD administers the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program for the City of Santa Fe Springs. Senate Bill 1082 (1993) established the "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program." The Unified Program consolidates, coordinates, and standardizes the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including onsite treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC");
- Underground Storage Tanks (USTs);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

**Household Hazardous and E-Waste Program.** The Sanitation Districts of Los Angeles County have established the Household Hazardous and Electronic Waste (E-Waste) Collection Program to provide County residents a legal and cost-free way to dispose of unwanted household chemicals that cannot be disposed of in the regular trash. The Household Hazardous and E-Waste Program allows residents to dispose of the following household chemicals and E-Waste.

- Household Chemicals
- Motor oil, oil filters, brake fluid
- Used antifreeze
- Paint, paint thinner, turpentine
- Cleaners with acid or lye
- Pesticides or herbicides
- Household batteries or car batteries
- Pool chemicals
- CRTs, old TVs, misc. electronics
- Mercury thermometers or thermostats
- Fluorescent light bulbs

#### 4.9 – Hazards and Hazardous Materials

- Used needles or sharps (In a Sharps container or sturdy box labeled "SHARPS")
- Unwanted or expired prescriptions

LA Sanitation (LASAN) has established permanent collection sites throughout the County known as S.A.F.E. Centers (Solvents/Automotive/Flammables/Electronics).

#### **Local**

**General Plan.** The existing 1994 Santa Fe Springs General Plan contains the following goals and policies related to hazards and hazardous materials:

#### **Goals**

5.1 Work with relevant regulatory agencies to secure commitments from existing fire risk sources to retrofit for code compliance and to fully utilize current fire resistance technologies for risk reduction.

5.2 Encourage the development of improved public and private sector fire insurance.

5.3 Maintain an aggressive weed abatement program.

5.4 Aggressively promote smoke detector systems in both residential and business uses.

6.1 Continue to protect the Santa Fe Springs community from the loss of life and property from fire damage. This includes the goal of keeping fire loss costs within the community to an absolute minimum.

6.2 To reduce the adverse economic, environmental, and social impacts of fire on the community.

6.3 To provide effective fire prevention services through the proactive review of proposed and existing land uses, with particular focus on high level fire exposures.

6.4 Within reasonable resource expenditures, maintain the highest possible ISO rating for the City and its Fire Department.

6.5 Give the highest of planning priorities to safety standards in the acquisition and maintenance of fire suppression facilities and equipment.

6.6 Continue to seek technological and information system advances which will enhance the efficiency and effectiveness of the Fire Department.

6.7 Continue to develop the Incident Command System (ICS) to seek the highest levels of intra-city and inter-agency coordination of fire scene operations.

6.8 Review the City's Water Master Plan to assure the continued integrity of the peak water flow requirement, including potential acquisition of other purveyors within the City.

6.9 Continue to seek greater private sector involvement in both the prevention of fires and suppression of such through the creation of "fire brigades."

7.1 Continue to support legislative activity at the federal and state level which strengthens management of these hazards and which gives the City greater authority to coordinate the handling of such.

7.2 Support efforts by the State Water Resources Control Board to seek full disclosure of under and above ground storage tank leaks, including both the existence and extent of these leaks, and their impact on the water table.

7.3 Continue to expand the City's consolidated database on the variety of hazardous materials and chemical-based risks within the City thereby enhancing the access to the database by all field public safety and fire personnel.

7.4 Encourage the designation of hazardous material transportation routing through corridors thereby reducing public risk to a minimum. Encourage such action both formally and informally.

7.5 Develop programs or promote the availability of activities which allow for the disposal of small quantities of hazardous material by small users, both household and industrial.

8.1 Keep hazardous materials response staff training and equipment current with the changing nature of the hazardous material risks in the City.

8.2 Apply in 1995 to the State of California to become the "Certified Unified Administering Agency" for consolidated management of the Hazardous Materials Business Plan, Risk Management Prevention Plan, Hazardous Waste, Aboveground and Underground Tank Programs.

8.3 Continue to develop public/private partnerships to disclose, manage, and respond to risks associated with hazardous materials uses.

8.4 Continue to promote the development of regional resources, including trained staff/responders and equipment, for the management of hazardous materials incidents.

12.1 Continue to develop more effective systems for seeking community input on areas of code enforcement needs and development.

12.2 Support actions at all levels of government to streamline regulatory administration without compromising, at the local level, the effectiveness of the mitigation actions.

12.3 Work to cross-train its staff in the basic elements of each of the standards systems described herein in an effort to maximize efficiency and effectiveness and to decrease the bureaucratic burden upon the public.

12.4 Identify potential public safety hazards through code enforcement and inspection activities, and require or encourage mitigation actions depending on the severity of the hazard. Give priority to retrofitting of facilities and equipment.

12.5 Code inspectors, fire safety, and police services staff should encourage businesses and residents to assist in reducing community risks by becoming involved in the volunteer Business and Safe Neighborhood Teams as described in Section 4 of the Safety Element.

12.6 Review of all development projects having public safety risk impacts, including crime and traffic, by staff in all potentially impacted City departments.

12.7 Give priority to the development of new approaches and technologies to "harden commercial targets" from the impacts of crime and incorporate these into City development codes.

12.8 Assess ability to assume some authority from other regulatory agencies as those agencies become adversely impacted by fiscal limitations.

### ***Policies***

5.1 Continue to work with relevant regulatory agencies to seek compliance by urban fire sources with current development and operations standards.

5.2 Continue to use redevelopment as a tool to reduce the number of urban fire hazard structures and systems.

5.3 Review all new development in regards to urban fire risks.

5.4 The land use planning processes will continue to review the density of structures and population as potential fire risks and consider such in development plan approval.

6.1 Maintain the City's standards for fire flows and emergency response vehicle access.

6.2 The City will continue to provide the finest fire protection and paramedic services at the lowest cost commensurate with adequate community protection.

7.1 Through the planning process, balance the interests of economic development with hazardous exposures associated with chemical and hazardous material land uses.

7.2 Continue to monitor the City's performance in meeting the waste stream goals contained in the City's Hazardous Waste Management Plan

7.3 Assure compliance, through inspection, of all requirements regarding the posting of permits, placards, and disclosure statements related to the storage, use, and transportation of hazardous materials.

8.1 Within reasonable resource expenditures, the City is committed to providing sufficient emergency response capabilities to minimize the threats to personal injury, loss of life, and property due to hazardous materials incidents.

12.1 Continue to be proactive in the development, administration and enforcement of standards which will protect the community from serious public safety hazards.

12.2 Continue to give highest priority to code development and enforcement in the areas of structural, hazardous material, seismic, fire safety, crime, traffic, property maintenance, waste stream, and environmental hazards.

12.3 Give particular attention to fire, seismic, and structural code enforcement in critical facilities as identified in Section 11 of the Safety Element.

12.4 In support of emergency response vehicles and personnel, review and enforce standards for sufficiency of signage and location numbering systems.

### **2021 General Plan Update**

The proposed GPTZCU contains the following goals and policies related to hazardous materials and other hazards:

#### *Land Use Element*

#### **Goal LU-3: Clean Industrial Businesses.**

**Policy LU-3.1: Hazardous Uses.** Regulate and monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

**Policy LU-3.2: Appropriate Siting.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

**Policy LU-3.3: Freight and Industrial Green Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

**Policy LU-3.4: Repurpose Petroleum Production Lands.** Encourage the remediation and development of properties transitioning from petroleum production.



**Policy LU-3.5: Oil Fields.** Encourage efficient and compatible methods for extracting the remaining petroleum resources and the removal of unused oil field equipment and storage facilities.

**Policy LU-3.6: Environmental Preservation of Oil Field Sites.** Monitor and ensure that efficient and environmentally sound techniques are used in abandoning oil field sites.

**Policy LU-3.7: Contaminated Land Remediation.** Encourage the proper cleanup and remediation of lands that are contaminated, prioritizing cleanup near and within disadvantaged communities.

**Policy LU-3.8: Green Industrial Operations.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

*Safety Element*

**Goal S-3: Minimized exposure of residents, businesses, and habitats to hazardous materials and their deleterious effects.**

**Policy S-3.1: Hazardous Waste Siting.** Discourage the siting of facilities that utilize hazardous materials or generate hazardous wastes within one-quarter mile of any private or public school, park, or similar place where people congregate in numbers.

**Policy S-3.2: Hazardous Materials Locations.** Monitor and evaluate commercial and industrial uses that generate, store, and transport hazardous materials to determine the need for buffer zones or setbacks to minimize risks to residential neighborhoods, schools, parks, and community facilities.

**Policy S-3.3: Hazardous Air Pollution.** Consult with the Southern Coast Air Quality Management District regarding the emissions monitoring of industrial operators that use or produce hazardous materials/toxic compounds.

**Policy S-3.4: Minimize Exposure.** Re-evaluate Manufacturing zones land use regulations to determine the appropriate types of industrial uses to allow, with a particular focus on those that handle or generate large quantities of hazardous materials.

**Policy S-3.5: Contamination Protection.** Protect natural resources including groundwater from hazardous waste and materials contamination.

**Policy S-3.6: Oil Drilling and Production.** Promote the gradual consolidation and elimination of oil drilling and production sites to advance the City's climate adaptation and resiliency strategies, local reduction of greenhouse gases, and land use goals.

**Policy S-3.7: Contamination Remediation.** Consult with the U.S. Environmental Protection Agency and responsible State agencies on the ongoing remediation and cleanup of contaminated properties and groundwater, with the aim to recondition sites for productive land uses.

**Policy S-3.8: Agency Collaboration.** Consult with State, federal, and Los Angeles County agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.

**Policy S-3.9: Hazard Mitigation.** Coordinate and integrate hazard mitigation activities with emergency operations plans and procedures.

**Policy S-3.10: Proper Hazardous Materials Management.** Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.

**Policy S-3.11: Public Awareness.** Develop and implement education and outreach programs to increase public awareness of the risks associated with natural, human-caused, and technological hazards.

**Policy S-3.12: Superfund Sites.** Require companies that contaminate the soil and water to provide the City adequate funding for a safe and prompt cleanup, adequate health care to community members harmed, and adherence to local, State, and federal government policies and programs affecting Superfund sites.

**Policy S-3.13: Soil Remediation.** Encourage the application of new and innovative methods for remediating contaminated soils.

**Policy S-3.14: Regulatory Agency Consultation.** Consult with the Department of Toxic Substance Control, Geologic Energy Management Division, Local Enforcement Agency, and other regulatory agencies to assure that contaminated sites are properly and completely remediated.

**Goal S-4: Minimized risk of urban fires and their associated adverse effects.**

**Policy S-4.1: Petroleum-related Fire Sources.** Reduce the sources of significant combustion and urban fires, including active producer well sites, active water injection wells, oil industry tank farms and compression plants, and aboveground tanks storing flammable or combustible liquids.

**Policy S-4.2: New Development Risks.** Evaluate developments and other intensification of uses for potential increase to level of fire risk, susceptibility to urban fires, and exposure to high level fire.

**Policy S-4.3: Underground Sources.** Identify and map underground pipelines that convey various combustible materials and use that information when assessing the suitability of a proposed land use or public improvement.

**Policy S-4.4: Fire Inspections.** Conduct regular fire inspections of industrial and commercial businesses in the City to ensure their compliance with fire safety regulations.

**Policy S-4.5: Fire Prevention Education:** Conduct ongoing local fire safety education and awareness programs for residents and businesses.

**Goal S-6: A community working together to avoid injury and loss of life resulting from a large disaster.**

**Policy S-6.1: Community Emergency Response and Preparedness.** Support active participation by residents and businesses through volunteer programs focused on emergency preparedness and response and recovery from an emergency event, including specialized programs to address special needs and vulnerable populations.

**Policy S-6.2: Emergency Preparedness Plans.** Regularly review and update emergency preparedness and operation plans to create up-to-date disaster management systems. Include evacuation planning approaches that respond to a multitude of emergency conditions and locations.

**Natural Hazards Mitigation Plan.** The City has adopted a Natural Hazards Mitigation Plan which provides natural hazard mitigation strategies to reduce the impacts concentrated at large employment and industrial centers, public infrastructure, and critical facilities. The measures were created to be integrated into future building code updates and General Plan Safety

Element updates. The mitigation measures are therefore implemented by conformance with building code and regulation.

## **Municipal Code**

### *152.01 Purpose*

The purpose of this chapter is to implement the policies set forth in the city's hazardous waste management plan of the environmental element of the city's general plan and to establish uniform standards to control the location, design, and maintenance of hazardous waste facilities consistent with the provisions of said element.

### *152.04 Specified Hazardous Waste Facility Projects*

All applications for specified hazardous waste facility projects shall conform with the provisions set forth in Cal. Health and Safety Code §§ 25199 et seq., Cal. Pub. Res. Code §§ 21000-21177, and Cal. Gov't Code §§ 65920 et seq.

### *152.07 Hazardous Waste Facility Projects*

All applications for hazardous waste facility projects which are not specified hazardous waste facility projects shall follow the procedures consistent with Cal. Pub. Res. §§ 21000 through 21177 and Cal. Gov't Code §§ 65920 et seq.

### *152.33 Extremely Hazardous Wastes*

Any storage, treatment, disposal, or transportation of extremely hazardous waste as defined in Cal. Health and Safety Code § 25115, by the facility owner/operator shall be reported to the Director of Planning and Fire Chief at least 48 hours prior to such storage, treatment, disposal, or transportation.

## **4.9.3 – SIGNIFICANCE THRESHOLDS**

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

- 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 create a significant hazard to the public or the environment.

#### 4.9 – Hazards and Hazardous Materials

- 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.
- H. Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials.

#### 4.9.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hazards and hazardous materials which could result from the implementation of the General Plan Update and recommends mitigation measures as needed to reduce significant impacts.

##### Transport, Use, and Disposal Hazards

***Impact HAZMAT-1 – Would the GPTZCU create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***  
***Analysis of Impacts***

##### City-wide

Implementation of the proposed GPTZCU would result in an increase in residential dwelling units and commercial square footage within the Planning Area. Construction associated with implementation of the General Plan would likely involve the use and disposal of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard.

Hazardous materials associated with new residential uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials. The limited quantity of such products would not generate significant hazardous emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment.

The U.S. and California Departments of Transportation regulate the designation of routes appropriate for the transportation of hazardous materials/wastes. The existing General Plan identifies these routes. Generally, the transportation of hazardous materials is regulated by the issuance of permits to the transporter. Such permits are issued by the California Department of Health Services, through the County of Los Angeles Health Department.

##### Key Opportunity Sites

Three of these sites are already developed although the MC&C site is currently vacant. The Washington/Norwalk and Metrolink sites are both in urbanized settings, the Washington site is surrounded by a mixture of residential and commercial uses while the Metrolink site is mostly surrounded by light industrial uses although there are commercial uses to the west and multi-family resident and a car wash to the south in the City of Norwalk. The opportunity sites are to

be developed with mixed-use or higher density residential uses so any existing light industrial buildings or uses on the sites will be removed and will then support uses that do not generate hazardous materials (i.e., residential, and commercial) that can produce public health and safety risks.

Development of these four opportunity sites with residential and commercial uses under the proposed General Plan Update would substantially reduce the potential risks or impacts of these sites compared to the risks from their existing or future light industrial uses under the current general plan. Therefore, development of these sites will reduce potential impacts relative to the routine transport, use, or disposal of hazardous materials. However, development may require site-specific hazmat studies (e.g., Phase I Environmental Site Assessment) to determine if sampling and laboratory testing of onsite soils and/or groundwater is necessary.

### General Plan Update

The existing Safety Element of the General Plan contained Goals 7.4 and 7.5 and policy 7.3 to assure future development would not result in significant environmental impacts regarding hazardous materials. In addition, the proposed GPTZCU contains several goals and policies that would continue the protection of residents and properties from hazardous materials (hazmat).

Goal LU-3 of the Land Use Element encourages the City to have “clean” industrial buildings and is supported by Policy LU-3.1 and 3.2, which address how hazardous materials are handled and to locate facilities that handle hazmat away from residences, schools, and other sensitive uses. Policies LU-3.4 through 3.7 address cleanup and monitoring of contaminated sites, including active and former oil well sites, while Policies LU-3.3 and 3.8 encourage the use of green technologies to reduce hazmat.

Safety Element Goal S-3 and its Policies, S-3.1 through S-3.5 and S-3.10, also address how hazmat is managed regarding industrial and commercial uses in the City, and Policies S-3.6 and S-3.7 also address oil-related hazards.

Future commercial development within the Planning Area could involve the storage, use and disposal of potentially hazardous materials, including building maintenance supplies, paints and solvents, pesticides and herbicides for landscaping and pest control, vehicle maintenance products, and similar substances. The City would require all new development to follow applicable federal, state, regional, county, and local regulations and guidelines regarding the storage, handling and disposal of hazardous waste. In addition, all hazardous materials are required to be stored and handled according to manufacturer's directions and local, state, and federal regulations.

### Level of Significance Before Mitigation

Less than significant.

### Mitigation Measures

None required.

### **Hazardous Materials**

**Impact HAZMAT-2 – Would the GPTZCU 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?**

**Analysis of Impacts**

City-wide

As shown in Table 4.9-2, and Exhibit 4.9-2, there are 725 Hazardous Waste Generators within the planning area. Additionally, Table 4.9-1 and Exhibit 4.9-1 show that there are 1,430 oil wells within the Planning Area, of which 228 are active, and 88 idle. The remainder of the wells have been capped. The City also has 10 registered Superfund sites, including one site on the National Priorities List (NPL), and 4 LUST sites (Exhibit 4.9-3). A Superfund site in the neighboring city of Whittier, the former Omega Chemical Corporation site, has caused a leak of chemicals which have contaminated the groundwater and have migrated southwest, creating a large plume of contamination beneath region, including the City of Santa Fe Springs and the cities of Norwalk and Whittier (Exhibit 4.9-4). Finally, there may potentially be other unreported releases within the Planning Area or in areas adjacent to the Planning Area. All of these sites have the potential for releasing hazardous material into the environment.

Development on or near un-remediated and hazardous sites could expose future construction workers, residents, workers, or other members of the public to potential hazards. Existing initiatives to address contaminated sites, such as remedial action on the City's NPL list Superfund Site in 2006, and the ongoing regional groundwater cleanup system, help address and reduce the potential for the release of hazardous materials into the environment.

Demolition of existing structures in the Planning Area would involve removal and disposal of existing building materials. Some older buildings may contain hazardous materials, such as asbestos containing materials or lead based paint. If not properly abated, these materials could negatively impact construction workers or members of the public. The South Coast Air Quality Management District (SCAQMD) regulates the demolition and renovation of buildings and structures that may contain asbestos, and the manufacture of materials known to contain asbestos. The SCAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement, and following regulations reduces the potential of hazardous materials to be released into the environment from the demolition of existing structures.

Key Opportunity sites

The Washington/Norwalk site is along Washington Boulevard west of Broadway Avenue in an urbanized setting surrounded by a mixture of residential and commercial uses. The Metrolink site is north of and across Imperial Highway from the Norwalk/Santa Fe Springs Transportation Center and surrounded by a mixture of residential, commercial, and light industrial uses. The Washington/Norwalk and Metrolink sites will both have transit-oriented mixed uses including up to 1,000 multi-family residential units at up to 60 units per acre and 6 stories with supporting commercial services and retail restaurants on a total of about 20 acres.

The MC&C site is vacant land at the southeast corner of Bloomfield Avenue and Telegraph Road with residential to the west, industrial uses to the north and south, and vacant oil-producing land to the east. The MC&C site will have similar mixed uses to the Washington/Norwalk and Metrolink sites but its residential uses will be at 40 units per acre with four-story buildings on 10 acres.

The Koontz site is at the southwest corner of Florence Avenue and Norwalk Boulevard and has older industrial buildings but is surrounded by a wide variety of uses including industrial, office, commercial, mobile homes, and multi-family residential units. The site is proposed for approximately 156 multi-family townhomes at 25 units per acre and a neighborhood shopping center on a total of 15 acres.

These four sites are in urbanized settings and only one is vacant at present (MC&C site). Development of these four opportunity sites with residential and commercial uses will substantially reduce the potential risks or impacts of these sites related to hazards and/or hazardous materials compared to existing or future light industrial uses under the current General Plan. Therefore, development of these sites will reduce potential impacts relative to the routine transport, use, or disposal of hazardous materials. However, development may require site-specific hazmat studies (e.g., Phase I Environmental Site Assessment) to determine if sampling and laboratory testing of onsite soils and/or groundwater is necessary. This is most likely for the MC&C and Koontz sites given past onsite and/or adjacent land uses.

#### General Plan Update

The potential for accidental contamination would also be addressed through the continued application of existing General Plan Safety Element Goals 7.1 through 8.3 and 12.1 through 12.4 as well as General Plan Safety Element Policies 7.1 through 8.1 and 12.1.

In addition, the GPTZCU contains a number of goals and policies that address potential upset conditions and accidental hazmat releases. Land Use Element Goal LU-3 encourages clean (new) industrial development, with monitoring of hazmat use and appropriate siting of facilities as required by Policies LU-3.1 and 3.2. Policies LU-3.3, 3.4 through 3.7 address remediation of existing and former oil properties in ways that will protect public health and safety. In addition, Safety Element Goal S-3 and its Policies S-3.1 through 3.5 and 3.10 also address how hazmat is managed and risks are minimized regarding industrial and commercial uses in the City, and Policies S-3.6 and 3.7 also address oil-related hazards.

The City's review process will continue to ensure that a Phase 1 Environmental Site Assessment (ESA) will be prepared where appropriate. By following applicable Phase 1 ESA requirements and with continued adherence to the requirement of the General Plan Safety Element and compliance with established local, State and federal environmental site assessment procedures, laws, and regulations; potential risks to human health or the environment due to existing hazardous materials contamination would be reduced to less than significant levels.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Emit Hazardous Emissions**

**Impact HAZMAT-3 – Would the GPTZCU emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Analysis of Impacts**

City-wide

There are numerous schools within the Planning Area boundaries. New development within the Planning Area is expected to be primarily residential and commercial uses; these uses are not expected to emit hazardous materials affecting school sites. Hazardous materials associated with new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. The limited quantity of such products would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health.

Development on or near un-remediated and hazardous sites near to schools could expose students and staff to potential hazards. Development on or near sites which are known to contain hazardous materials where a release of hazardous materials is possible would require Phase 1 Environmental Site Assessment (ESA) to be prepared.

Key Opportunity sites

Development of these four sites will convert existing light industrial-related uses or vacant land (MC&C site) to mixed-use and/or residential uses which would generate much less hazardous materials and minimize potential risks for surrounding sensitive uses where present, including any schools. There is an elementary school at present within a quarter mile of the Washington Boulevard/Norwalk site but not near the MetrolinkMC&C or Koontz sites.

Any sites that supported former industrial-related uses would likely require preparation of a Phase I Environmental Site Assessment (ESA) to determine if subsequent soil and/or groundwater sampling and laboratory testing was required as a result of site development.

General Plan Update

The potential for accidental contamination would be addressed through the continued application of General Plan Safety Element Goals 7.1 through 8.3 and 12.1 through 12.4 as well as General Plan Safety Element Policies 7.1 through 8.1 and 12.1. The existing Safety Element of the General Plan contained Goals 7.4 and 7.5 and policy 7.3 to assure future development would not result in significant environmental impacts regarding hazardous materials. In addition, the proposed GPTZCU contains a number of goals and policies that would continue protection of residents and schools from hazardous materials.

The GPTZCU contains a number of goals and policies that address potential upset conditions and accidental hazmat releases. Land Use Element Goal LU-3 encourages clean (new) industrial development, with monitoring of hazmat use and appropriate siting of facilities, including near schools<sup>1</sup>, as required by Policies LU-3.1 and 3.2. In addition, Safety Element

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<sup>1</sup> The State CEQA Guidelines, Appendix G, Checklist, requires an assessment of development impacts on schools within a quarter mile of sites that emit or handle hazardous materials.



Goal S-3 and its Policies S-3.1 through 3.5 and 3.10 also address how hazmat is managed and risks are minimized regarding industrial and commercial uses in the City. Specifically, Policy S-3.1 discourages the siting of facilities that utilize hazardous materials or generate hazardous wastes within one-quarter mile of any private or public school, park, or similar place where people congregate in numbers.

In areas of proposed development as a result of the GPTZCU, the City's review process will ensure that a Phase 1 ESA will be prepared where appropriate. By following applicable Phase 1 ESA requirements and with continued adherence to the requirement of the General Plan Safety Element and compliance with established local, State and federal environmental site assessment procedures, laws, and regulations; potential risks to human health or the environment due to existing hazardous materials contamination would be reduced to less than significant levels.

New development within the Planning Area could use and dispose of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard. In addition, individual discretionary development applications would be required to undergo a project-specific CEQA review which would include an evaluation of a project's potential impacts on schools. By following existing laws and regulations, and ESA recommendations where appropriate, as well all goals and policies in the GPU, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

**Hazardous Material Sites**

***Impact HAZMAT-4 – Would the GPTZCU 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?***

**Analysis of Impacts**

City-wide

The City contains over 200 sites that are included on the Cortese list required by Government Code Section 65962.5 for various reasons; however, the vast majority of these sites are now closed following remediation and cleanup. Several sites are permitted sites operating within code and regulations. One site is a hazardous waste facility which is subject to corrective action that is currently ongoing.

### Key Opportunity sites

None of the four opportunity sites are identified as a contaminated hazmat or waste site requiring regulatory oversight of remediation activities. However, the MC&C site is bounded on the east by oil extraction properties and may require some form of hazmat remediation prior to development.

The City's review process will ensure that a Phase 1 ESA will be prepared where appropriate regarding development of the opportunity sites. By following applicable Phase 1 ESA requirements and with continued adherence to the requirement of the General Plan Safety Element and compliance with established local, State and federal environmental site assessment procedures, laws, and regulations; potential risks to human health or the environment due to existing hazardous materials contamination would be reduced to less than significant levels relative to the opportunity sites.

### General Plan Update

Development that is located on or near a site on the Cortese list has the potential to create a significant hazard to the public or the environment through accidental release of hazardous material. Development on or near these sites would require Phase 1 Environmental Site Assessment (ESA) to be prepared. In addition, the potential for accidental contamination would be addressed through the continued application of General Plan Safety Element Goals 7.1 through 8.3 and 12.1 through 12.4 as well as General Plan Safety Element Policies 7.1 through 8.1 and 12.1.

In addition, the proposed GPTZCU contains goals and policies that would continue protection of residents and properties from identified hazardous material sites. Land Use Element Goal LU-3 encourages clean (new) industrial development, with monitoring of hazmat use and appropriate siting of facilities, including near schools<sup>2</sup>, as required by Policies LU-3.1 and 3.2. In addition, Safety Element Goal S-3 and its Policies S-3.1 through -3.5 and -3.10 also address how hazmat is managed and risks are minimized regarding industrial and commercial uses in the City.

If future redevelopment is proposed at any of these contaminated sites, potential contamination (if not already remediated) would be addressed through the City's development review requirements, and with project level CEQA documentation in compliance with applicable state and federal regulations.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

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<sup>2</sup> The State CEQA Guidelines, Appendix G, Checklist, requires an assessment of development impacts on schools within a quarter mile of sites that emit or handle hazardous materials.

## **Airports**

***Impact HAZMAT-5 – For a GPU 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 GPU result in a safety hazard or excessive noise for people residing or working in the GPU area?***

### **Analysis of Impacts**

The Fullerton Airport is located approximately 10.6 miles southeast of the Planning Area and El Monte Airport is located approximately 13.9 miles north of the center of the Planning Area. The GPU area does not fall within the Planning Boundary/Airport Influence Area for either airport (Department of Regional Planning, 2004).

Since there are no aircraft influence areas that affect the City, the existing General Plan and GPTZCU contain no goals or policies related to aircraft safety. No impacts related to an airport or private airstrip are anticipated, including for development of the four key opportunity sites.

#### *Level of Significance Before Mitigation*

Less than significant.

#### *Mitigation Measures*

None required.

### **Adopted Response and/or Evacuation Plans**

***Impact HAZMAT-6 – Would the GPU impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

### **Analysis of Impacts**

#### City-wide

As shown in the Los Angeles County Department of Public Works Disaster Route Maps, several major public streets serve as principal evacuation routes including: Washington Boulevard, Norwalk Boulevard, Telegraph Road, Florence Avenue, Imperial Highway., Carmenita Road, and Interstate I-5 (Santa Ana Freeway) (Los Angeles County Department of Public Works, 2008). These principal access ways are all well-maintained and should support an evacuation function. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident.

#### Key Opportunity sites

The four opportunity sites are converting largely industrial land uses or vacant land (MC&C site) to mixed-use or residential uses which would generally reduce potential safety concerns regarding hazards and hazardous condition relative to emergency response plans. The Washington/Norwalk site has direct local and regional access from Washington Boulevard, Norwalk Boulevard., and Broadway Avenue. The Metrolink site has direct access from Imperial

Highway and Bloomfield Avenue. The MC&C site has direct access from Bloomfield Avenue and Telegraph Road. The Koontz site has direct access from Florence Boulevard and Norwalk Boulevard. All four opportunity sites have direct local and regional access so development of these sites will not have significant impacts on emergency evacuation plans and routes.

#### General Plan Update

The existing Safety Element of the General Plan contains Goals 4.1, and 4.12 to ensure future development would not conflict with emergency planning or evacuation. In addition, the proposed GPTZCU contains a number of goals and policies that would continue protection of residents and properties with emergency response plans and adequate emergency access. Within the GPTZCU Safety Element Goal S-3 desires to minimize exposure of residents, businesses, and biological habitat to hazardous materials. In support of that goal Policy S-3.9 requires coordination of local hazmat plans with regional emergency authorities.

In addition, Safety Element Goal S-6 encourages the entire community to work together to avoid injury, death, or building damage from large disasters. In addition, Policies S-6.1 and -6.2 support residents and businesses becoming active in planning for and recovering from major disasters.

While it is possible that there may be temporary and limited circulation changes required during discrete periods of time associated with specific construction projects, these changes would be temporary and would be of a nature that still allowed evacuation in the event of an emergency. Emergency access would be maintained to all properties within the project limits and the surrounding vicinity during construction.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Wildland Fires**

***Impact HAZMAT-7 – Would the GPU expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

#### **Analysis of Impacts**

##### City-wide

Generally, the greatest potential for wildfire hazards occurs in areas adjacent to abundant natural vegetation. Santa Fe Springs is an urbanized community with no areas of abundant natural vegetation, and no areas adjacent to abundant natural vegetation. The Planning Area is not mapped by CALFIRE Fire Hazard Severity Zone Maps as being located in an area of high fire threat. However, the City does have higher than normal fire risks for urban communities due to the large number of oil-related facilities within the Planning Area.

Key Opportunity sites

Due to the urbanized setting of the City, none of the four opportunity sites have elevated wildfire risks. However, the MC&C site is adjacent to active oil production land and facilities, so it has a higher potential for urban petroleum-related fire risks. The City’s standard development review process, including review of development plans by the Fire Department, will help assure future mixed-use and residential development on these four opportunity sites will have no elevated fire risks over those of the City as a whole.

General Plan Update

The existing Safety Element of the General Plan contains Goals 5.1 through 5.4 and 6.1 through 6.9; and policies 5.1 through 5.4, 6.1 through 6.2, and 12.2 through 12.3 to assure future development would not result in significant environmental impacts regarding wildland fires.

Although the City is not in a wildland prone fire area, it does have an elevated fire risk due to the many oil-related and chemical facilities present. The proposed GPTZCU contains goals and policies that would continue protection of residents and properties from its elevated fire risks. **Safety Element** Goal S-4 desires to minimize the risk of urban fires and its Policy S-4.1 focuses specifically on potential petroleum-related fires, including active producer well sites, active water injection wells, oil industry tank farms and compression plants, and aboveground tanks storing flammable or combustible liquids. Policy S-4.2 addresses fire risks of new development, Policy S-4.3 addresses fire risks from underground pipelines, Policy S-4.4 requires regular fire inspections, and Policy S-4.5 focuses on public education programs to help reduce fire risks. In addition, Goal S-3 and its Policies S-3.1 through 3.11 all focus on different aspects of fire prevention and safety relative to oil-related facilities in the City.

The proposed GPTZCU is located in a highly urbanized area and would not include development within or adjacent to areas of abundant natural vegetation. Therefore, the GPTZCU would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts related to wildfire will be less than significant.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Cumulative Impacts**

***Impact HAZMAT-8 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to hazards and hazardous materials?***

**Analysis of Impacts**

Some impacts related to hazards and hazardous materials are often site specific and not cumulative in nature because each project area has unique considerations that would be subject to uniform site development and construction standards. Exceptions to this include

impacts that have the potential to contaminate the wider environment, such as water basins, or impacts that increase the potential of wildfire, or decrease the ability to evacuate an area.

The routine use, handling, and transport of hazardous materials is regulated at a State, federal, and local level, and frequently site specific. Following these regulations, and mitigations set down at a project level would ensure there is no cumulative impact to the public, or to schools within the Planning Area.

There are many sites within the Planning Area that are included in the Cortese list. Development of these sites has the potential to cause a release of hazardous material into the environment, which could have a significant cumulative impact. Project level mitigation and ongoing cleanup activities would ensure that development of these sites would not create a release of hazardous material into the environment and would not cause a cumulative impact relating to sites on the Cortese list.

Since there are no aircraft influence areas in the City, there would be no cumulative impact associated with a safety hazard or excessive noise for people residing or working in the GPU area.

There is the potential that multiple projects could be located along emergency routes, each slowing or interfering with an emergency response plan or emergency evacuation plan that, when considered together, create a significant impact. In addition to the individual CEQA analysis, the City will ensure as part of its development review process, that projects along emergency routes do not have the potential to have a cumulative effect and will not permit projects with this potential to occur simultaneously and will stagger the projects as necessary in order to allow emergency routes to flow freely.

There is limited potential for wildland fires within the Planning Area, and no areas of wildland in or adjacent to the Planning Area, and so projects would not be able to have a cumulative impact to wildland fires.

The existing Safety Element of the General Plan contained Goals 5.1 through 8.4 and Goals 12.1 through 12.8; and Policies 5.1 through 8.1 and Policies 12.1 through 12.4 to assure future development would not result in significant environmental impacts regarding hazards and hazardous materials. In addition, the proposed GPTZCU contains Land Use Element Goal 3 and Safety Element Goals 3 and 4, plus the various policies of these goals, that would continue protecting residents and properties from hazardous materials and accidents involving hazardous materials. It is assumed other surrounding jurisdictions have similar General Plan goals and policies as they generally reflect compliance with state laws regarding various hazards and hazardous materials.

Compliance with the requirements of the General Plan Safety Element described above, as well as following existing State, federal, and local laws and regulations, and by ensuring that projects with the capacity for cumulative impacts if ongoing simultaneously are mitigated on a project level and would result in a less-than significant cumulative impact from hazardous materials. Implementation of the proposed GPU would not result in a cumulatively considerable impact.

#### **Level of Significance Before Mitigation**

Less than significant cumulative impact.

## Mitigation Measures

None required.

### 4.9.5 - REFERENCES

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- California Department of Toxic Substances Control, 2021b. Hazardous Waste and Substances Site List. ([https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site\\_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST](https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST) website accessed March 24, 2021)
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## 4.10 – Hydrology and Water Quality

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This EIR chapter addresses the potential for water quality, hydrology, flooding, erosion, and siltation impacts that could result from implementation of the proposed General Plan and Targeted Zoning Code Update (GPTZCU).

### 4.10.1 – ENVIRONMENTAL SETTING

#### Groundwater

Santa Fe Springs is located over the Central Basin groundwater basin. On its north, the Central Basin is bounded by the Hollywood Basin, and that boundary runs through the City of Los Angeles. The remainder of the northern boundary of the Central Basin extends along the Merced Hills, across Whittier Narrows, and then along Puente Hills. The Central Basin consists of four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. The California Department of Water Resources does not identify the Central Basin as being in overdraft (as of 2020).

The City owns three wells: Wells No. 1, 2, and 12. Well No. 1 was placed on standby in 2014 because of poor water quality. Well No. 2 has been on standby since 2008 due to water quality problems. Well No. 12 was drilled in 2013 and has been inactive since 2013 due to water quality issues. Wells No. 2 and No. 12 have production capacities of 1,900 and 2,000 gallons per minute, respectively. Water treatment facilities are planned for Wells No. 2 and No. 12. The City produced groundwater from the Central Basin from 2009 to 2014 from Well No. 1. The City did not pump any groundwater in 2015 from its wells.

**Groundwater Contamination Plume.** As previously outlined in Section 4.9.1 regarding hazardous materials, the Omega Chemical Corporation was a refrigerant and solvent recycling company that operated in the City of Whittier between 1976 and 1991. As a result of its operations, poly tetrachloroethene (PCE) and trichloroethene (TCE) have contaminated the local groundwater and created a large plume beneath Whittier and neighboring Cities including the City of Santa Fe Springs. In 1999, the EPA placed this site on its Superfund National Priorities List and the City shut down water production wells. In 2017 and 2018, 53 groundwater monitoring wells were constructed to provide data needed to design a regional groundwater cleanup system. As of 2020, work to address contaminated groundwater and design the regional groundwater cleanup system is ongoing.

#### Wastewater

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD) and maintained by Consolidated Sewer Maintenance District (CSMD). The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions. Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant (LCWRP) and Long Beach Water Reclamation Plant (LBWRP); after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River.

### **Stormwater**

The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD) and includes a network of mains and catch basins that discharge into the Pacific Ocean via the San Gabriel River and its tributaries, such as Coyote Creek. High concentrations of impervious surfaces in intensive urban areas, like Santa Fe Springs and surrounding vicinities, has contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The San Gabriel River is impaired by pollutants, including selenium and metals, such as copper, lead, and zinc. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials, such as galvanized steel, that are exposed to rain.

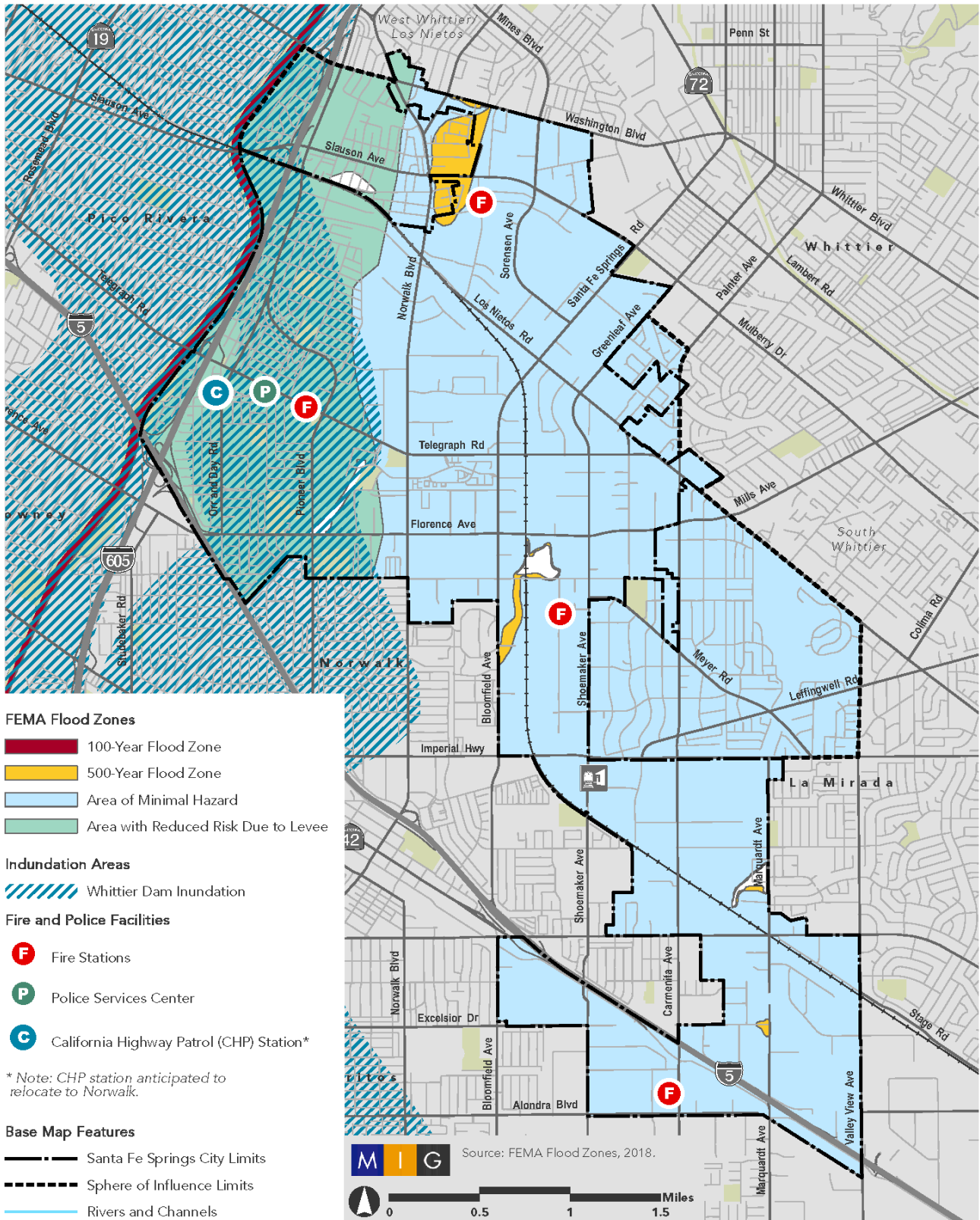
Santa Fe Springs, along with 12 other local cities and the LAFCD, formed the Lower San Gabriel River Watershed Management Group. The group attained a Los Angeles County National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit in 2013 and created a Watershed Management Program in 2015 to implement watershed control measures and reduce discharge of stormwater pollutants. In accordance with the Watershed Management Program, Santa Fe Springs set a final compliance milestone to capture and treat 2.1 acre-feet of stormwater in the Coyote Creek Watershed and 4.9 acre-feet of stormwater in the San Gabriel River Watershed by 2026.

### **Flooding and Dam Inundation**

Most of Santa Fe Springs faces minimal flood hazards, as outlined by the Federal Emergency Management Agency (FEMA) hazard map. The City is adjacent to the San Gabriel River, which is susceptible to flooding events, however, the 100-year flood event zone surrounding the river remains west of I-605 and outside the City limit. Risk of flooding from a 500-year flood event occurs in a few small pockets of the City, with the largest area in the City's northern industrial district. No additional flood hazards are mapped by FEMA, including a citywide absence of 100-year flood zones, which border the City along the San Gabriel River (see Exhibit 4.10-1).

Urbanization of a watershed changes the hydrologic system. Heavy rainfall in the City can collect and rapidly move across impervious concrete and asphalt surfaces, concentrating the flow in unnatural channels such as streets, creating swift moving rivers. Additional localized flooding can occur when storm drains back up with vegetative debris.

The Hoover Reservoir and Whittier Narrows Dam located five miles northwest of Santa Fe Springs poses the greatest threat from dam inundation for the City. The dam was built as a flood risk management and water conservation project in 1957 and creates a reservoir capacity of 9.75 million gallons of water. In 2016, the U.S. Army Corps of Engineers determined the dam is structurally unsafe and poses a potentially catastrophic risk to the communities along the San Gabriel River floodplain. In addition, engineers found that the mile-long earthen structure could fail if water were to flow over its crest or if seepage eroded the sandy soil underneath. Measures to permanently address these issues are currently being developed and evaluated (as of 2020). Inundation from dam failure would mostly affect the commercial, industrial, and residential areas of the City west of Norwalk Boulevard which is also shown in Exhibit 4.10-1.



**Exhibit 4.10-1 Flood Zones**



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## 4.10.2 – REGULATORY FRAMEWORK

### Federal

**Clean Water Act Section 404.** The United States Clean Water Act (CWA) is the primary federal law that protects the quality of the nation’s surface waters, including lakes, rivers, aquifers, and coastal areas. The CWA focuses on the protection of surface water, but certain sections also apply to groundwater. Under the CWA, the United States Environmental Protection Agency (EPA) sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB).

The CWA authorizes the EPA to regulate water quality in California by controlling the discharge of pollutants to water bodies from point and non-point sources through the National Pollution Discharge Elimination System (NPDES). In Los Angeles County NPDES permits are administered by the Los Angeles Regional Water Quality Control Board (RWQCB Region 4), a division of the State Water Resources Control Board (SWRCB). The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Water Board 2020) is the master policy document that drives the management of water quality and NPDES permits.

NPDES permits are adopted to address the water quality and flow-related impacts of stormwater runoff. It is a comprehensive permit, which regulates activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. It also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit’s implementation.

### Stormwater Water Discharge for Construction Sites

Dischargers whose projects disturb one (1) or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ.

Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation but does not include regular maintenance activities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), identifying potential sources of pollution and specifying runoff controls during construction for the purpose of minimizing the discharge of pollutants in stormwater from the construction area. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Construction-related BMPs are a set of specific guidelines for reducing pollutants (including sedimentation and turbidity) in stormwater discharges and runoff both during construction and post-construction.

Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The permit also includes post-construction standards with the requirement for all construction sites to match pre-project hydrology to ensure that the physical and biological integrity of aquatic ecosystems is maintained. This “runoff reduction” approach is analogous in principle to Low Impact Development (LID) and serves to protect related watersheds and water bodies from both hydrologic-based and pollution impacts associated with the post-construction landscape.

Section 404 of the CWA requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

**Federal Emergency Management Agency.** The Federal Emergency Management Agency (FEMA) creates maps classifying levels of flood risk or flood zones for designated areas. The maps are called Flood Insurance Rate Maps (FIRMs) and are utilized to determine the need and rate of flood insurance. Flood zones are determined based on historical data on the likelihood of flood inundation. The 100-year flood zone, also classified as Zones A, AO and AE, is the area of flooding expected to occur every 100 years.

**NPDES Program.** The National Pollutant Discharge Elimination System (NPDES) program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. Generally, these permits are issued and monitored under the oversight of the State Water Resources Control Board (SWRCB) and administered by each regional water quality control board. A brief discussion of these permit types is presented below:

*Municipal Permits.* Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the ‘maximum extent practicable’ and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin RWQCB has other programs in place to address nonpoint sources.

*Industrial Permits:* The State Water Resources Control Board issues the Industrial General Permit that regulates discharges from 10 broad categories of industrial activities. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

*Construction Permits:* Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the State’s General Permit for Discharges of Storm Water Associated with Construction Activity. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.

**Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).** Section 10 of the Rivers and Harbors Act of 1899 states, “That the creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the

work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same” (EPA 2020).

## State

**Porter-Cologne Act (California).** Under the Porter-Cologne Water Quality Control Act (Porter-Cologne) the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. Porter-Cologne also established nine RWQCBs to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions.

**Sustainable Groundwater Management Act.** On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

**NPDES Regulations.** The federal Clean Water Act allows individual States to operate their own NPDES programs provided such programs meet minimum Federal requirements. The Los Angeles Regional Water Quality Control Board issues the municipal stormwater National Pollutant Discharge Elimination System permit, MS4, which encompasses the City of Santa Fe Springs.

The objective of Order No. 01-182 is to protect the beneficial uses of receiving waters in Los Angeles County. To meet this objective, the Order requires that the Los Angeles Countywide Stormwater Quality Management Plan (SQMP) specify Best Management Practices (BMPs) that would be implemented to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Further, Permittees are to assure that stormwater discharges from the MS4 shall neither cause nor contribute to the exceedance of water quality, standards and objectives nor create conditions of nuisance in the receiving waters, and that the discharge of non-storm water to the MS4 has been effectively prohibited.

Permit No. CAS004001 requires implementation of a Stormwater Quality Management Plan, which provides specific guidelines to control, reduce and monitor discharges of waste to storm drain systems. The emphasis of the Stormwater Quality Management Plan is pollution prevention through education, public outreach, planning and implementation as source control BMPs first and structural and treatment control BMPs second.

**Standard Urban Stormwater Mitigation Plan.** The Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as part of the Los Angeles Regional Water Quality Control Board’s Municipal Stormwater Program. The Standard Urban Stormwater Mitigation Plan addresses stormwater pollution from certain types of new development and redevelopment. The Standard Urban Stormwater Mitigation Plan specifies the minimum required Best Management Practices (BMPs) that must be used for a designated project. Additional BMPs may be required on certain targeted categories of projects based on these regulations at the discretion of the City. Applicable project applicants are required to incorporate appropriate Standard Urban Stormwater Mitigation Plan requirements into their development plans.

**California Water Plan.** Required by the California Water Code Section 10005(a), the California Water Plan, prepared by the State Department of Water Resources (DWR), is the state government's strategic plan for managing and developing water resources statewide for current and future generations and provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The California Water Plan, which is updated every five years, presents basic data and information on California's water resources, including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The California Water Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the state's water needs. The goal for the California Water Plan Update is to meet California Water Code requirements, while receiving broad support among those participating in California's water planning, and serving as a useful document for the public, water planners throughout the state, legislators, and other decision-makers.

**Colbey-Alquist Floodplain Management Act.** The Colbey-Alquist Floodplain Management Act encourages local governments to plan, adopt and enforce land use regulations for floodplain management, in order to protect people and property from flooding hazards. This act also identifies requirements which jurisdictions must meet in order to receive state financial assistance for flood control.

**State Resolution No. W-4976.** In recent years, the State of California has been experiencing dry weather conditions due to less rainfall in the area, thus, causing a statewide drought emergency. In an effort to promote water conservation efforts, Resolution No. W-4976 was adopted by the California Public Utilities Commission on February 27, 2014 to establish procedures for water conservation measures in order to ensure a reduction in consumption. Since many water utility agencies or companies secure their water supply from multiple sources, including water wholesalers, surface water and/or groundwater; the adoption of this mandate has affected how water utility districts plan their service distribution while encountering various levels of water supply adjustments within each service area.

**California Green Building Standards Code.** The California Green Building Standards Code (CALGreen Code), Part 11 of the California Building Standards Code (Title 24) is designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and to encourage sustainable construction practices. The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including, but not limited to, site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

**Low Impact Development.** The State of California adopted sustainability as a core value for all California Water Boards' activities and programs on January 20, 2005. Low Impact Development (LID) practices benefit water supply and contribute to water quality protection by taking a different approach to development and using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The amount of impervious surface, infiltration, water quality, and infrastructure costs can all be addressed by LID techniques, tools, and materials. LID practices include: bioretention facilities or rain gardens, grass swales and channels, vegetated rooftops, rain barrels, cisterns, vegetated filter strips, and permeable pavements.



## Regional

**Los Angeles Regional Basin Plan.** The California legislature has assigned the primary responsibility to administer and enforce statutes for the protection and enhancement of water quality, including the Porter–Cologne Act and portions of the CWA, to the SWRCB and its nine RWQCBs. The SWRCB provides state-level coordination of the water quality control program by establishing statewide policies and plans for implementation of state and federal regulations. The nine RWQCBs throughout California adopt and implement Basin Plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems. The Los Angeles RWQCB is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the Project area. The Water Quality Control Plan for the Los Angeles Region, and Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) designate beneficial uses, establish water quality objectives, and contain implementation programs and policies to achieve those objectives for all waters addressed through the plan (California Water Code Sections 13240–13247). The Los Angeles RWQCB Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state-wide water policies. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

More specifically, the Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.

The Basin Plan is continually being updated to include amendments related to implementation of TMDLs of potential pollutants or water quality stressors, revisions of programs and policies within the Los Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives.

**Construction General Permit (SWRCB Order 2009-0009-DWQ, as amended).** For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

Activities that disturb over half an acre of land require coverage under the Construction General Permit. Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in the Coastal Watersheds of Los Angeles and Ventura County (Los Angeles RWQCB Order no. R4-2018-0125). This general order is intended

to authorize discharges of treated or untreated groundwater generated from permanent or temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits. Discharges from facilities to waters of the United States that do not cause, have the reasonable potential to cause, or contribute to an in-stream excursion above any applicable state or federal water quality objectives/criteria or cause acute or chronic toxicity in the receiving water are authorized discharges in accordance with the conditions set forth in this Order. To demonstrate coverage under the order, dischargers must submit documentation to show that the discharge would not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, or any other discharge prohibition listed in the order. In addition, discharges must perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The sample shall be analyzed, and the data compared to the water quality screening criteria for the constituents listed in the order, and if results show exceedance of water quality screening criteria, the discharge will be required to treat the wastewater to acceptable standards prior to discharge.

## Local

### City General Plan

Within the elements of the existing 1994 General Plan, there are a number of policies relating to hydrological resources, as shown below.

- 3.1 Continue efforts with the Southeast Water Coalition to ensure that water supplies are properly planned, conserved, protected, and managed.
- 3.2 Continue to coordinate water programs with other water agencies to ensure the preservation and improvement of water quality and the conservation of water.
- 3.5.1 The City will continue its commitment to implementation of the Storm Drain Master Plan and work with the County to do the same.
- 3.5.2 The land use planning process will include the development standards of the National Flood Hazard Program.
- 3.6 Continue cooperative efforts to assure [sic] that contaminated soils are not a threat to groundwater [sic]
- 4.7.1 The City is committed to minimizing damage to life and property in the event of a major regional or local disaster.
- 12.5.2 The highest priorities for code development and enforcement will be in the areas of structural, hazardous material, seismic, fire safety, crime, traffic, property maintenance, waste stream, and environmental hazards.

### 2021 General Plan Update

The proposed GPTZCU contains the following goals and policies related to water resources:

#### *Open Space and Conservation Element*

#### **Goal COS-4: Clean surface water, drainages, and groundwater.**

**Policy COS-4.1: Groundwater Supply Remediation.** Work with appropriate agencies and seek funding as appropriate to clean local groundwater to safe conditions.

**Policy COS-4.2: Contaminated Soils.** Coordinate with responsible agencies to avoid threats

that contaminated soils pose to groundwater quality.

**Policy COS-4.3: Groundwater Contamination.** Evaluate all proposed non-residential development plans for their potential to create groundwater contamination hazards from point and non-point sources and confer with other appropriate agencies to assure adequate review.

**Policy COS-4.4: Runoff Pollution Prevention.** Require that new development incorporate features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include additional landscape areas, parking lots with bio-infiltration systems, permeable paving designs, and stormwater detention basins.

*Circulation Element (Infrastructure Section)*

**Goal C-12: A sustainable and reliable water supply.**

**Policy C-12.1: Adequate Water Supply.:** Ensure adequate sources of water supply sufficient to serve existing and future development, and consider long-term climate change impacts to water demand and supply.

**Policy C-12.2: Water Conservation** Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.

**Policy C-12.3: Reclaimed Water.** Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.

**Policy C-12.4: Water Rates.** Derive water rates that are fair and equitable to make certain financial sufficiency to fully fund operating and capital costs and meet water reserve requirements.

**Policy C-12.5: Water Quality.** Comply with all applicable water quality standards.

**Policy C-12.6: Water Mains Repair.** Maintain a program to replace leaking water mains and test and replace old water meters as needed.

**Policy C-12.7: Urban Water Management Plan.** Update the Urban Water Management Plan in accordance with the California Urban Water Management Planning Act.

**Policy C-12.8: Water Infrastructure.** Identify and prioritize capital improvements to construct new and replacement wells, pumping plants, and reservoirs consistent with applicable master plans.

**Policy C-12.9: Water Conservation:** Promote cost-effective conservation strategies and programs that increase water use efficiency.

**Policy C-12.10: Emergency Water Connections:** Maintain emergency connections with local and regional water suppliers in the event of delivery disruption or natural disaster.

**Goal C-14: A sustainable and resilient storm drain system.**

**Policy C-14.1: Green Infrastructure:** Promote green infrastructure projects that capture stormwater for reuse, improved water quality, and reduced flooding risk, including but not limited to permeable pavements, rain gardens, bioswales, vegetative swales, infiltration trenches, green roofs, planter boxes, and rainwater harvesting/rain barrels or cisterns for public and private projects.

**Policy C-14.2: Storm Drain.** Expand and maintain local storm drain facilities to accommodate the needs of existing and planned development and with capacity to withstand more frequent and intense storms and extreme flooding events; prioritize areas that have known drainage

capacity issues.

**Policy C-14.3: Storm Drain Pollution.** Implement all appropriate programs and requirements to reduce the amount of pollution entering the storm drain system and waterways.

**Policy C-14.4: Surface Water Infiltration.** Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

**Policy C-14.5: Permeable Surfaces.** Utilize permeable materials and similar approaches to reduce expansive asphalt and impervious surface area, such as parking areas, enforcing low-impact development and best management practices treatment methods, and increasing greenery, and increasing the City's inventory of green spaces.

#### *Safety Element*

#### **Goal S-2. Protection from flood and dam inundation hazards.**

**Policy S-2.1: Storm Drainage System.** Consult with Los Angeles County Public Works to ensure that existing and future regional storm drain facilities within and adjacent to Santa Fe Springs are designed, operated, and maintained to accommodate projected drainage needs associated with major storm events and climate change effects.

**Policy S-2.2: Localized Ponding Mitigation.** Require developers to address localized ponding, where it may exist, as part of site improvements.

**Policy S-2.3: Dam Inundation.** Consult with appropriate agencies and monitor the upgrade/retrofit of the Whittier Narrows Dam to protect the community against catastrophic damage that could result from a combination of an extreme weather, seismic, and/or climate change event.

**Policy S-2.4: Shelters.** Seek ways to enhance the City's sheltering facilities outside of the potential dam inundation area, including places of worship, schools, and public buildings.

**City of Santa Fe Springs 2020 Urban Water Management Plan.** The City is a water supplier and is required to prepare a Plan in accordance with the Urban Water Management Planning Act (UWMP) Act established in 1983. The UWMP Act is included in the California Water Code (CWC) under Sections 10610 through 10656. The UWMP Act requires water agencies to develop UWMPs which provide a framework for long-term water planning and information regarding long-term resource planning to ensure sufficient water supplies are available to meet existing and future demands. Urban water suppliers are required to report, describe, and evaluate water deliveries and uses, water supply sources, efficient water uses, demand management measures, and water shortage contingency planning.

**Southeast Water Coalition.** The City of Santa Fe Springs is a member of an 11-city group called the Southeast Water Coalition Joint Powers (SEWC; Whittier 2021). Created in 1991, the agencies formed a joint power authority to improve and protect the quantity and quality of the regional water supply. The SEWC Board of Directors consists of one representative (normally a Councilmember) from each member city. The Administrative Entity acts as a steering committee consisting of one Public Works type staff member from each member city plus three non-voting (advisory) members from the Central Basin Watermaster, Golden State Water Company, and California Water Service (two private utilities serving several member cities). SEWC's mission is to prevent the contamination of the Central Groundwater Basin from migrating contaminated groundwater and to encourage good governance of water policies to ensure the availability of reliable, quality, and affordable water.

**Municipal Code.** Section 52 of the City’s Municipal Code addresses stormwater and runoff pollution control measures, including the following parameters:

- Prohibited activities (52.15)
- Exempted discharges; conditionally exempted discharges; designated discharges (52.16)
- Good housekeeping provisions (52.17)
- Requirements for industrial/commercial and construction activities (52.18)
- Standard urban stormwater mitigation plan (SUSMP) and low impact development (LID) requirements for new development and redevelopment projects (52.19)

The section further establishes Fees (52.20), Enforcement (52.98), and Penalties (52.99) to protect Hydrology and Water Quality.

In addition, MC Section 154.17 requires that Grading and Erosion Control be implemented for developments as follows: “Every map approved pursuant to this chapter shall be conditioned on compliance with the requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property, set forth in Chapter 150 of this title.”

#### **4.10.3 – SIGNIFICANCE THRESHOLDS**

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

- A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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.
- 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.
- F. Cause substantial adverse cumulative impacts with respect to hydrology or water quality.

#### 4.10.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts to less than significant levels.

##### **Degrade Surface or Groundwater Quality**

***Impact HYD-1 - Would the GPTZCU violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

##### **Analysis of Impacts**

###### City-wide

There is currently a plume of groundwater contamination of PCE and TCE beneath the City. Future development within the Planning Area under the GPTZCU may result in increased runoff and pollutant contributions to local drainages and groundwater supplies. The 1994 General Plan did not contain any specific policies relating to water quality standards, waste discharge requirements, or references to actions to avoid that would otherwise substantially degrade surface or groundwater supply. However, the 1994 General Plan did reference the continuation of several other regulatory/agency mechanisms by which the water quality, waste discharge, surface water, and groundwater is protected by law and policy (See Section 4.10.2). Since 1994, many of these laws and policies have been updated or given additional support to provide more stringent measures to protect water quality given the historic droughts that have occurred in California since the last City General Plan. One of the most specific in regard to groundwater is the Sustainable Groundwater Management Act signed into law in 2014.

###### Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may contribute urban pollutants to local surface drainages and groundwater over both the short- and long-term. However, compliance with General Plan goals and policies regarding water quality, compliance with state and regional regulatory requirements, and compliance with the City's development review process and Municipal Code requirements will assure that future development in these areas will not have significant impacts regarding water quality.

###### General Plan Update

The Open Space and Conservation Element of the proposed GPTZCU contains Goal C)S-4 which strives to achieve clean surface water and groundwater supplies. In support of that goal, Policy COS-4.1 focuses on helping clean up the groundwater contamination plume currently beneath the City, while Policies COS-4.2 and COS-4.3 address cleaning up contaminated soils and regulating future land uses to help improve future groundwater quality. Policy COS-4.4 requires that new development incorporate water quality features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

In addition, the Infrastructure portion of the Circulation Element contains Goal C-12 and its supporting Policy C-12.5 requires all activities in the City to comply with current water quality regulations. Other policies under this goal encourage various methods of conservation to help reduce overall water consumption. This Element also contains Goal C-14 and its Policies C-14.1

through 14.5 which require the City to control water pollution related to its storm drain system.

With implementation of these General Plan goals and policies, and continued regulatory compliance with state and regional water quality standards, development within the Planning Area under the GPTZCU, including the key opportunity sites, will not result in significant impacts related to surface or groundwater quality.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Impacts to Groundwater Supply and Recharge**

***Impact HYD-2 – Would the GPTZCU substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

**Analysis of Impacts**

City-wide

According to the City’s Urban Water Management Plan (UWMP), the City provides water service to an area with a 2015 population of about 14,700. The UWMP also estimated the City was projected to have a population of approximately 18,000 by 2040 (note the actual 2020 population is already estimated at 18,292 persons). The estimated future population for the City’s service area was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2015). The UWMP indicated these population estimates were used to prepare its water consumption estimates (p. 3-5, CSFS 2017).

Table 3-2 in Section 3, Project Description, provides a comparison of existing City characteristics from 2020 and those estimated for 2040. Table 3-2 estimates the City’s population will increase to 30,351 by 2040 which is far in excess of that estimated in the UWMP to adequately supply future growth. In addition, Table 3-2 estimates the total population of the Planning Area will be on the order of 60,808 persons by 2040. Since most of the City’s water supply comes from groundwater sources, the growth represented by the proposed GPTZCU exceeds that upon which the UWMP was developed. Therefore, groundwater supply is a potentially significant impact that requires mitigation.

Since the last UWMP update in 2015, Southern California’s urban water demand has been largely shaped by water conservation efforts to comply with the SBx7-7. This law requires all California retail urban water suppliers serving more than 3,000 acre-feet per year (AFY) or 3,000 service connections to achieve a 20 percent water demand reduction (from a historical baseline) by 2020. The City has been actively engaged in efforts to reduce water use in its service area to meet the 2015 interim 10 percent reduction and the 2020 final water use target.

#### 4.10 – Hydrology and Water Quality

Meeting this target is critical to ensure the City's eligibility to receive future state water grants and loans.

In April 2015 Governor Brown issued an Emergency Drought Mandate as a result of one of the most severe droughts in California's history, requiring a collective reduction in statewide urban water use of 25 percent by February 2016, with each agency in the state given a specific reduction target by DWR.

Even with recent water conservation efforts, long-term local groundwater supply is a potentially significant impact that requires mitigation.

In addition to overall groundwater supply, there is also a plume of groundwater contamination of PCE and TCE beneath the City that has significantly affected groundwater quality (i.e., the City had to cease operation of its potable water wells). Since local wells are not being used for potable water service, this further restricts the amount of readily available local groundwater that can be used by the City.

Future development within the Planning Area under the GPTZCU may also result in increased runoff and pollutant contributions to local groundwater supplies. As stated above, the 1994 General Plan did not contain any specific policies relating to actions to avoid substantially degrading groundwater supply. However, the 1994 General Plan did reference the continuation of several other regulatory/agency mechanisms by which the surface and groundwater are protected by law and policy (See Section 4.10.2). Since 1994, many of these laws and policies have been updated or given additional support to provide more stringent measures to protect surface and groundwater supplies given the historic droughts that have occurred in California since the last City General Plan. One of the most specific laws regarding groundwater, is the Sustainable Groundwater Management Act signed into law in 2014.

Future development under the GPTZCU will comply with the following: General Plan goals and policies regarding water supply and quality; state and regional regulatory requirements; the City's development review process; and City Municipal Code requirements. Even with this compliance, long-term local groundwater supply is a potentially significant impact that requires mitigation.

**Mitigation Measure UTL-1** is recommended to help assure there will be adequate groundwater supplies for future City and Planning Area residents.

#### Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may incrementally use additional water supplies and reduce runoff and groundwater recharge, and contribute urban pollutants to local groundwater over both the short- and long-term. However, compliance with General Plan goals and policies regarding water supply and quality, compliance with state and regional regulatory requirements, and compliance with the City's development review process and Municipal Code requirements will assure that future development in these areas will not have significant impacts regarding groundwater supplies or quality.

#### General Plan Update

By helping remediate existing groundwater contamination, the City will help secure its groundwater supply in the future. The Open Space and Conservation Element of the proposed



GPTZCU contains Goal COS-4 which strives to achieve clean groundwater supplies. In support of that goal, Policy COS-4.1 focuses on helping clean up the groundwater contamination plume currently beneath the City, while Policies COS-4.2 and COS-4.3 address cleaning up contaminated soils and regulating future land uses to help improve future groundwater quality. Policy COS-4.4 requires that new development incorporate water quality features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events which will also help improve groundwater quality.

In addition, the Infrastructure portion of the Circulation Element contains Goal C-12 and its supporting Policy C-12.7 which requires the City to update its Urban Water Management Plan consistent with the California Urban Water Management Planning Act. Other policies under this goal encourage various methods of conservation to help reduce overall water consumption and reduce potential urban contamination that reaches the groundwater.

With implementation of **Mitigation Measure UTL-1** and these General Plan goals and policies, and continued regulatory compliance with state and regional water quality standards, development within the Planning Area under the GPTZCU, including the key opportunity sites, will not result in significant impacts related to groundwater supply.

#### **Level of Significance Before Mitigation**

Potentially significant.

#### **Mitigation Measures**

**UTL-1 Water Demand Management.** New developments under the GPTZCU that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Management Plan for the involved local water providers.

#### **Level of Significance After Mitigation**

Less than significant.

#### **Impacts to Drainage Patterns, Erosion, Siltation, or Water Quality**

***Impact HYD-3 – Would the GPTZCU 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?***

#### **Analysis of Impacts**

##### City-wide

The GPTZCU does not include any specific development or project that would substantially alter existing drainage patterns in the Planning Area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, future development will be assessed at a site-specific project-level when proposed. Any future projects within the

#### 4.10 – Hydrology and Water Quality

Planning Area under the GPTZCU would be required to adhere to local, state, and federal law and policy (See Section 4.10.2) regulating impacts to streams, rivers, and drainage patterns through the area that may also lead to the increase in impervious surfaces. Any impacts would be required to be analyzed in subsequent project-level CEQA documentation, wherein any potentially significant impacts would be required to be mitigated to less than significant level, or otherwise compensate for any unavoidable impacts.

The Planning Area is characteristically flat and highly developed and non-developed areas include City parks, school fields, and landscaping around buildings. There is no significant anticipated risk of erosion resulting from steep slopes or from wind and rain in areas of exposed soils within the Planning Area. Future development resulting from implementation of the GPTZCU has the potential to expose surficial soils and, as a result, local soils may be subject to erosion or loss of topsoil during development as a result of the GPTZCU. Development may also increase downstream runoff by increasing impervious surfaces on specific sites.

The Regional Water Quality Control Board (RWQCB) regulates the discharge of storm water from municipalities and activities within their jurisdiction including construction. The City is a signatory of the Los Angeles County Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge. The requirements include guidance and regulations for construction related erosion control, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects which would disturb one or more acres. The requirements also include appropriate best management practices (BMPs) that should be included to help prevent substantial soil erosion or the loss of topsoil.

In addition, the City's development review process examines potential increases in runoff from development sites and requires post-development runoff to not exceed pre-development levels through project design such as the use of detention/retention basins, pipes, swales, etc..

##### Key Opportunity Sites

Similar to the rest of the City, the four opportunity sites are flat and subject to the same state and regional water quality regulations including prevention of increased downstream runoff. Through the City's development review process development on these four sites will comply with the various requirements regarding erosion and flood control.

##### General Plan Update

The **Open Space and Conservation Element** of the proposed GPTZCU contains Goal OSC-6 and Policy OSC-6.4 which requires new development to incorporate design features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

In addition, the City's Municipal Code, Chapter 154.17 ensures the City will review all project plans and impose conditions as required to safeguard water quality and erosion control prior to the issuance of either a building permit or grading plan approval. The City's development review process will evaluate proposed development against established BMPs and other water quality-related guidelines, many of which are designed to control runoff and erosion.

With implementation of this General Plan goal and policy, continued regulatory compliance with state and regional water quality standards, and guidelines for erosion control in the Municipal Code, development within the Planning Area under the GPTZCU, including the key opportunity sites, will not result in significant impacts related to drainage patterns, erosion, siltation, or water quality.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Pollutant Risk from Site Inundation**

***Impact HYD-4 – Would the GPTZCU, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

### **Analysis of Impacts**

#### City-wide

As outlined in Section 4.10.1, most of Santa Fe Springs faces minimal flood hazards based on the Federal Emergency Management Agency (FEMA) hazard map. The City is adjacent to the San Gabriel River, which is susceptible to flooding events, however, the 100-year flood event zone surrounding the river remains west of I-605 and outside the City limit.

The Whittier Narrows Dam poses the greatest inundation threat to the City. If the dam were to fail, the portions of the City that would be inundated would be the commercial, industrial, and residential uses west of Norwalk Boulevard. The General Plan Update does not include any specific project that would risk release of pollutants due to property inundation. Any future projects within the Planning Area would be required to adhere to the County of Los Angeles's NPDES permit (See Section 4.10.2) regulating impacts and potential pollutant discharge within flood hazard or tsunami inundation areas.

The City of Santa Fe Springs is entirely landlocked with no major isolated waterbodies and is therefore not at risk of seiche. At its closest point, the City is approximately 11 miles from the Pacific Ocean and at an elevation of at least 80 feet above mean sea level, so it is unlikely any tsunami event affecting the Pacific Ocean coast would reach Santa Fe Springs.

Based on available evidence, it is unlikely the Planning Area would face any significant pollutant contamination or release during flood, seiche, or tsunami conditions. Impacts would be less than significant.

#### Key Opportunity Sites

New development on the four opportunity sites would have similar risks from flooding, seiche, or tsunami inundation as development elsewhere in the City. In addition, development of these sites involves mixed-use, commercial or residential uses which would not generate or contain large amounts of hazardous materials which could otherwise contribute to offsite pollution if an inundation event were to occur. Therefore, the potential for pollutant releases during inundation events from these sites would also be less than significant.

#### General Plan Update

The Safety Element of the proposed GPTZCU includes Goal S-2 which indicates the City wants to protect its citizens and businesses from flood or dam inundation hazards. Policy S-2.1 encourages the City to work with surrounding agencies to maintain drainage facilities in ways

that protect the City from flooding or inundation. Policy S-2.2 requires developers to alleviate local ponding on new development sites, and Policy S-2.3 requires the City to consult with the appropriate agencies to upgrade/retrofit the Whittier Narrows Dam to protect the community against catastrophic damage.

Therefore, no significant impacts to pollutant discharge in flood or tsunami inundation zones are anticipated from the implementation of the updated 2040 General Plan, including the four opportunity sites, within the Planning Area.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Project Compliance with Water Quality and Groundwater Management Plans**

***Impact HYD-5 – Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

#### **Analysis of Impacts**

##### City-wide

**Surface Water Quality Plan.** The Los Angeles Regional Water Quality Control Board (RWQCB) is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the City of Santa Fe Springs. The Water Quality Control Plan for the Los Angeles Region (Basin Plan) designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan. The RWQCB can prohibit or limit water discharges based on particular conditions, areas, or types of waste. The Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.

**Construction General Permit.** For stormwater discharges associated with construction activities in the state, the State Water Resources Control Board (SWRCB) has adopted the Construction General Permit<sup>1</sup> (CGP) to avoid and minimize water quality impacts from such activities. The CGP requires the development and implementation of a stormwater pollution prevention plan (SWPPP) which would include and specify water quality Best Management Practices (BMPs) to prevent pollutants from contacting stormwater and keep erosion from moving off site into receiving waters.

Through the City's development review process, future development in the Planning Area must comply with the various requirements of the Basin Plan and the CGP. In this way, future development in the Planning Area would have less than significant impacts on surface water management plans.

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<sup>1</sup> SWRCB Order 2009-0009-DWQ, as amended

**Groundwater Management Plan.** The Water Replenishment District of Southern California (WRD) was formed in 1959 to protect local groundwater supply and quality. The Central Basin is within the WRD and managed by the Central Basin Watermaster. In addition, the City is a member of an 11-city group called the Southeast Water Coalition Joint Powers (SEWC). SEWC's mission is to prevent the contamination of the Central Groundwater Basin from migrating contaminated groundwater and to encourage good governance of water policies to ensure the availability of reliable, quality, and affordable water.

Through the City's development review process, future development in the Planning Area must comply with the various requirements of the Central Basin Watermaster and the SEWC. In this way, future development in the Planning Area would have less than significant impacts on groundwater management plans.

#### Key Opportunity Sites

Future development of the four opportunity sites would be required to comply with the Basin Plan, the Construction General Permit, the Central Basin Groundwater Management Plan as directed by the Central Basin Watermaster, and the current requirements of the SEWC. In these ways, development of the opportunity sites would have less than significant impacts on surface or groundwater management plans.

#### General Plan Update

The existing 1994 General Plan does not contain any specific policies relating to implementation of water quality control plans or sustainable groundwater management plans. However, it does reference the continuation of several other regulatory/agency mechanisms by which the water quality and groundwater are protected by law and policy (See Section 4.10.2). Since 1994, many of these laws and policies have been updated or given additional support to provide more stringent measures to protect water quality given the historic droughts that have occurred in California since the last City General Plan. One of the most specific regarding groundwater, is the Sustainable Groundwater Management Act signed into law in 2014.

The Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-4 which strives to achieve clean surface water and groundwater supplies. In support of that goal, Policy COS-4.1 requires the City to work with appropriate federal and state agencies and seek funding as appropriate to clean local groundwater to safe conditions.

In addition, the Infrastructure portion of the Circulation Element contains Goal C-12 and its supporting Policy C-12.5 requires all activities in the City to comply with current water quality regulations (i.e., for both surface and groundwater quality).

Therefore, no impact to implementation of water quality control plans or sustainable groundwater management plans are anticipated from the implementation of the updated 2040 General Plan, including the four opportunity sites, within the Planning Area.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

### **Cumulative Impacts**

#### ***Impact HYD-6 - Would the GPTZCU cause substantial adverse cumulative impacts with respect to hydrology and water quality?***

#### **Analysis of Impacts**

The Planning Area and surrounding communities contain water-related hazards and surface and groundwater resources that must be protected. State law requires that the Safety Elements of city general plans, including Santa Fe Springs, address potential flooding, erosion, changing drainage patterns, and other water-related hazards. In addition, the General Plan Open Space and Conservation Element identifies ways the City will coordinate with other agencies to protect surface and groundwater supplies. The Safety Element also contains goals and policies which acknowledge these potential risks and require structures and infrastructure to provide adequate levels of safety for the community.

In addition, the General Plans for the surrounding cities and the County General Plan are all required to identify potential risks from flooding, geologic and seismic conditions and contain goals and policies to address these risks and protect the public. These goals and policies are intended to be consistent with state law and are similar to those of the City's General Plan. In addition to local general plans, various state laws including CEQA require the City as a lead agency to identify potential water-related hazards related to new development and protect important water resources as development occurs in the future. Local water districts must prepare Urban Water Management Plans and Groundwater Sustainability Plans are required to provide long-term protection for both surface and groundwater supplies for the region.

In these ways, potential cumulative impacts to future development from flooding and water-related hazards will be minimized, and the protection of important regional water resources will be protected. Therefore, future development in the City under the GPTZCU, including the key opportunity sites, will not make a significant contribution to any cumulative regional impacts on flooding or other water-related hazards and protect surface and groundwater resources in the future.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### 4.10.5 – REFERENCES

City of Santa Fe Springs (CSFS), 2017. *City of Santa Fe Springs 2015 Urban Water Management Plan*. [website accessed March 2021]

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United States Environmental Protection Agency (USEPA), 2020. Section 10 of the Rivers and Harbors Appropriation Act of 1899. Available at: <https://www.epa.gov/cwa-404/section-10-rivers-and-harbors-appropriation-act-1899>. Accessed December 2020.

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[https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/basin\\_plan\\_documentation.html](https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html).

Southeast Water Coalition (SEWC), 2021. Santa Fe Springs, Public Works Department. Southeast Water Coalition (SEWC). [website accessed March 2021]

<https://www.cityofwhittier.org/government/public-works/southeast-water-coalition-sewc>.

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## 4.11 – Land Use and Planning

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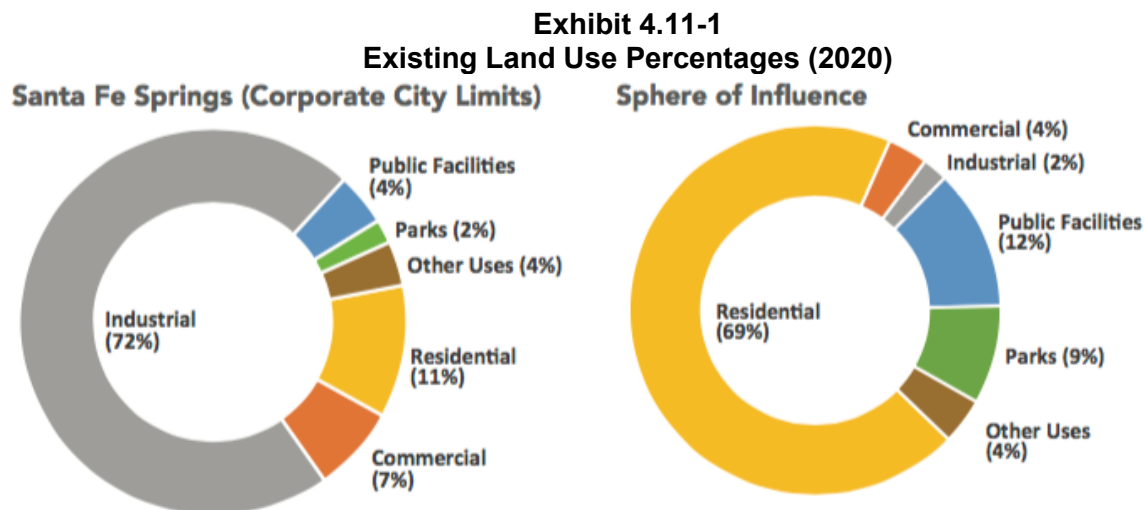
This EIR chapter addresses land use and planning impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are land use and planning impacts identified by the CEQA Guidelines: whether the GPTZCU will physically divide an established community or cause 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.

### 4.11.1 – ENVIRONMENTAL SETTING

Existing land uses and their regulatory plans provide a foundation for understanding how past planning efforts have shaped Santa Fe Springs. These plans include County plans pre-dating incorporation, the City's first General Plan from the 1970s, the 1994 General Plan (1993 Land Use Element), the City's Zoning Ordinance, the Active Transportation Plan, and the development of the Waste Disposal, Inc. Specific Plan (Santa Fe Springs, 2020).

#### Existing Land Uses

As of 2020, the City of Santa Fe Springs had 5,675 parcels encompassing 4,741 acres. The Sphere of Influence contained about 5,145 parcels encompassing an additional 1,285 acres (6,026-acre Planning Area). Existing land uses, as of 2020, included 29 different land use categories (see Table 4.11.1 ) ranging from residential, commercial, industrial, and public facilities. These land use categories are described below and enumerated in Table 4.11-1: Existing Land Use Acreages (2020). As shown in Figure 4.11-1, the proportions of industrial and residential land uses differ greatly between the City and Sphere of Influence. Within the incorporated City limits, industrial uses account for 72% of land area; in the Sphere, only 2% of the land is devoted to industrial use. Residential uses predominate in the Sphere, at 70%. Exhibit 4.11-1 (Existing Land Use (2020) identifies the various land uses throughout the City and Sphere of Influence. As shown in Table 4.11-1, most existing development within the Planning Area consists of industrial uses (3,425 acres, or 57%). Residential land uses account for 1,417 acres (24%), and park and open space uses account for 205 acres (3%).

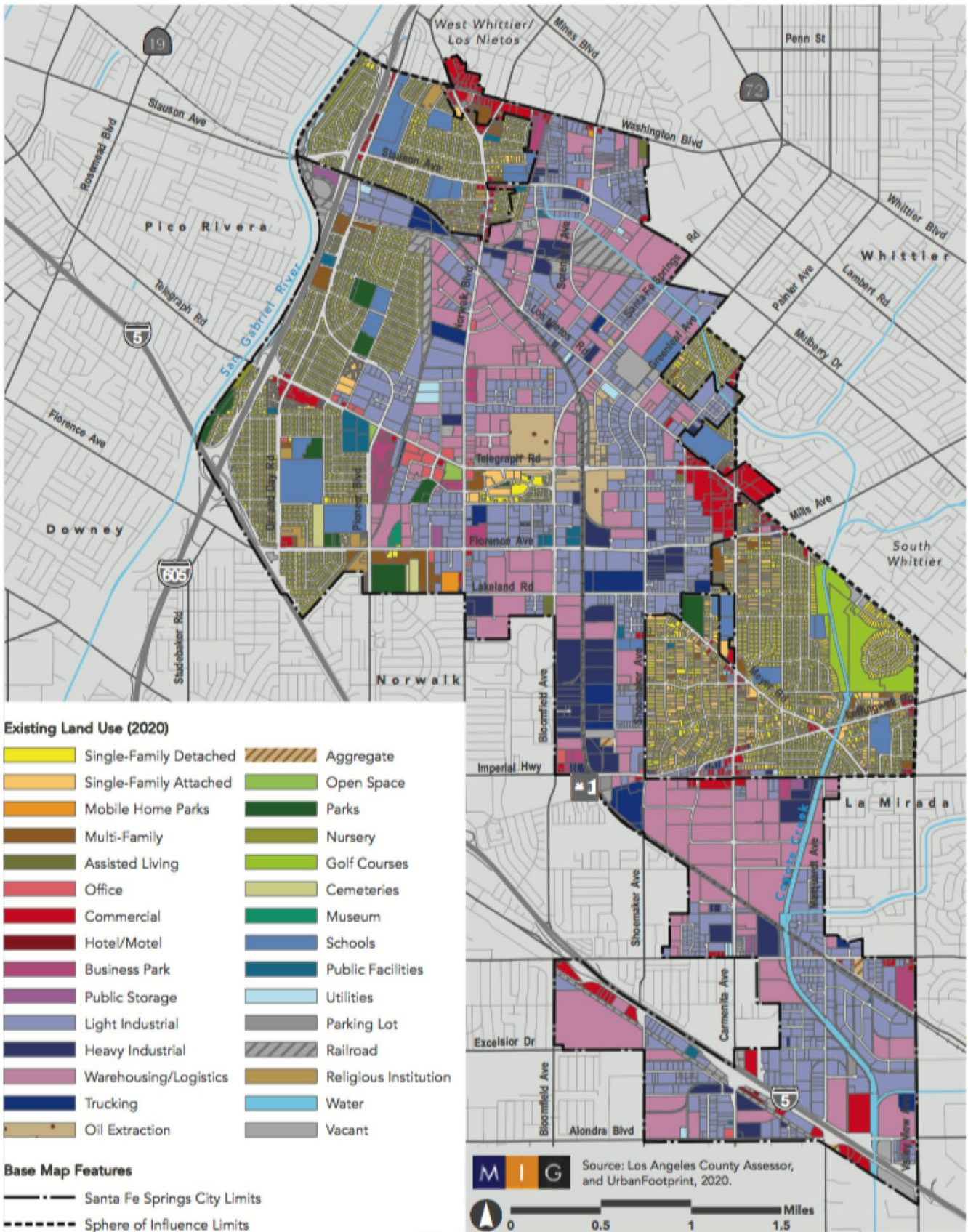


Source: MIG, LA County Assessor, and UrbanFootprint, 2020

**Table 4.11-1  
Existing Land Use Acreages (2020)**

Land Use Types	Planning Area (Net Acres)					
	City		Sphere of Influence		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
<b>Residential Uses</b>	<b>523.7</b>	<b>11.0%</b>	<b>892.9</b>	<b>69.5%</b>	<b>1,416.6</b>	<b>23.5%</b>
Single-Family Attached	40.6	0.9%	168.9	13.1%	209.5	3.5%
Single-Family Detached	413.2	8.7%	684.1	53.2%	1,097.3	18.2%
Mobile Home Parks	8.2	0.2%	0	0.0%	8.2	0.1%
Multi-Family	53.1	1.1%	38.9	3.0%	92.0	1.5%
Assisted Living	8.6	0.2%	1	0.1%	9.6	0.2%
<b>Commercial Uses</b>	<b>340.7</b>	<b>7.2%</b>	<b>44.5</b>	<b>3.5%</b>	<b>385.2</b>	<b>6.4%</b>
Commercial	196.5	4.1%	40.1	3.1%	236.6	3.9%
Hotel/Motel	2.8	0.1%	1.6	0.1%	4.4	0.1%
Business Park	83.2	1.8%	0	0.0%	83.2	1.4%
Office	35.3	0.7%	2.8	0.2%	38.1	0.6%
Public Storage	22.9	0.5%	0	0.0%	22.9	0.4%
<b>Industrial Uses</b>	<b>3,396.7</b>	<b>71.6%</b>	<b>29</b>	<b>2.3%</b>	<b>3,425.7</b>	<b>56.8%</b>
Light Industrial	1,446.8	30.5%	11.1	0.9%	1,457.9	24.2%
Heavy Industrial	273.4	5.8%	1.5	0.1%	274.9	4.6%
Oil Extraction	98.4	2.1%	0	0.0%	98.4	1.6%
Railroads and Railyards	219.2	4.6%	9.6	0.7%	228.8	3.8%
Aggregate and Cement	6.4	0.1%	0	0.0%	6.4	0.1%
Trucking-Related	114.5	2.4%	4	0.3%	118.5	2.0%
Warehousing/Logistics	1,238.0	26.1%	2.8	0.2%	1,240.8	20.6%
<b>Public Facilities Uses</b>	<b>206.2</b>	<b>4.3%</b>	<b>156.8</b>	<b>12.2%</b>	<b>363.0</b>	<b>6.0%</b>
Public Facilities	41.5	0.9%	3.4	0.3%	44.9	0.7%
Schools	124.1	2.6%	147.6	11.5%	271.7	4.5%
Museum	5.0	0.1%	0	0.0%	5.0	0.1%
Utilities	35.6	0.8%	5.8	0.5%	41.4	0.7%
<b>Parks and Open Space Uses</b>	<b>94.0</b>	<b>2.0%</b>	<b>111.3</b>	<b>8.7%</b>	<b>205.3</b>	<b>3.4%</b>
Parks	69.9	1.5%	14.4	1.1%	84.3	1.4%
Open Space	5.1	0.1%	0	0.0%	5.1	0.1%
Cemeteries	19.0	0.4%	0	0.0%	19.0	0.3%
Golf Courses	0.0	0.0%	96.9	7.5%	96.9	1.6%
<b>Other Uses</b>	<b>179.9</b>	<b>3.8%</b>	<b>50.7</b>	<b>3.9%</b>	<b>230.6</b>	<b>3.8%</b>
Religious Institution	19.9	0.4%	17.2	1.3%	37.1	0.6%
Vacant	90.1	1.9%	13.6	1.1%	103.7	1.7%
Storm Channels and Drainage	58.9	1.2%	19.5	1.5%	78.4	1.3%
Parking Lots	11.0	0.2%	0.4	0.0%	11.4	0.2%
<b>Total</b>	<b>4,741.2</b>	<b>100.0%</b>	<b>1,285.2</b>	<b>100.0%</b>	<b>6,026.4</b>	<b>100.0%</b>

Source: MIG, LA County Assessor, and UrbanFootprint, 2020.



<http://www.migcom.com> (951) 787-9222



## Exhibit 4.11-2 Existing Land Use 2020

Santa Fe Springs General Plan and Targeted Zoning Code Update  
Santa Fe Springs, California

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## Residential Land Uses

Residential uses within Santa Fe Springs are primarily concentrated in the western part of the City. Except for a cluster of residential uses along Telegraph Road, residential uses are generally located along the western and eastern borders of the Planning Area. There are no existing residential uses south of Imperial Highway. Single-family detached and attached residential uses make up the vast majority of the residential land use category (454 acres in the City and 1,307 acres in the Planning Area). The single-family residential average densities (number of residential dwelling units per acres, or du/ac) is approximately 7.5 du/ac. Orr and Day Road provides a good representation of many of Santa Fe Springs' residential communities. Most homes along Orr and Day Road were built in the 1950s, on lots averaging approximately 5,000 square feet. Santa Fe High School is also located along Orr and Day Road, directly serving the largest residential neighborhood in the City. Multi-family residential uses (more than one unit per/lot) generally occur along major roads and intersections such as Norwalk Boulevard and Telegraph Road in the western part of the City. As shown in Table 4.11-1 (Existing Land Use Acreages) Residential Density within the Planning Area), multi-family residential uses in the City cover 53 acres (92 acres in the Planning Area), with average densities at approximately 27.8 du/ac. Mobile home parks and assisted living developments (17 acres) make up a very small proportion of residential land uses.

**Table 4.11-2  
Residential Density within the Planning Area**

Residential Land Use Types	Average Residential Density	Number of Parcels	Average Parcel Size (acres/sq. ft.)
Single-Family Detached	7.5 du/ac	7,335	0.15 ac/6,500 sf
Single-Family Attached	16.6 du/ac	791	0.26 ac/11,300 sf
Multi-Family	27.8 du/ac	97	0.95 ac/41,400 sf
Mobile Home Parks	13.9 du/ac	2	4.1 ac/178,600 sf

Source: MIG, LA County Assessor, and UrbanFootprint, 2020.

## Commercial and Industrial Land Uses

Commercial uses make up 385 acres or 6% of the Planning Area. These uses are primarily concentrated around the borders of Santa Fe Springs, with clusters along Washington Boulevard and around the intersections of Telegraph Road at Day Road and Carmenita Road. The most prevalent commercial uses are retail establishments and shopping centers (226 acres), followed by business parks (83 acres), offices (38 acres), and public storage uses (23 acres). Industrial uses account for 3,426 acres, or 57 percent of the Planning Area. The vast majority (3,397 acres) of industrial uses are located within City limits. Industrial uses are centrally located in Santa Fe Springs, spanning the entire length of the City. Some commercial and residential uses lie scattered among industrial uses, with a cluster of residential uses located along Telegraph Road. Industrial land uses include light industrial, heavy industrial, warehousing and logistics, trucking, aggregate and cement, and oil extraction businesses. Light industrial (1,447 acres) and warehousing and logistics (1,238 acres) make up the majority of industrial uses in the City. The City has experienced an increase in warehousing and logistics uses in 2018-2020, reflecting broader economic trends. Certain industrial land uses, such as logistics and warehousing have large footprints and relatively greater impacts on the community in terms of truck traffic, air pollution, noise, and road damage, while generating less revenue compared to light industrial uses. Floor-area ratio (FAR) is used to describe the development intensity for commercial and industrial uses. FAR is the ratio of a building's total floor area to the size of the lot or parcel on which that building is located. A 0.5 FAR indicates that the floor area

of a building is half as large as the lot area. Table 4.11-3 (Non-Residential Intensity (Floor-Area-Ratio) within the Planning Area) shows the average FAR by non-residential use types within the Planning Area.

**Table 4.11-3  
Non-Residential Intensity (Floor-Area-Ratio) within the Planning Area**

Non-Residential Land Use Types	Average Floor-Area Ratio (FAR)	Number of Parcels	Average Parcel Size (acres)
Commercial Uses	0.163	243	0.8 ac
Office and Business Park Uses	0.234	79	1.6 ac
Light and Heavy Industrial Uses	0.328	1,346	1.3 ac
Warehousing and Logistics Uses	0.422	249	4.9 ac

Source: MIG, LA County Assessor, and UrbanFootprint, 2020.

### Public Facilities and Institutional Land Uses

Public and quasi-public uses include public schools, government offices, museums, and utilities. The total land area devoted to public facilities and institutional uses is 363 acres, or six percent of the Planning Area. Public and private schools (K-12) occupy 272 acres (5%) of the Planning Area.

### Park and Open Space Land Uses

Parks and open spaces make up 205 acres, or just over three percent of the Planning Area. The largest uses in the parks and open spaces category include parks (70 acres) and golf courses (97 acres). The other uses include open space (20 acres) and cemeteries (19 acres). Chapter 4.16 (Recreation) further describes park facilities within the Planning Area, including 85.3 acres of parkland managed by the City of Santa Fe Springs, which consists of Park and Public Facilities existing land uses.

### Other Land Uses

Other land uses such as utilities, storm drain facilities, railroad lines, parking lots, and vacant land (devoid of any structures) account for 231 acres, or 4% of the Planning Area. As noted previously, the Planning Area contains little vacant land (103.7 acres). The largest clusters of vacant land are located near the intersections of Telegraph Road and Bloomfield Avenue and Greenleaf Avenue and Los Nietos Road. Vacant lots across the Planning Area vary greatly in size. Some vacant properties are relatively large, having previously been used for light industrial, heavy industrial, and warehousing and logistics uses. Santa Fe Springs is built out, with few vacant lots. Future development will largely rely on infill development and the reuse or intensification of existing structures.

## 4.11.2 – REGULATORY FRAMEWORK

### Federal

**Clean Air Act.** The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The United States Environmental Protection Agency (EPA) has established ambient air quality standards for certain criteria pollutants, which are generally implemented by state and local agencies.

**Clean Water Action (Section 404).** Section 404(b) of the Federal Clean Water Act was established to preserve water quality and discourages the alteration or destruction of wetlands. This act requires that the United States Army Corps of Engineers (Army Corps) evaluate the impacts of discharge of dredged or fill materials into any water of the United States (U.S.). The Army Corps Wetlands Policy requires the implementation of mitigation measures for any impacts to designated wetland areas.

**National Pollutant Discharge Elimination System Permit Program.** The National Pollutant Discharge Elimination System (NPDES) program requires the owner or operator of any facility, or person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the National Clean Water Act. The existing NPDES (Phase 1) stormwater program requires municipalities serving greater than 100,000 persons to obtain a NPDES storm water permit for construction projects greater than five acres. Phase II of the NPDES storm water regulations expanded the national program to smaller municipalities with populations of 10,000 or more and construction sites that disturb greater than one acre of land.

**Federal Endangered Species Act.** The Federal Endangered Species Act (ESA) was passed in 1973 and is administered by the U.S. Department of Fish and Wildlife Service. The ESA provides a process for listing species as endangered or threatened and establishes requirements for the protection of all listed species.

## State

**California Wetlands Policy.** The State Wetlands Policy, administered by the California Department of Fish and Wildlife under Fish and Game Code Sections 1601 to 1606, protects marshlands and other designated wetland areas, and requires mitigation for disturbance of wetland areas.

**California Endangered Species Act.** Similar to the Federal ESA, the California Endangered Species Act (CESA) was created to protect rare, threatened, and endangered species in California. The CESA was enacted in 1984 and is administered by the California Department of Fish and Wildlife.

## Regional

A number of regional plans influence land use planning in the City of Santa Fe Springs. Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) are discussed below.

**Southern California Association of Governments (SCAG) Regional Plans and Policies.** The Southern California Association of Governments (SCAG) is responsible for regional planning in the southern California area. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated Metropolitan Planning Organization (MPO) for the area, SCAG is mandated by the Federal government to research and develop plans for transportation, growth management, hazardous waste management, and air quality based on the regional growth projections. SCAG is responsible for the production of a Regional Comprehensive Plan and Guide, a Regional Transportation Plan/Sustainable Communities Strategy, Regional Transportation Improvement Plan, and Growth Vision Report. In February of 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan). The Plan is a long-range

visioning plan that balances future mobility and housing needs with economic, environmental and public health goals (see below).

As SCAG is the largest MPO in the United States, it has sub-regional councils of government to provide for the subregions' land use and transportation planning at a more local level. The sub-regional council for Santa Fe Springs is the Gateway Cities Council of Governments (GCCOG).

**2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.** The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2020 RTP/SCS identifies goals, which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. The guiding policies for the 2020 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system.

## Local

### 2021 General Plan Update

The GPTZCU contains the following Elements, goals, and policies related to the specific land use significance thresholds identified in Section 4.11.3.

#### *Land Use Element*

**Goal LU-1: A balanced community of thriving businesses, healthy neighborhoods, excellent community facilities, and interesting places.**

**Policy LU-1.1: Small Community Character.** Retain the City's small-town character by maintaining the scale of established residential neighborhoods and integrating new residential development, including multi-family and mixed use, into the community fabric.

**Policy LU-1.2: Economic Diversity.** Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.

**Policy LU-1.3: Downtown.** Create a thriving Downtown District that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces.

**Policy LU-1.4: Transit-Oriented Communities.** Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods.

**Policy LU-1.5: Land Use Transitions.** Apply appropriate screening, buffers, transitional uses, and other controls to transition industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

**Policy LU-1.6: Community Benefits.** Ensure that new development(s) provide a net community benefit and pays their fair share of fiscal impacts on infrastructure and services.

**Policy LU-1.7: Healthy Neighborhoods.** Improve community health by ensuring equal access to parks, affordable and good-quality fresh food and community facilities, and by reducing pollution burdens.

**Policy LU-1.8: Jurisdictional Consultation.** Consult with jurisdictions and agencies when proposed development projects and/or infrastructure improvements within the West Whittier/Los Nietos/South and South Whittier Sphere of Influences or along the City borders



that may affect the community.

**Goal LU-2: Industrial businesses that stimulate economic development and job growth.**

**Policy LU-2.3: Green Businesses.** Pursue businesses associated with the “green economy” and clean technology companies.

**Goal LU-3: Clean industrial businesses.**

**Policy LU-3.1: Hazardous Uses.** Regulate and monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

**Policy LU-3.2: Appropriate Siting.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

**Policy LU-3.3: Freight and Industrial Green Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

**Policy LU-3.4: Repurpose Petroleum Production Lands.** Encourage the remediation and development of properties transitioning from petroleum production.

**Policy LU-3.5: Oil Fields.** Encourage efficient and compatible methods for extracting the remaining petroleum resources and the removal of unused oil field equipment and storage facilities.

**Policy LU-3.6: Environmental Preservation of Oil Field Sites.** Monitor and ensure that efficient and environmentally sound techniques are used in abandoning oil field sites.

**Policy LU-3.7: Contaminated Land Remediation.** Encourage the proper cleanup and remediation of lands that are contaminated, prioritizing cleanup near and within disadvantaged communities.

**Policy LU-3.8: Green Industrial Operations.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

**Goal LU-10: Equitable access to and distribution of public facilities.**

**Policy LU-10.8: Sustainability Improvements.** Improve energy and water efficiency at all public facilities, structures, and parks, using data to benchmark progress, and utilize analytics to identify best practices.

*Environmental Justice Element*

**Goal EJ-1: Reduced exposure to air pollution and hazardous materials.**

**Policy EJ-1.1: Roadway Pollution Burdens.** Mitigate impacts on residential neighborhoods immediately adjacent to I-605 from noise and air pollutant emissions.

**Policy EJ-1.2: Truck Idling Restrictions.** Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution.

**Policy EJ-1.3: Cleanup Sites.** Prioritize the cleanup of former landfill and contaminated lands within disadvantaged communities.

**Policy EJ-1.4: Industrial Pollution.** Reduce pollution exposure in residential neighborhoods by limiting industrial operations that generate potentially hazardous air pollutants.

**Policy EJ-1.5: Stationary Source Emissions.** Consult with California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to reduce exposures to harmful air pollutants in disadvantaged communities.

**Policy EJ-1.6: Public Education.** Develop community programs to improve public awareness of State, County, regional and local agencies and resources to assist with air quality and other environmental quality concerns.

**Policy EJ-1.7: Emission Data Collection.** Coordinate with the South Coast Air Quality Management District to explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of: information needed (new or updated), potential data sources and the resources needed, and strategies to engage residents and collect information.

*Circulation Element*

**Goal C-1: A multimodal mobility network that efficiently moves and connects people, destinations, vehicles, and goods.**

**Policy C-1.1: Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.

**Policy C-1.2: Complete Streets.** Implement complete streets strategies to accommodate all users of different ages and abilities.

**Policy C-1.3: Street Classification.** Designate a street's functional classification based upon its current dimensions, land use and urban form context, and priority for various users and transportation options.

**Policy C-1.4: Context-Sensitive Improvements.** Pursue context-sensitive Complete Streets strategies that recognize the City's various neighborhoods and community character and geographic complexity.

**Policy C-1.5: Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.

**GOAL C-2: Streets designed and managed to ease access for all users.**

**Policy C-2.1: Accessibility.** Identify and evaluate the transportation system for potential improvements to accommodate seniors and disabled persons and to comply with ADA requirements.

**Policy C-2.2: Senior Transportation.** Identify multiple mobility options, including paratransit, to help improve access and connectivity for senior and/or disabled persons.

**Policy C-2.3: Rights-of-Way.** Use available public rights-of-way to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.

**Policy C-2.4: Equity.** Plan for the equitable treatment of all transportation users when planning and constructing transportation projects through a transparent and fair process.

**Policy C-2.5: Universal Access:** Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

**Policy C-2.6: Increasing Access of Vulnerable Populations.** Identify strategies and physical improvements to remove mobility barriers and to reduce travel time for vulnerable populations, including low-income households, seniors, and children within all areas of the communities, but also prioritize Disadvantaged Communities areas.

**Policy C-2.7: Micromobility.** Plan for future micromobility within the City by considering use within public rights-of-way and parking facilities, address public safety, and utilize pilot programs and demonstrations to evaluate potential systems in the City.

**Policy C-2.8: Community Engagement.** Involve the community and expand education in transportation planning and project design decisions for improving the transportation infrastructure and mobility network.

**Policy C-2.9: Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are preserved and maintained to provide a comfortable, safe, and desirable experience.

**Goal C-3: Active transportation network: connected street network for pedestrians and cyclists.**

**Policy C-3.1: Promote Walking.** Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

**Policy C-3.2: Pedestrian Design.** Design and operate sidewalks, streets and intersections to maximize pedestrian safety and comfort through a variety of street design and traffic management solutions.

**Policy C-3.3: Pedestrian Priority Zones.** Create pedestrian priority zones around transit stations and along heavily traveled corridors to connect community facilities, commercial centers, and activity areas.

**Policy C-3.4: Connectivity.** Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned street network.

**Policy C-3.5: Innovative Bicycle and Pedestrian Connections.** Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.

**Policy C-3.6: Active Transportation Facilities.** Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.

**Policy C-3.7 Bicycle Facilities.** Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.

**Policy C-3.8: Bicycle Parking.** Establish standards for bicycling parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for commercial developments that provide bicycling parking.

**Policy C-3.9: San Gabriel River.** Improve connectivity to the San Gabriel River Trail, including access to parks and open spaces along the river.

**Policy C-3.10: Wayfinding.** Develop a comprehensive bicycle and pedestrian wayfinding signage and pavement marking system program to guide visual connectivity to destinations such as parks, schools, landmarks, transit stations, community facilities, and activity centers.

**Policy C-3.11: Sidewalks Gaps.** Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the street or on one side of the street, with added priority in disadvantaged communities.

**Policy C-3.12: Sidewalks Widening.** Evaluate widening sidewalks away from the curb to accommodate pedestrians along major transit routes and around planned and established transit stations.

**Policy C-3.13: Pedestrian and Bicycle Safety.** Prioritize street and sidewalk improvements along streets and intersections with high activity of vehicle collisions involving pedestrians and bicyclists.

**Policy C-3.14: Neighborhood Streets.** Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity; emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, commercial centers, and local schools; and design new streets and consider traffic calming where necessary, to reduce neighborhood speeding.

**GOAL C-4: A comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations.**

**Policy C-4.1: Transit Stops and Stations.** Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.

**Policy C-4.2: Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.

**Policy C-4.3: First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.

**Policy C-4.4: Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.

**Policy C-4.5: Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and improvements.

**Policy C-4.6: Metro L Line Expansion.** Consult with Metro during the planning and construction phases of Metro's L line and station along Washington Boulevard to ensure improvements achieve the City's connectivity and land use objectives.

**Policy C-4.7: Metro C Line Expansion.** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.

**Policy C-4.8: Light Rail Stations.** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs' community and culture.

**Policy C-4.8: Transit.** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.



### 4.11.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPTZCU could result in a significant impact if it:

- A. Physically divides an established community.
- B. Causes 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.
- C. Causes substantial adverse cumulative impacts with respect to land use and planning.

### 4.11.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to land use and planning that could result from the implementation of the GPTZCU and recommends mitigation measures as needed to reduce significant impacts.

#### Established Communities

#### *Impact LAND-1 – Would the GPTZCU physically divide an established community?*

#### Analysis of Impacts

##### City-wide

The physical division of an established community typically refers to the construction of a physical feature (such as a new freeway, railway, or other large transportation projects) or the removal of a means of access (such as a bridge) that would impede or restrict movements within a community. It also may refer to policies that limit or preclude access between adjacent areas or neighborhoods within a city. The GPTZCU is a policy document designed to direct long-term growth within the Planning Area and does not propose major circulation changes that would restrict access to any particular areas of the City.

##### Key Opportunity Sites

The Washington/Norwalk site has local access from Washington Boulevard, Norwalk Boulevard, and Broadway. The Metrolink site has access from Imperial Highway and Bloomfield Avenue. The MC&C site has access from Bloomfield Avenue and Telegraph Road. The Koontz site has access from Florence Boulevard and Norwalk Boulevard. All four opportunity sites have direct local access and their development would not preclude or limit access in or around each of these sites.

##### General Plan Update

The GPTZCU includes several goals and policies in three different Elements (Land Use, Environmental Justice, and Circulation) which are intended to facilitate travel within the Planning Area with a variety of modes of access (transit, pedestrian sidewalks, and bicycle lanes), including Goals LU-1, LU-2, LU-3, LU-10, EJ-1, and C-1 through C-4. Therefore, with adherence to the above goals and policies, implementation of the GPTZCU would not physically divide an established community.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Plan Conflicts**

***Impact LAND-2 – Would the GPTZCU cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

**Analysis of Impacts**City-wide

This section includes a discussion of potential conflicts between the GPTZCU and applicable planning documents, which are described in Section 4.11.2 above. It should be noted that policy conflicts do not, in and of themselves, constitute a significant environmental impact. However, policy inconsistency is considered to be a significant adverse environmental impact when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse *physical* impact. Please note that planning documents that pertain to specific technical topics (e.g., Air Quality) are discussed in those topical sections of this Draft EIR. The Draft General Plan Land Use Map is included with the Project Description (Section 3.0).

**2020-2045 Regional Transportation Plan/Sustainable Communities Strategy**

The SCAG Regional Council adopted the 2020-2045 RTP/SCS in February 2020 and in May 2020 with slight revisions. The long-range visioning plan identifies several goals which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. These 2020-2045 RTP/SCS goals, and the GPTZCU's relationship to these goals, are presented in Table 4.11-4 (2020-2045 RTP/SCS Consistency Analysis). As shown in Table 4.11-4, the implementation of the GPTZCU would not cause a significant environmental impact due to a conflict with any regional (SCAG) land use-related policies adopted for the purpose of avoiding or mitigating an environmental effect.

The 2020-2045 RTP/SCS also includes growth projections for cities and counties within the region. Population growth associated with the GPTZCU would exceed the projected population growth forecast from the SCAG. Please also see Section 4.14, Population and Housing, for an analysis of potential population and housing impacts.

**Table 4.11-4  
2020-2045 RTP/SCS Consistency Analysis**

2016-2040 RTP/SCS	Consistency Analysis
<p>RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p><b>Consistent.</b> Implementation of the GPTZCU would result in an increase of over 1.5 million square feet of non-residential square footage, an increase of 4,572 dwelling units, an increase in population of 13,890, an increase of 4,788 employees, and 750 additional hotel/motel rooms. The GPTZCU includes the goal of creating a multimodal mobility network that efficiently moves and connects people, destinations, vehicles, and goods (Goal C-1).</p>
<p>RTP/SCS G2: Maximize mobility and access for all people and goods in the region.</p>	<p><b>Consistent.</b> The GPTZCU includes several goals and policies addressing mobility including: streets designed and managed to ease access for all users (Goal C-2); a comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations (Goal C-4); and a multimodal freight transportation system that facilitates the effective transport of goods while minimizing negative impacts on the community (Goal C-5).</p>
<p>RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>Consistent.</b> The GPTZCU includes several goals and policies related to safety including: streets designed and managed to ease access for all users (Goal C-2); a comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations (Goal C-4); street designs that accommodate transportation modes and users of all abilities (Goal C-6); and prioritization of transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities (Policy C-2.1).</p>
<p>RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Consistent.</b> The GPTZCU includes several goals and policies that address sustainability including: pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented in an equitable manner (Policy C-6.2); and integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements. (Policy C-6.7).</p>
<p>RTP/SCS G5: Maximize the productivity of our transportation system.</p>	<p><b>Consistent.</b> Implementation of the GPTZCU would result in an increase of over 1.5 million square feet of non-residential square footage, an increase of 4,572 dwelling units, an increase in population of 13,890, an increase of 4,788 employees, and 750 additional hotel/motel rooms. The GPTZCU includes several goals and policies that maximize the productivity of the transportation system including: a street network managed to minimize congestion and traffic impacts</p>



	<p>(Goal C-9); sufficient, well-designed, and convenient off-street parking facilities (Goal C-10); and the leverage of promising technological advances and changes in use of mobility services (Goal C-11).</p>
<p>RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p><b>Consistent.</b> The GPTZCU includes several goals and policies that address the environment and health including: an active transportation network with a connected street network for pedestrians and cyclists (Goal C-3); promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles; a transportation system designed to reduce vehicle miles traveled (Goal C-8); encouraging the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District’s regulations (Policy C-8.4); pursuing air quality conditions that improve over time (Goal OSC-4); support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency (Policy OSC-4.2; identify specific activities that the City will undertake to reduce greenhouse gas emissions (Policy OSC-4.3); and minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors (Policy OSC-4.4).</p>
<p>RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>Consistent.</b> The GPTZCU includes several policies that address energy efficiency, including: integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements (Policy C-6.7); promote cost-effective conservation strategies and programs that increase water use efficiency (Policy C-12.9); support building and site-improvements that reduce energy and water use and urban heat island effects (Policy S-5.4); prioritize alternative fuel vehicles for City use, and encourage new residential, commercial, and industrial development be equipped with vehicle electric charging stations (Policy OSC-4.6); and encourage energy-efficient operations and structures (Goal OSC-5).</p>
<p>RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>Consistent.</b> The GPTZCU includes several goals and policies related to transit and active transportation, including: a comprehensive transit system that provides convenient and reliable transit access to residential neighborhoods and activity destinations (Goal C-4) an active transportation network with a connected street network for pedestrians and cyclists (Goal C-3); promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles; a transportation system designed to reduce vehicle miles traveled (Goal C-8); encouraging the implementation of employer transportation demand management</p>

	<p>requirements included in the South Coast Air Quality Management District’s regulations (Policy C-8.4); pursuing air quality conditions that improve over time (Goal OSC-4); support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency (Policy OSC-4.2; identify specific activities that the City will undertake to reduce greenhouse gas emissions (Policy OSC-4.3); and minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors (Policy OSC-4.4).</p>
<p>RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>This goal is not applicable to the GPTZCU.</p>

**Existing City of Santa Fe Springs General Plan**

The GPTZCU is a comprehensive update to the existing General Plan along with a focused update of the City's Zoning Ordinance. The changes to the 1994 Land Use Element include updates to goals, policies, and programs, land use designations, the stated intent of each designation, and certain development standards. The GPTZCU will include goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions for long-range planning related to physical development and public services. The GPTZCU is intended to achieve the planning goals set forth in the Housing, Land Use, Safety, and Environmental Justice elements over the long-term. The amendments to these sections establish development capacity for various land uses and serve as a policy guide for determining the appropriate physical development and community services in the City.

The GPTZCU is intended to support the major goals established in the existing General Plan. Therefore, implementation of the GPTZCU would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

**Zoning and Subdivision Ordinances**

The zoning ordinance and subdivision ordinance details land use regulations and development standards within the City. Consistent with State law, the Zoning Ordinance would need to be updated to reflect the changes in the General Plan Update. These revisions would ensure that development standards would be consistent with the development patterns identified within the General Plan. The implementation of the General Plan Update would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Key Opportunity Sites

The four opportunity sites are consistent with the GPTZCU which, in turn, is consistent with the various regional and local plans analyzed above. Therefore, development of the four opportunity sites would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

General Plan Update

The GPTZCU includes several goals and policies in three different Elements (Land Use, Environmental Justice, and Circulation) and the Housing Element which help the City be consistent with various regional and local planning efforts, including the SCAG 2020-2045 RTP/SCS, including providing a variety of travel modes within the Planning Area such as transit, pedestrian sidewalks, and bicycle lanes. Land Use Element Goals LU-1, LU-2, LU-3, and LU-10, Environmental Justice Goal EJ-1, and Circulation Goals C-1 through C-4, along with their supporting policies, help achieve this consistency. Therefore, with adherence to the above goals and policies, implementation of the GPTZCU would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Cumulative Impacts**

***Impact LAND-3 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to land use and planning?***

**Analysis of Impacts**

Anticipated population growth in Los Angeles County would result in land use changes at the regional level. Implementation of the GPTZCU would result in the addition of lands designated for future housing units and non-residential square footage, which would help to meet the anticipated regional demand by directing development within the City. The GPTZCU also includes several policies to ensure that long-term sustainable development considers air quality, health of residents, existing infrastructure networks, and services. The GPTZCU also includes goals and policies to balance development with the preservation of environmental systems and open space areas. Additionally, as specific development projects are proposed under the GPTZCU, site specific environmental evaluations would occur which would evaluate potential environmental impacts, including land use impacts, and identify mitigation measures, if required. Therefore, the implementation of the GPTZCU, including development of the four key opportunity sites, would not cause a substantial adverse cumulative impact with respect to land use and planning.

*Level of Significance Before Mitigation*

Less Than Significant.

*Mitigation Measures*

No mitigation is required.

*4.11 – Land Use and Planning*

**4.11.5 – REFERENCES**

City of Santa Fe Springs. *City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan*. Prepared by MIG. August 2020.

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## 4.12 – Mineral Resources

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This EIR chapter addresses mineral resources impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are mineral resources impacts identified by the CEQA Guidelines: whether the GPTZCU will result in the loss of availability of a known mineral resource or result in the loss of availability of a locally-important mineral resource recovery site.

### 4.12.1 – ENVIRONMENTAL SETTING

#### Mineral Resource Zones

Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2020a). The Planning Area is located in the San Gabriel Valley Production-Consumption (P-C) Region of the greater Los Angeles metropolitan area (DOC, 2020b). Land in the Planning Area has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

According to the Department of Conservation, a majority of the Planning Area is classified MRZ-1 meaning there are no significant mineral deposits present in these areas. The western portion of the Planning area is classified MRZ-3 meaning while these areas contain mineral deposits there is inadequate available data to determine their significance. There are no portions of the Planning Area that are designated MRZ-2 or MRZ-4. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area.

#### Oil Wells

Union Oil of California first drilled two dry holes in 1919 before hitting a successful oil well on its third attempt in 1921 (Santa Fe Springs, 2020). Within a year, the Santa Fe Springs oil field was considered one of the richest pools in petroleum history, and the City became a promoters' paradise. In its peak during the 1920s, the oil field produced as much as 60,000 barrels daily. By 1924, 81 million barrels of oil had been pumped from the ground. Since 1977, more than 40

different providers have maintained wells in the Santa Fe Springs oil field; however, the only active operator currently is E&B Natural Resources. Active oil wells (wells still extracting oil) are located in the central and eastern portions of the oil field, occupying approximately 10 city blocks, or 784 acres, as depicted in Exhibit 4.12-1, Oil Wells Within the Planning Area (2020). As shown in Table 4.12-1, Oil Wells Within the Planning Area (2020), idle wells are oil and gas wells which are not in use for production, injection, or other purposes but also have not been permanently sealed. Over 1,000 oil wells have been plugged in the City since the 1920s. A well is plugged by setting mechanical or cement plugs in the wellbore at specific intervals to prevent fluid flow.

**Table 4.12-1  
Oil Wells within the Planning Area (2020)**

Oil Wells	City	Sphere of Influence	Total
Active	221	7	228
Idle	88	0	88
Plugged	1,093	21	1,114
<b>Total</b>	<b>1,402</b>	<b>28</b>	<b>1,430</b>

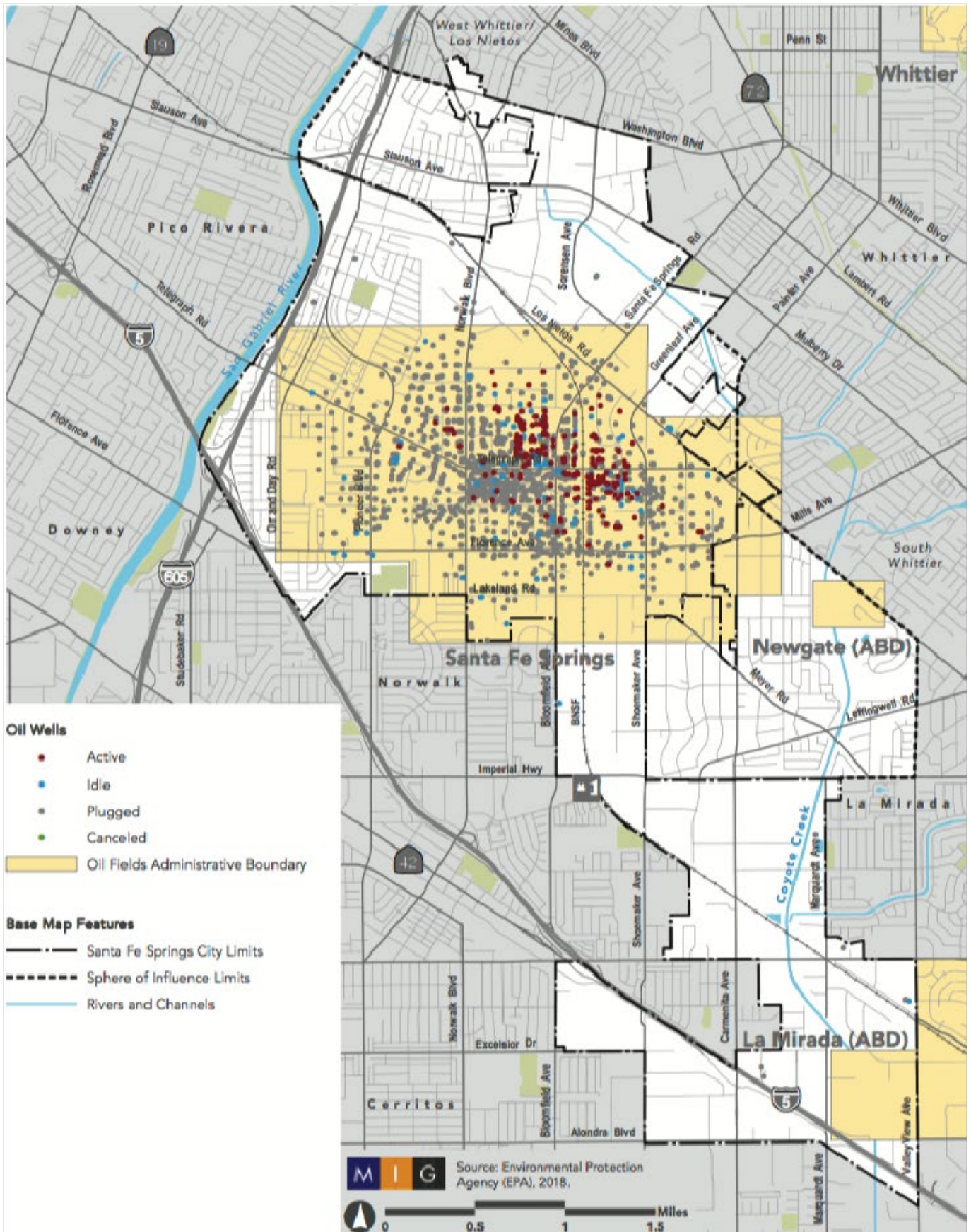
Source: California Department of Conservation, Geologic Energy Management Division, 2020.

#### 4.12.2 – REGULATORY FRAMEWORK

##### State

**Surface Mining and Reclamation Act of 1975.** The Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California legislature to promote the conservation of the State’s mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to classify land in California into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of the land. The process is based solely on geology, without regard to existing land use or land ownership. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials. The current General Plan incorporates the requirements and mineral classification and designation information of SMARA.



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**Exhibit 4.12-1 Oil Wells Within the Planning Area 2020**  
**Santa Fe Springs General Plan and Targeted Zoning Code Update**  
 Santa Fe Springs, California

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The California Department of Conservation, Division of Mines and Geology (DMG) ‘Mineral Land Classification Project’ publishes mineral resource maps which have proven to be of value in land use planning and mineral conservation. This is an ongoing process with updates taking place approximately every 10 years. DMG is also in the process of identifying lands throughout the county with the potential for mineral resource recovery and will be used by the County in identifying new mineral resource areas to help ensure their preservation.

## Local

### 2021 General Plan Update

The proposed GPTZCU contains the following goals and policies related to mineral resources:

#### *Land Use Element*

#### **Goal LU-3: Clean Industrial Businesses.**

**Policy LU-3.4: Repurpose Petroleum Production Lands.** Encourage the remediation and development of properties transitioning from petroleum production.

**Policy LU-3.5: Oil Fields.** Encourage efficient and compatible methods for extracting the remaining petroleum resources and the removal of unused oil field equipment and storage facilities.

**Policy LU-3.6: Environmental Preservation of Oil Field Sites.** Monitor and ensure that efficient and environmentally sound techniques are used in abandoning oil field sites.

**Policy LU-3.8: Green Industrial Operations.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

#### *Safety Element*

**Goal S-3: Minimized exposure of residents, businesses, and habitats to hazardous materials and their deleterious effects.**

**Policy S-3.6: Oil Drilling and Production.** Promote the gradual consolidation and elimination of oil drilling and production sites to advance the City’s climate adaptation and resiliency strategies, local reduction of greenhouse gases, and land use goals.

### 4.12.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

- 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 local important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
- C. Would the project cause substantial adverse cumulative impacts with respect to mineral resources?

#### **4.12.4 – IMPACTS AND MITIGATION MEASURES**

This section describes potential impacts related to the loss of availability of a known mineral resource that is of value to the region and the residents of the state and the loss of availability of a locally-important mineral resource recovery site.

##### **Loss of Statewide or Regional Mineral Resources**

***Impact MINERAL-1 – Would the GPTZCU 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?***

##### **Analysis of Impacts**

###### City-wide

According to the Department of Conservation, there are no portions of the Planning Area that are designated MRZ-2. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. In addition, the Department of Conservation indicates there are 228 active oil wells located within the Planning Area.

###### Key Opportunity Sites

Like the rest of the City, the four opportunity sites are not designated MRZ-2 so do not contain regionally significant mineral resources. In addition, three of these sites do not contain active oil wells, although the MC&C site has several active wells onsite plus active oil production land immediately adjacent to the east. When the MC&C site is developed, there will be reabandonment of wells and a change in zone.

###### 2021 General Plan Update

The proposed GPTZCU would not include physical changes to or the rezoning of any active well locations except for the MC&C site described above. Land Use Element Goal LU-3 and its Policies LU-3.3 through -3.6 address monitoring of well sites and transition as wells are no longer productive and are closed. Policy LU-3.8 deals with energy efficiency of industrial processes to help reduce overall energy use in the City. In addition, Safety Element Goal S-3 and its Policies S-3.3 and -3.6 also address transition of well sites to inactive status. Therefore, the GPTZCU would not result in the loss of availability of a known mineral resource that is of value to the region and the residents of the State.

##### **Level of Significance Before Mitigation**

Less than significant.

##### **Mitigation Measures**

None required.

##### **Loss of Locally Important Mineral Resources**

***Impact MINERAL-2 – Would the GPTZCU 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?***

**Analysis of Impact**

City-wide

According to the Department of Conservation, there are no portions of the Planning Area that are designated MRZ-2. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. In addition, the Department of Conservation indicates there are 228 active oil wells located within the Planning Area.

Key Opportunity Sites

Like the rest of the City, the four key opportunity sites are not designated MRZ-2 so do not contain regionally significant mineral resources. The General Plan also does not designate these sites as having mineral resources present. Three of these sites do not contain active oil wells, although the MC&C site has several active wells onsite plus active oil production land immediately adjacent to the east. When the MC&C site is developed, there will be reabandonment of wells and a change in zone.

2021 General Plan Update

The proposed GPTZCU would not include physical changes to or the rezoning of any active well locations except for the MC&C site described above. Land Use Element Goal LU-3 and its Policies LU-3.3 through -3.6 address monitoring of well sites and transition as wells are no longer productive and are closed. Policy LU-3.8 deals with energy efficiency of industrial processes to help reduce overall energy use in the City. In addition, Safety Element Goal S-3 and its Policies S-3.3 and -3.6 also address transition of well sites to inactive status. Therefore, the GPTZCU would not result in the loss of availability of a known mineral resource that is of value to the region and the residents of the State.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Cumulative Impacts**

***Impact MINERAL-3 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to mineral resources?***

**Analysis of Impacts**

The proposed GPTZCU would not result in any impacts related to mineral resources. Because of the developed nature of the Planning Area, and because the GPTZCU would not impact mineral resources, there would also be no cumulative impacts with respect to mineral resources.

### **Level of Significance Before Mitigation**

No cumulative impact.

### **Mitigation Measures**

None required.

### **4.12.5 – REFERENCES**

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## 4.13 – Noise

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The following section of the EIR provides pertinent background information on the nature of sound and vibration transmission; describes the existing noise environment in the Planning Area; summarizes applicable noise guidelines, standards, and regulations; and evaluates potential noise and vibration impacts that could result from implementation of the General Plan and Targeted Zoning Code Update (GPTZCU). Where necessary, this section includes mitigation measures that would reduce noise and vibration impacts associated with the Project.

### 4.13.1 – FUNDAMENTALS OF ENVIRONMENTAL ACOUSTICS

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as “noisy” or annoying.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear.

Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, and so on. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \log \left( 10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

## Sound Characterization

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz, most of the sounds humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4.13-1 for a list of common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level ( $L_{eq}$ ) descriptor is used to represent the average character of the sound over a period of time. The  $L_{eq}$  represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period.  $L_{eq}$  is useful for evaluating shorter time periods over the course of a day. The most common  $L_{eq}$  averaging period is hourly, but  $L_{eq}$  can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the  $L_{01}$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$  descriptors represent the sound levels exceeding 1%, 10%, 50%, and 90% of the time the measurement was performed. The  $L_{90}$  value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or  $L_{dn}$ ), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods.

**Table 4.13-1  
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noise urban area, daytime	75	
Gas lawn mower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at 3 feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing

Source: Caltrans, 2013

### Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its “sound power level.” Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point

source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called “excess attenuation.” Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

### **Noise Effects**

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person’s subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the “ambient” noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

### **Groundborne Vibration and Noise**

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.



As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Groundborne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustical absorption of the room are all factors that affect potential groundborne noise generation.

#### **4.13.2 – Environmental Setting**

The City's existing General Plan Noise Element identifies the primary contributors to the City's noise environment include freeways, railroads, major and minor arterial roadways, and industrial land uses. This description is still accurate; Interstate 5 (I-5) and I-605 generally border the City's southern and western boundaries, respectively, and major arterials such as Telegraph Road and Santa Fe Springs Road/Bloomfield Avenue transect the City in east-west and north-south directions, respectively. Rail activities, including the Los Nietos Railyard and freight rail service, are prevalent in the City, and the City continues to support large areas of industrial development that contain machinery, equipment, and other manufacturing operations.

The principal noise source within the Planning Area is from vehicular and rail traffic. The level of noise generated by vehicular traffic generally varies according to the volume of traffic, the percentage of trucks, and average traffic speed. In general, a doubling of traffic volumes or an approximately seven mile per hour (mph) increase in speed will produce increased traffic noise levels by 3 dBA. In addition to traffic along Telegraph Road and the other major arterial roadways impacting the City, the Planning Area is also impacted by vehicular traffic from the I-5 and I-605 freeways. Both the Burlington Northern Santa Fe (BNSF) Railway and Union Pacific Railroad (UPRR) provide freight rail service through the City. UPRR also operates the Los Nietos Yard and the Valla railport.

The closest airport to the City is the Fullerton Municipal Airport, located approximately 2.6 miles southeast of the City.<sup>1</sup> The City is not located in any noise contour zone associated with this airport.

### Measured Ambient Noise Levels

The existing ambient noise levels in the Planning Area were monitored in May 2021 (MIG, 2021; see Appendix E). Ambient noise levels were measured with a Larson Davis SoundTrack LxT Type 1 sound level meter. Ambient noise measurements were collected in 1-minute intervals. Conditions during the monitoring were generally overcast or sunny during the daytime, with a daily high in the mid 70 to low 80 degrees Fahrenheit. Winds were generally calm or mild.

The ambient noise monitoring conducted for this EIR included two (2) long-term (LT) and 12 short-term (ST) measurements at locations selected to:

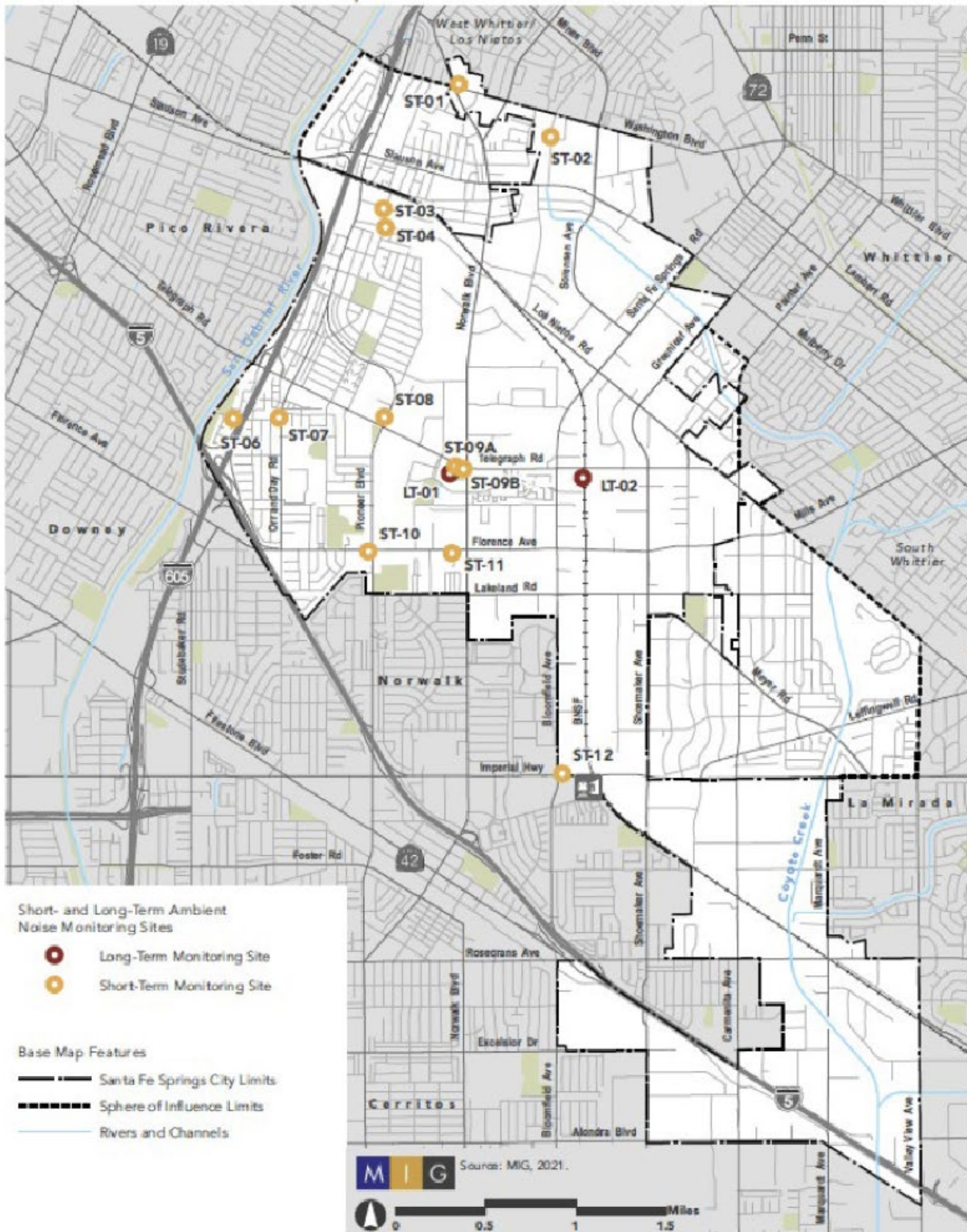
- Provide direct observations of existing noise sources in the vicinity of the Planning Area;
- Determine ambient noise levels in the vicinity of the Planning Area; and
- Evaluate potential project noise levels at nearby sensitive receptors (see “Noise Sensitive Receptors” below).

The ambient noise monitoring locations are shown on Figure 4.13-1 and described below.

- **LT-01** was at the Sculpture Garden located in the southwest corner of the intersection of Norwalk Boulevard and Telegraph Road. This location was approximately 350 feet from the centerline of Telegraph Road. The ambient noise levels measured at location LT-01 are considered representative of the CNEL in business park/commercial office areas of the city.
- **LT-02** was near the Telegraph Road UPRR overpass to the east of Bloomfield Avenue, along the eastern edge of the MC&C opportunity site. This location was approximately 44 feet from the centerline of the closest UPRR track and approximately 280 feet from the center of Telegraph Road. The ambient noise levels at location LT-02 are considered representative of the CNEL in oil development areas and properties adjacent to BNSF freight rail tracks.
- **ST-01** was in a commercial plaza parking lot at the intersection of Norwalk Boulevard and Washington Boulevard, in the Washington/Norwalk opportunity site. This location was approximately 115 feet from the center of Washington Boulevard. The ambient noise levels measured at location ST-01 are considered representative of background daytime noise levels in commercially developed areas of the city located along major arterial roadways.
- **ST-02** was near 8118 Allport Avenue, near commercial fabrication/warehouse land uses. The ambient noise levels measured at location ST-02 are considered representative of light industrial areas in the city.
- **ST-03** was at the intersection of Millergrove Drive and Enterprise Avenue, near industrial manufacturing land uses. The ambient noise levels measured at location ST-03 are considered representative of light industrial/manufacturing areas in the city.

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<sup>1</sup> This distance is as measured from the City’s southeastern boundary to the airport’s closest runway centerline.



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**Exhibit 4.13-1**

**Ambient Noise Monitoring Locations**

**Santa Fe Springs General Plan and Targeted Zoning Code Update**

Santa Fe Springs, California



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- **ST-04** was at the intersection of Morrill Avenue and Los Nietos Road, near a mix of light industrial/manufacturing, residential land uses and rail tracks. The ambient noise levels measured at ST-04 are considered representative of transitional land use areas in the city.
- **ST-05** was at the residential property at 11275 Roxabel Street. The ambient noise levels measured at ST-05 are considered representative of background daytime noise levels in residential areas near light industrial/manufacturing land uses in the city.
- **ST-06** was at the residential property at 11121 Davenrich Street. The ambient noise levels measured at ST-06 are considered representative of background daytime noise levels in residential areas of the city near the I-605 and the I-5 freeways (where barriers are present).
- **ST-07** was at the intersection of Orr and Day Road and Davenrich Street. The ambient noise levels measured at ST-07 are considered representative of typical arterial roadway traffic noise levels in the city.
- **ST-08** was adjacent to the commercial property at 10039 Pioneer Boulevard, near the intersection of Pioneer Boulevard and Telegraph Road. This location was approximately 50 feet from the center of Pioneer Boulevard and 280 feet from the center of Telegraph Road. The ambient noise levels measured at ST-08 are considered representative of commercial/office land uses in the city near major arterial roads.
- **ST-09 (A & B)** were near the intersection of Norwalk Boulevard and Telegraph Road. ST-09A was approximately 75 feet from the center of Telegraph Road and 315 feet from the center of Norwalk Boulevard. ST-09B was approximately 60 feet from the center of Telegraph Road and 85 feet from the center of Norwalk Boulevard. The ambient noise levels measured at ST-09 are considered representative of major arterial roads in the city.
- **ST-10** was located at the intersection of Pioneer Boulevard and Florence Avenue. The ambient noise levels measured at ST-10 are considered representative of major arterial roads in the city.
- **ST-11** was located at the intersection of Koontz Avenue and Florence Avenue, at the Koontz opportunity site. ST-11 was approximately 50 feet from the center of Koontz Avenue and 110 feet from the center of Florence Avenue. The ambient noise levels measured at ST-11 are considered representative of commercial/light industrial areas of the city along major arterial roads.
- **ST-12** was located in a commercial parking lot at the intersection of Bloomfield Avenue and Imperial Highway, in the Metrolink/TOC opportunity site. This location was approximately 52 feet from the center of Imperial Highway and 135 feet from the center of Bloomfield Avenue. The ambient noise levels measured at location ST-12 are considered representative of background daytime noise levels in commercially developed areas of the city located along major arterial roadways.

Based on observations made during the ambient noise monitoring, the existing noise environment in the Planning Area consists primarily of localized and regional transportation noise sources, including local traffic and freight rail activities. Away from major arterial and collector roads, local residential/commercial/industrial land use operations are the primary contributors to the local ambient noise environment. Table 4.13-2 and Table 4.13-3 summarize the results of the ambient noise monitoring conducted for this EIR.

**Table 4.13-2  
Summary of Measured Long-Term Ambient Noise Levels (dBA) in the Planning Area**

Site	L <sub>min</sub>	L <sub>max</sub>	Measured L <sub>eq</sub> Range (dBA) <sup>(A)</sup>			24-Hour CNEL
			Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Nighttime (10 PM to 7 AM)	
LT-01	37.5	85.1	54.5 – 68.5	53.3 – 55.6	47.9 – 56.3	62.1
LT-02	42.1	97.6	52.9 – 74.0	72.5 – 75.1	65.2 – 71.6	77.1

Source: MIG (see Appendix E)

(A) Values are the lowest and highest measured average hourly values during the listed time. Monitoring occurred over a 24-hour period beginning on May 19 and ending on May 20, 2021.

**Table 4.13-3  
Summary of Short-Term Ambient Noise Levels (dBA) in the Planning Area**

Location	Start Time <sup>(A)</sup>	Duration	Measured Noise Level (dBA)							
			L <sub>eq</sub>	L <sub>min</sub>	L <sub>max</sub>	L <sub>1.6</sub>	L <sub>8.3</sub>	L <sub>25</sub>	L <sub>50</sub>	L <sub>90</sub>
ST-01	9:00 AM	30 Minutes	63.6	53.5	80.3	70.3	66.9	64.6	61.8	60.0
ST-02	8:26 AM	1 Hour	65.6	47.9	92.5	75.5	68.6	61.1	56.5	55.1
ST-03	9:45 AM	30 Minutes	68.3	57.2	92.8	75.7	71.4	68.0	62.5	60.6
ST-04	10:41 AM	15 Minutes	67.3	53.5	83.3	76.9	71.7	66.9	60.7	57.8
ST-05	10:23 AM	15 Minutes	52.0	47.9	61.1	58.1	54.5	51.9	50.9	50.4
ST-06	11:03 AM	30 Minutes	62.6	59.5	75.6	67.5	63.3	62.3	61.6	61.2
ST-07	1:43 PM	30 Minutes	70.4	54.0	93.6	76.9	73.2	69.7	65.4	62.9
ST-08	12:26 PM	30 Minutes	66.0	50.0	82.4	74.0	70.1	66.3	63.0	60.5
ST-09A	9:54 AM	35 Minutes	67.6	52.4	80.3	-- <sup>(B)</sup>	--	--	--	--
ST-09B	10:32 AM	15 Minutes	74.3	60.9	87.1	--	--	--	--	--
ST-10	2:30 PM	30 Minutes	72.8	55.9	88.7	82.2	76.8	72.4	68.7	65.5
ST-11	3:10 PM	30 Minutes	66.4	49.5	80.0	72.9	70.3	67.6	64.4	62.0
ST-12	4:15 PM	30 Minutes	72.7	60.7	93.0	80.1	75.9	72.7	68.7	66.9

Source: MIG (see Appendix E)

(A) Monitoring occurred on May 19 (ST-01, ST-07, ST-08, ST-09, ST-10, ST-11, and ST-12) and May 20, 2021 (ST-02, ST-03, ST-04, ST-05, ST-06).

(B) “—” indicates data was not collected for these metrics during the monitoring session.

As shown in Table 4.13-2 and Table 4.13-3, daytime noise levels were generally lowest near business park/commercial office and residential areas away from major roadways (LT-01, ST-05, and ST-06), and highest near major roads (ST-01, ST-04, ST-07, ST-08, ST-09, ST-10, ST-11, and ST-12), active light industrial/manufacturing operations (ST-02 and ST-03), and freight rail lines (LT-02).

#### Discussion on the Influence of Shelter in Place orders on Ambient Noise Monitoring

As shown in Table 4.13-2, the CNEL measured approximately 350 feet from Telegraph Road was 62.1 CNEL. These ambient noise measurements reflect the actual environmental conditions present during the monitoring. It is possible that May 2021 traffic volumes on roadways in the Planning Area were below typical conditions due to State public health orders

limiting gatherings, school openings, non-essential travel, and other activities intended to control the spread of COVID-19. These restrictions may have reduced traffic volumes on major highways by 20% to 40% in 2020 (Caltrans, 2020a, ITE, 2020, and U.C. Davis 2020); however, it is unknown what effect these orders had on traffic volumes during the May 2021 ambient noise monitoring. The California Department of Transportation (Caltrans) considers a doubling of total traffic volume to result in a three (3) dBA increase in traffic-related noise levels (Caltrans, 2013). Assuming traffic volumes could be approximately 20% higher than actual volumes during the ambient noise monitoring would, therefore, result in an approximate change in measured noise levels of 0.8 dBA, assuming vehicle traffic is the sole source of noise influencing the measurement and the vehicle fleet mix does not change substantially. For the purposes of this EIR analysis, however, no change to measured ambient noise levels have been made.

#### **Existing (2020) and Future (2040) Baseline Traffic Noise Levels**

Existing (Year 2020) traffic noise levels were computed using the U.S. Department of Transportation Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), Version 3.0. The model uses traffic volume, vehicle mix, vehicle speed, roadway geometry, and other variables to compute 24-hour traffic noise levels at user-defined receptor distances from the roadway center. The TNM modeling conducted for this EIR incorporates worst-case assumptions about motor vehicle traffic and noise levels; specifically, calculations are based on "hard" site conditions and do not incorporate any natural or artificial shielding.

Information on existing average daily traffic volumes was obtained for a subset of roadway segments from the vehicle miles travelled (VMT) analysis prepared for the Project (Fehr and Peers, 2021a and 2021b). Traffic noise levels were estimated for typical daytime (7 AM to 7 PM), evening (7 PM to 10 PM), and nighttime (10 PM to 7 AM) hours using hourly distributions modeled by Fehr and Peers. The mix of automobiles (95%), medium trucks (2%), heavy duty trucks (1%), and motorcycles (2%) assigned to the roadway system was determined based on EMFAC2021 vehicle populations for the Los Angeles County (South Coast) sub area. Roadway segments (sections of road between two specific intersections) were modeled as straight-line segments without any flow controls. Modeled noise levels, therefore, represent free-flow traffic conditions. Vehicles were assumed to travel the posted speed limit on each modeled roadway segment.

The VMT analysis prepared for the GPTZCU also includes an analysis of future traffic conditions that would occur in Year 2040, based on continued implementation of the City's current General Plan at the land use development intensities permitted by the current General Plan. The future baseline Year 2040 traffic noise levels were estimated using the same methodology as described for the existing year 2020 traffic noise analysis. Traffic noise levels were computed using TNM, Version 3.0 and the same roadway geometry factors assumed for 2020 traffic noise levels; however, traffic volumes and fleet mix percentages were updated based on road segment volumes from the VMT analysis and EMFAC2021 vehicle populations for Year 2040.

Modeled traffic noise levels for existing (Year 2020) and future (Year 2040) baseline traffic noise levels are shown in Table 4.13-4. Please refer to Appendix E for detailed information on existing 2020 and future 2040 traffic noise modeling assumptions.

**Table 4.13-4  
Existing (2020) and Future (2040) Baseline Traffic Noise Levels**

<b>Road / Segment</b>	<b>Year 2020</b>		<b>Year 2040</b>		<b>Net Change</b>	
	<b>ADT</b>	<b>CNEL<sup>(A)</sup></b>	<b>ADT</b>	<b>CNEL<sup>(A)</sup></b>	<b>ADT</b>	<b>CNEL</b>
<b>Bloomfield Avenue</b>						
Telegraph Road to Florence Avenue	20,001	69.7	22,195	70.3	2,194	0.6
Florence Avenue to Imperial Highway	24,828	68.6	26,225	69.5	1,397	0.9
<b>Carmenita Road</b>						
Painter Avenue to Telegraph Road	25,535	67.2	24,335	67.5	-1,199	0.3
Telegraph Road to Florence Avenue	23,562	67	22,749	67.2	-813	0.2
Florence Avenue to Meyer Road	23,471	67.7	22,168	67.9	-1,303	0.2
Meyer Road to Leffingwell Road	29,381	68.4	25,976	68.3	-3,404	-0.1
Leffingwell Road to Imperial Highway	39,516	71.8	36,751	71.7	-2,766	-0.1
Imperial Highway to Rosecrans Avenue	35,753	72.2	33,949	72.2	-1,804	0
Rosecrans Avenue to I-5 NB Ramps	40,250	71.9	37,613	72.1	-2,637	0.2
I-5 NB Ramp to Firestone Boulevard	46,283	71.5	43,064	71.9	-3,219	0.4
Firestone Boulevard to Alondra Boulevard	35,819	69.8	35,009	71.7	-810	1.9
<b>Florence Avenue</b>						
Telegraph Road to Carmenita Road	39,243	70.3	37,968	70.7	-1,275	0.4
Carmenita Road to Bloomfield Avenue	37,624	72.6	36,697	72.8	-927	0.2
Bloomfield Avenue to Pioneer Boulevard	36,185	71.6	34,045	71.6	-2,140	0
Pioneer Boulevard to Fairford Avenue	47,563	72.5	45,181	72.7	-2,382	0.2
<b>Imperial Highway</b>						
Valley View Avenue to Carmenita Road	34,293	70.7	31,238	70.6	-3,055	-0.1
Carmenita Road to Leffingwell Road	28,538	69.9	25,412	70	-3,126	0.1
Leffingwell Road to Bloomfield Avenue	63,521	73.2	56,725	73.1	-6,795	-0.1
<b>Greenleaf Avenue</b>						

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Mulberry Drive to Los Nietos Road	1,049	52.6	4,816	60.4	3,767	7.8
Los Nietos Road to Telegraph Road	8,761	61.5	11,420	62.9	2,658	1.4
<b>Lakeland Road</b>						
Carmenita Road to Laurel Avenue	3,413	60.8	4,883	62.3	1,470	1.5
Laurel Avenue to Painter Avenue	5,607	61.3	5,691	61.9	83	0.6
Painter Avenue to Shoemaker Avenue	1,499	57.3	3,105	60.2	1,606	2.9
Shoemaker Avenue to Bloomfield Avenue	8,961	63.1	8,207	63	-754	-0.1
Bloomfield Avenue to Norwalk Boulevard	5,034	59.7	3,402	58.5	-1,632	-1.2
Norwalk Boulevard to Pioneer Boulevard	6,675	60	6,895	61	219	1
<b>Mulberry Drive</b>						
Painter Avenue to Santa Fe Springs Road	46,306	70.3	41,163	70	-5,143	-0.3
<b>Norwalk Boulevard</b>						
Mines Street to Washington Boulevard	23,601	69.1	25,441	69.8	1,840	0.7
Washington Boulevard to Slauson Avenue	39,325	68.7	37,243	69.1	-2,082	0.4
Slauson Avenue to Los Nietos Road	37,475	72.3	37,714	72.8	240	0.5
Los Nietos Road to Telegraph Road	22,285	68.6	21,337	69.1	-948	0.5
Telegraph Road to Florence Avenue	34,414	71.4	30,596	71.1	-3,817	-0.3
Florence Avenue to 4th Street	34,192	70.8	30,834	70.7	-3,358	-0.1
<b>Painter Avenue</b>						
Mulberry Drive to Wallburg Street	28,295	67.5	24,903	67.2	-3,392	-0.3
<b>Pioneer Boulevard</b>						
Saragosa Street to Washington Boulevard	20,713	66.3	23,111	66.6	2,398	0.3
Washington Boulevard to I-605 NB Ramp	23,358	66.3	23,217	66.5	-141	0.2
I-605 NB Ramp to Slauson Avenue	29,191	68.6	29,237	68.4	46	-0.2
Slauson Avenue to Orr and Day Road	11,764	62.8	13,984	64.3	2,219	1.5
Orr and Day Road to Arlee Avenue	3,460	55.8	4,923	59.2	1,463	3.4
Arlee Avenue to Florence Avenue	13,515	66.8	14,503	67.6	988	0.8
Florence Avenue to Lakeland Road	25,308	67.2	22,432	67.7	-2,876	0.5

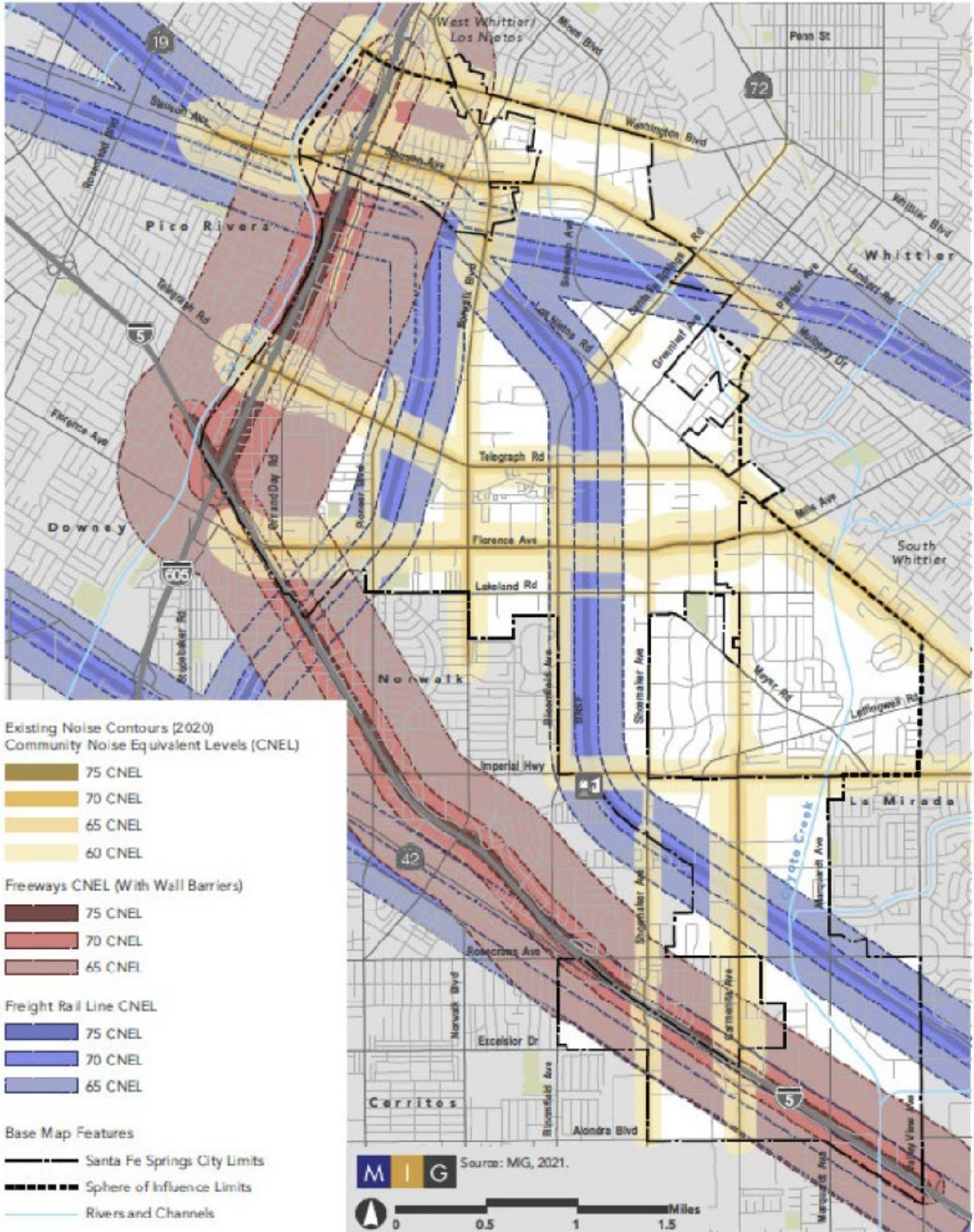


<b>Santa Fe Springs Road</b>						
Mulberry Drive to Sorensen Avenue	13,219	64.8	14,729	65.8	1,510	1
Sorensen Avenue to Telegraph Road	17,930	68.9	21,847	70	3,916	1.1
<b>Shoemaker Avenue</b>						
Telegraph Road to Florence Avenue	6,751	62.3	8,964	63.7	2,213	1.4
Florence Avenue to Meyer Road	14,516	65.6	12,297	64.7	-2,218	-0.9
Meyer Road to Sunshine Avenue	2,460	59.3	6,434	63.9	3,973	4.6
Sunshine Avenue to Imperial Highway	4,388	61.9	8,504	65.4	4,116	3.5
Rosecrans Avenue to UPRR Rail Crossing	12,128	65	12,706	66.2	577	1.2
UPRR Rail Crossing to Alondra Boulevard	16,817	68.8	16,626	69.5	-191	0.7
<b>Slauson Avenue</b>						
Santa Fe Springs Road to Sorensen Avenue	40,395	70.5	36,946	70.3	-3,450	-0.2
Sorensen Avenue to Dice Road	35,508	69.4	33,784	69.5	-1,724	0.1
Dice Road to Norwalk Boulevard	44,435	72	41,503	72	-2,932	0
Norwalk Boulevard to Pioneer Boulevard	36,075	71.3	35,907	71.5	-168	0.2
Pioneer Boulevard to Passons Boulevard	59,668	73.4	56,869	73	-2,799	-0.4
<b>Telegraph Road</b>						
Leffingwell Road to Valley View Avenue	35,959	70.7	35,320	70.8	-639	0.1
Valley View Avenue to Mills Avenue/Florence Avenue	55,133	72.6	51,469	72.5	-3,664	-0.1
Mills Avenue/Florence Avenue to Carmenita Road	45,275	70.3	43,922	70.2	-1,354	-0.1
Carmenita Road to Bloomfield Avenue	36,250	69.3	35,040	68.8	-1,210	-0.5
Bloomfield Avenue to Orr and Day Road	45,497	71	43,226	70.7	-2,271	-0.3
Orr and Day Road to True Avenue	68,209	72.9	68,037	73	-172	0.1
<b>Washington Boulevard</b>						
Calobar Avenue/Rivera Road to Sorensen Avenue	31,546	69.7	30,926	69.6	-619	-0.1
Sorensen Avenue to Norwalk Boulevard	41,856	71.1	38,593	76.4	-3,263	5.3

4.13 – Noise

Norwalk Boulevard to Pioneer Boulevard	55,795	72	54,341	72	-1,454	0
Pioneer Boulevard to San Gabriel River	61,348	72.5	59,204	72.2	-2,144	-0.3
<b>Interstate 5</b>						
Valley View Avenue to Rosecrans Avenue (Without Barrier)	173,000	86.5	178,193	86.7	5,193	0.2
Valley View Avenue to Rosecrans Avenue (With Barrier)	173,000	75.5	178,193	75.7	5,193	0.2
Rail track to San Gabriel River (Without Barrier)	192,000	86.5	197,764	86.7	5,764	0.2
Rail track to San Gabriel River (With Barrier)	192,000	76.1	197,764	76.2	5,764	0.1
<b>Interstate 605</b>						
I-5 to City Limit (Without Barrier)	268,000	87.7	276,045	87.8	8,045	0.1
I-5 to City Limit (With Barrier)	268,000	78.0	276,045	78.1	8,045	0.1
Source: MIG, 2021 (see Appendix E)						
(A) CNEL values for road segments are estimated 50 feet from the center of the nearest travel direction, excepting I-5 and I-605, which are measured 150 feet from the center of the freeway right-of-way.						

The results of the traffic noise modeling indicate that existing traffic noise levels within the Planning Area are highest along Carmenita Road, Florence Avenue, Imperial Highway, Norwalk Boulevard, Slauson Avenue, Telegraph Road, and Washington Boulevard.



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### Exhibit 4.13-2 Existing Noise Contours (Year 2020)

Santa Fe Springs General Plan and Targeted Zoning Code Update  
Santa Fe Springs, California



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### Existing (2020) and Future (2040) Baseline Railroad Noise Levels

BNSF and UPRR maintain freight rail lines in the western (leading to the UPRR Los Nietos Yard), central (leading to the BNSF Pico Rivera Yard, and northern parts of the City (leading to the UPRR Valla Yard). In addition, there are numerous active and inactive rail spur lines serving industrial properties along the BNSF freight rail line, as well as numerous at-grade crossings in the City. Finally, the Metrolink commuter rail system uses the BNSF rail line that generally runs in a north-south direction through the center of the city. Existing land uses along these freight rail corridors consist of a mix of residential, commercial, and industrial buildings that are setback varying distances from the center of the railroad tracks.

Railroad noise is generated from a variety of sources. The locomotive engine's propulsion system generates noise from mechanical and electrical systems as well as exhaust pipes. The interaction of wheels with the track produces various noises, particularly where the wheel encounters a flaw or defect along smooth wheel / track surfaces. Finally, train horns and railroad crossing warning devices generate short but loud (up to 105 dBs for train horns) alerts pursuant to federal safety regulations.

Existing railroad noise levels were computed using the Federal Railroad Administration's CREATE model, which is based on noise calculation methods contained in the FTA's Transit Noise and Impact Assessment document, but includes adjustments to account for the greater locomotive horsepower typically associated with freight trains, as well as differences in freight train schedules, weight, and total length (FTA 2006, HMMH, 2006). The model uses train operating characteristics (locomotive type, speed, trains per daytime and nighttime), track characteristics (e.g., jointed or welded track, elevated or at grade track), and crossing information to compute hourly and 24-hour traffic noise levels at user-defined receptor distances from the center of the railroad track. No natural or human-made noise shielding or barriers (e.g., topography, vegetation, berms, walls, or buildings or other attenuation measures) were accounted for, and therefore modeled noise levels are considered "worst case" railroad noise conditions along the length of each corridor. Trains were assumed to travel 35 miles per hour along the rail corridor. The existing rail noise contours are included on Figure 4.13-2. The distances to the CNEL contours for existing rail operations are shown in Table 4.13-5. Please refer to Appendix E for detailed information on rail noise modeling assumptions.

**Table 4.13-5  
Existing (Year 2020) Rail Noise Level Contour Distances**

Railroad	Existing Trains Per Day	CNEL at 50 feet (dBA) <sup>(A)</sup>	CNEL Contour and Distance from Roadway Center (in Feet)			
			75 dBA	70 dBA	65 dBA	60 dBA
Freight Rail Line (with Metrolink)	24	74	40	126	397	1,256

Source: MIG, 2021 (See Appendix E).  
(A) All CNEL values at listed distances are measured from the center of the modeled rail track.

The results of the rail noise modeling indicate that existing rail noise levels along the City's freight rail lines are estimated to be approximately 74 CNEL at a distance of 50 feet from the center of the railroad tracks. In addition to this, previous noise monitoring conducted for the City's existing General Plan (in 1994) measured noise levels in the vicinity of the Los Nietos Yard of approximately 57 to 58 dBA  $L_{eq}$ .

The 2018 California State Rail Plan acknowledges that freight train service will increase over time (Caltrans, 2018). Accordingly, the amount of daily freight trains operating in the City is presumed to double by 2040. Future rail noise levels were computed using the same methodology used to calculate existing rail noise levels, except that freight train activity was doubled to reflect state forecasted increases in freight rail activity. Year 2040 rail activity noise levels are estimated to increase by approximately 3 dBA to approximately 77 CNEL at a distance of 50 feet from the center of the rail tracks.

#### Metro Gold Line Extension Discussion

In February 2020, LA Metro considered options for the Eastside Transit Corridor Phase 2 Project and selected the Washington Alternative, which would extend the Gold Line along Washington Boulevard to a new terminus at Lambert Road in the City of Whittier. Existing City land uses along the potential Gold Line extension along Washington Boulevard are primarily commercial. The proposed GPTZCU would allow new mixed-use land uses in the vicinity of the potential Gold Line extension.

Although Metro is evaluating the Washington Alternative, its future remains uncertain. Metro is performing an environmental review of the Washington Alternative; however, Metro has not committed to potential construction timelines and funding is still needed for the extension project. In addition, Metro continues to conduct feasibility studies for other potential short- and long-term mobility solutions in the San Gabriel Valley (Metro, 2021). For these reasons, the potential Gold Line Extension is considered speculative and is not addressed further in this EIR.

#### **Other Non-Transportation Noise Sources**

Non-transportation sources also contribute to the City's existing noise environment. Commercial and industrial land uses located throughout the City, schools and outdoor park and recreation facilities, and residential land uses generate noise from daily operations of landscaping equipment, stationary sources such as heating, ventilation, and air conditioning (HVAC) equipment, business deliveries, solid waste pickup services, etc. Such sources are considered local sources of noise that only influence the immediate surroundings. Large event facilities can also generate non-transportation noise sources that influence the surrounding environment.

#### **Noise Sensitive Receptors**

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, motels and hotels, hospitals and health care facilities, school facilities, and parks are examples of noise receptors that could be sensitive to changes in existing environmental noise levels. In general, potential noise-sensitive receptors within the City include:

- Existing low- and medium-density residential receptors within the City;
- Existing elementary and intermediate schools, and education or institutional facilities; and
- Existing parks and recreational facilities, including, but not limited to, Santa Fe Springs Park, Los Nietos Park, and Little Lake Park.

In addition to existing sensitive noise receptors, the proposed GPTZCU would increase development density to provide for new residential and mixed use residential and commercial opportunities in certain areas of the City, such as the four opportunity sites described in Section 3.5.

### 4.13.3 – REGULATORY FRAMEWORK

#### Federal

**Federal Transit Administration (FTA).** No federal regulations apply to noise or vibration from the proposed project, but the FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual* document sets groundborne vibration annoyance criteria for general assessments. The criteria vary by the type of building being subjected to the vibrations, and the overall number of vibration events occurring each day. Category 1 buildings are considered buildings where vibration would interfere with operation, even at levels that are below human detection. These include buildings with sensitive equipment, such as research facilities and recording studios. Category 2 buildings include residential lands and buildings where people sleep, such as hotels and hospitals. Category 3 buildings consist of institutional land uses with primarily daytime uses. The FTA standards vary for “frequent” events (occurring more than 70 times per day, such as a rapid transit project), “occasional” events (occurring between 30 to 70 times per day), and “infrequent” events (occurring less than 30 times per day). The FTA’s vibration annoyance criteria are summarized in Table 4.13-6.

**Table 4.13-6**  
**FTA Ground-Borne Vibration Impact Criteria for General Assessment**

Land Use Category/Type	Impact Level (Velocity Decibels)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1 – Buildings with sensitive equipment	65 VdB	65 VdB	65 VdB
Category 2 – Buildings where people sleep	72 VdB	75 VdB	80 VdB
Category 3 – Institutional buildings	75 VdB	78 VdB	83 VdB

Source: FTA 2018

#### State

**California Building Standards Code.** The California Building Standards Code is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that sets forth various construction and building requirements. Part 2, California Building Code, Section 1207, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies. Specifically, Section 1207.4 establishes that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL or CNEL (as set by the local General Plan) in any habitable room.

**California Green Building Standards Code.** The California Green Building Standards Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section 5.507 establishes the following requirements for nonresidential development that may be applicable to the Project.

- Section 5.507.4.1.1 sets forth that buildings exposed to a noise level of 65 dBA  $L_{eq}$  (1-hour) during any hour of operation shall have exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composting sound transmission class (STC)

rating of at least 45 (or an outdoor indoor transmission class [OITC] of 35), with exterior windows of a minimum STC of 40.

- Section 5.507.4.2 sets forth that wall and roof assemblies for buildings exposed to a 65 dBA  $L_{eq}$  pursuant to Section 5.507.4.1.1 shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA  $L_{eq}$  in occupied areas during any hour of operation. This requirement shall be documented by an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

**California Department of Transportation (Caltrans).** The California Department of Transportation’s (Caltrans) Transportation and Construction Vibration Guidance Manual provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans 2020b). Chapters Six and Seven of this manual summarize vibration detection and annoyance criteria from various agencies and provide Caltrans’ recommended guidelines and thresholds for evaluating potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 4.13-7 and Table 4.13-8.

**Table 4.13-7  
Caltrans’ Vibration Threshold Criteria for Building Damage**

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.12 to 0.2
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans 2020b		

**Table 4.13-8  
Caltrans’ Vibration Threshold Criteria for Human Response**

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Slightly perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe/Disturbing	2.0	0.7 (at 2 Hz) to 0.17 (at 20 Hz)
Very disturbing	--	3.6 (at 2 Hz) to 0.4 (at 20 Hz)
Source: Caltrans 2020b		

**Local**

**City General Plan.** The proposed Circulation (C), Environmental Justice (EJ), Land Use (LU), and Noise (N) Elements of the Santa Fe Springs General Plan Update contain the following goals and policies related to noise and vibration.



- **Goal C-5: A Multi-modal Freight Transportation System that Facilitates the Effective Transport of Goods While Minimizing Negative Impacts on the Community.**
  - **Policy C-5.2: Minimize Community Impacts.** Investigate means to establish buffers such as walls, landscape screening, and/or barriers along truck, rail, and freeway routes, and adjacent to rail yards to minimize noise, vibration, and aesthetics impacts.
- **Goal EJ-1: Reduced Exposure to Air Pollution and Hazardous Materials**
  - **Policy EJ-1.1: Roadway Pollution Burdens.** Mitigate impacts on residential neighborhoods immediately adjacent to I-605 from noise and air pollutant emissions.
  - **Policy EJ-3.5: Weatherization Programs.** Assist residents in disadvantaged communities to retrofit their homes to be more energy efficient, weatherproof, and better protected from air and noise pollution.
  - **Policy EJ-3.8: Reduce the Source Noise.** Consider noise attenuation measures and techniques addressed by the Noise Element and other feasible attenuation measures not addressed as potential mitigation measures to reduce the effect of noise on future residential and other-noise sensitive land uses to an acceptable noise level.
- **Goal LU-1: A Balanced Community of Thriving Businesses, Healthy Neighborhoods, Excellent Community Facilities, and Interesting Places**
  - **Policy LU-1.5: Land Use Transitions.** Apply appropriate screening, buffers, transitional uses, and other controls to transition industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.
- **Goal N-1: Reduced Traffic and Train Noise**
  - **Policy N-1.1: Freeway and Roadway Noise.** Incorporate into transportation planning programs noise reduction measures that can reduce noise impacts on residential neighborhoods from surface transportation sources, including such features as noise barriers and walls, insulation, green buffers and berms, and paving technologies that reduce vehicle noise.
  - **Policy N-1.2: Residential Noise Impacts.** Update truck routes and redesignate routes to reduce noise exposure in residential neighborhoods and on sensitive community noise receptors that are within noise zones of 70 CNEL or higher.
  - **Policy N-1.3: Electric Vehicles.** Support efforts that will reduce vehicular noise through programs that increase the percentage share of electric vehicles on roadways.
  - **Policy N-1.4: Quiet Road Surfaces.** Incorporate into surface roadway design materials that absorb tire noise.
  - **Policy N-1.5: Building Sound Insulation.** Encourage sound insulation in new and established residential buildings adjacent to the freeways, railroads, and arterials to improve the outdoor-to-indoor noise environment. Prioritize mitigation in disadvantaged communities.
  - **Policy N-1.6: Bus Noise.** Support the efforts of Metro to use quiet bus technologies and to route bus lines in a manner that avoids noise impacts on residential neighborhoods.
  - **Policy N-1.7: Garbage Trucks and Services.** Award garbage collection franchise contracts in part on the ability of service providers to minimize noise by using quiet and non-polluting collection vehicles and other noise-reducing strategies.

- **Policy N-1.8: Railway Noise and Vibration Impacts.** Support the soundproofing and retrofitting of homes adjacent to railways and railyards by incorporating wall insulation, installing sound-blocking windows and doors, adding indoor and/or outdoor soundproof curtains or panels, and other similar technologies and sound controls.
- **Policy N-1.9: Railway Barriers.** Incorporate physical barriers between residential uses and railways and rail yards, including planting extensive vegetation barriers, adding earth berms, installing sound walls, and other mitigation strategies to minimize air pollution and noise and vibration impacts.
- **Goal N-2: Land Use Decisions that Minimize Noise Exposure**
  - **Policy N-2.1: Noise Standards.** Revisit noise standards in the Municipal Code to ensure they sufficiently address community noise conditions, issues, and concerns for various land uses.
  - **Policy N-2.2: Land Use Compatibility.** Utilize the noise/land use compatibility standards (Table N-1) as a guide in land use planning for the review of development applications.
  - **Policy N-2.3: Noise Studies.** Require developers of projects that are considered potential sources of noise, or when projects are proposed next to existing or planned noise-sensitive land uses to prepare an acoustical study that describes the existing and future noise environments and defines the noise-reducing design incorporated into the project that will achieve a noise environment consistent with City standards and guidelines.
  - **Policy N-2.4: Truck Access.** Require new industrial and commercial developments and/or remodels to address proximity to residential uses, through the site design, by locating truck access at the maximum practical distance away from residential uses and with adequate noise shielding provided to achieve noise standards.
  - **Policy N-2.5: Noise-Generating Industrial Facilities.** Locate noise-generating industrial facilities at the maximum practical distance from residential neighborhoods. Use setbacks between noise-generating equipment and noise-sensitive uses and limit the operation of noise-generating activities to daytime hours where such activities may affect residential uses.
- **Goal N-3: Quieter Neighborhoods**
  - **Policy N-3.1: Noise Enforcement.** Enforce City regulations intended to mitigate noise-producing activities, reduce intrusive noise, and alleviate noise deemed a public nuisance.
  - **Policy N-3.2: Noise Reduction Technology.** Require new City equipment purchases or facilities operations that utilizes noise reduction technology to comply with noise performance standards.
  - **Policy N-3.3: Construction Noise.** Ensure construction noise does not cause an adverse impact by requiring that noise mitigation techniques be incorporated into all construction-related activities and by limiting the permitted hours of construction activity.
  - **Policy N-3.4: Home Retrofits.** Develop a program to assist with the retrofit of residences adjacent to freeways to achieve suitable interior noise conditions.

The Table N-1 noise/land use compatibility guidelines referenced in Policy N-2.2 are reproduced as Table 4.13-9 below.

**Municipal Code.** Municipal Code Title XV (Land Usage), Chapter 155 (Zoning), Section 155.421 establishes that it is the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power.

- Section 155.422 (Exemptions from Noise Control Provisions) sets forth that the following activities are exempt from the noise control provisions of the Municipal Code’s noise performance standards:
  - Activities conducted on public parks, public playgrounds, and public or private school grounds including but not limited to school athletics and school entertainment events.
  - Occasional outdoor gatherings, public dancing shows, and sporting and entertainment events provided said events are conducted pursuant to any required permit or City Council authorization.
  - Any mechanical device, apparatus, or equipment when used, related to, or connected with emergency work.
  - Any activity to the extent regulation thereof has been preempted by State or Federal law.

Section 155.424 (Permitted Noise Levels) sets forth that the noise level caused by any device, instrument, vehicle, machinery, operation, use, or activity shall not exceed the levels shown in Table 4.13-10 except as provided by the Municipal Code.

Table 4.13-9

**City of Santa Fe Springs General Plan Update Noise/Land Use Compatibility Guidelines**

Land Use Category	Community Noise Exposure Limit (CNEL dBA)						
	50	55	60	65	70	75	80
Residential: Single and mobile homes	A	A	B	C	C	D	D
Residential: Multifamily	A	A	B	C	C	D	D
Mixed Use: Multifamily, commercial, and office	A	A	B	B	C	C	D
Lodging: Hotels and motels	A	A	A	B	B	C	D
Schools, libraries, places of worship, hospitals, and assisted living facilities	A	A	B	C	C	D	D
Entertainment: Auditoriums, concert halls, amphitheatres, music shells, and meeting halls	B	B	C	C	D	D	D
Recreation: playgrounds, neighborhood parks	A	A	A	B	C	D	D
Golf courses and cemeteries	A	A	A	A	B	C	C
Office: business and professional services	A	A	A	B	B	C	D
Commercial: retail trade, restaurants, bars, entertainment activities, commercial services	A	A	A	A	B	B	B
Industrial: wholesale, manufacturing, utilities, transportation, communications	A	A	A	A	A	A	A
Key:							
A – Normally Acceptable	No special noise reduction requirements assuming standard construction techniques.						
B – Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.						
C – Normally Unacceptable	New construction is discouraged. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.						
D – Clearly Unacceptable	New construction or development should generally not be undertaken.						
Source: City of Santa Fe Springs General Plan Noise Element, Table N-1							

Table 4.13-10

## City of Santa Fe Springs Municipal Code Permitted Noise Levels (dBA)

Receiving Area	Daytime (7 AM to 10 PM)					Nighttime (10 PM to 7 AM)				
	Maximum Cumulative Minutes Duration in Any 1-Hour Period <sup>(A)</sup>				Absolute Maximum	Maximum Cumulative Minutes Duration in Any 1-Hour Period <sup>(A)</sup>				Absolute Maximum
	30	15	5	1		30	15	5	1	
Outdoor Noise at Lot Line of:										
Any School, Church, or Hospital	45	50	55	60	65	45	50	55	60	65
Any other use in the:										
A-1, R-1, or R-3 Zone	50	55	60	65	70	45	50	55	60	65
C-1 or C-4 Zone	60	65	70	75	80	55	60	65	70	75
ML, PF, or BP Zone	60	65	70	75	80	60	65	70	75	80
M-1 or M-2 Zone	70	75	80	85	90	70	75	80	85	90
Residential Building Interior										
A-1 or R-1 Zone	45	50	55	60	65	45	50	55	60	65
R-3 Zone	45	50	55	60	65	45	50	55	60	65
Source: Santa Fe Springs Municipal Code, Section 155.424(E), modified by MIG.										
(A) Sound levels at or above each decibel level given in the table shall not occur for a duration longer than that given in the corresponding column heading.										

- Section 155.425 (Special Noise Sources) establishes the following provisions:
  - *Radios, television sets, and similar devices:* It is unlawful for any person within the city to use or operate such devices so as to create any noise which would cause the noise level to exceed the ambient noise level a maximum of five (5) dBA at the boundary of any property within a residential zone, the boundary of any private residential open space, or within the common outdoor area of any multiple residential development (Section 155.425 (A)).
  - *Construction of Buildings and Projects:* It is 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 PM of one day and 7 AM the next day (Section 155.425 (B)).

- *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 PM of one day and 7 AM the following day if such maintenance activity produces noise above the ambient level at any lot line of property within a residential zone (Section 155.425 (B)).
- Section 155.426 (Proposed Development Project) sets forth that if there is reason to believe a new development project may not conform with the permitted noise level standards contained in the Chapter 155 of the Municipal Code an acoustical analysis (noise study) may be required as part of the building permit or other approval procedures .
- Section 155.427 (Waivers from Noise Requirements) provides waivers from the noise control requirements of Chapter 155 of the Municipal Code may be authorized by a conditional use permit for a period not to exceed two years subject to reasonable terms, conditions, and requirements and other findings specified in Section 155.427 of the Municipal Code.
- Section 155.428 (Vibrations), sets forth that ground vibration shall not be harmful or injurious to a use or surrounding property and prohibits vibration that is perceptible without instruments along property lines or other boundaries of a lease agreement.

#### 4.13.4 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Project implementation would have a significant impact related to noise or vibration if it would 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; or
- 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, expose people residing or working in the project area to excessive noise levels.

With regard to criteria (a), the proposed project would result in a significant construction and/or operational noise impact if it would:

- Conflict with or violate any applicable provision of Municipal Code Title XV, Chapter 155;
- Conflict with or violate any applicable standard or policy in the City’s General Plan Update Noise Element;
- Generate operational traffic noise levels that increase ambient noise levels at off-site locations by:
  - 5 dBA or more where the ambient noise level would change from normally acceptable to conditionally acceptable (or worse);
  - 3 dBA or more where the existing ambient noise would change from conditionally acceptable to normally unacceptable; or

- 1 dBA or more where the existing ambient noise level is already normally unacceptable or would change from normally unacceptable to clearly unacceptable.

With regard to criterion (b), the proposed project would result in a significant construction and/or operational vibration impact if it would:

- Generate construction-related vibration levels that exceed Caltrans' guidance for potential building damage (see Table 13-7); or
- Generate construction-related vibration levels that exceed FTA or Caltrans' criteria for human annoyance (see Table 13-6 and 13-8, respectively).

With regard to criterion (c), the proposed project would expose people living or working in the Plan Area to excessive airport-related noise levels if it would conflict with an applicable airport land use compatibility plan or otherwise expose people to excessive airport-related noise levels from a private air facility.

#### 4.13.5 – IMPACTS AND MITIGATION MEASURES

This section describes potential noise and vibration impacts associated with implementation of the GPTZCU and recommends mitigation measures as needed to reduce significant impacts. Noise-related impacts from future development pursuant to general plans can be divided into short-term construction-related impacts and long-term noise exposure impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the plan. Long-term noise exposure is associated with major noise sources (e.g., traffic, trains, other transit, aircraft, and stationary sources) and changes in noise levels that may occur in the city as a result of implementation of the GPTZCU.

##### Existing Noise Regulations

***Impact NOISE-1 – Would the project result in generation of a substantial temporary 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?***

##### Analysis of Impacts

Project implementation would involve construction that would result in temporary noise generation, primarily from the use of heavy-duty construction equipment.

The Project allows for more mixed-use and higher density developments and allows for an increase of the overall amount of development (both residential units and non-residential square footage) within the Planning Area. As described in Chapter 3, Project Description (see Table 3-2), the proposed GPTZCU is estimated to increase residential dwelling units (+4,572 units), office land uses (+364,000 square feet), hotel/motel uses (+750 rooms) and industrial land uses (+383,500 square feet) in the Planning Area over an approximately 20-year period, while also reducing commercial land uses (-80,000 square feet) in the Planning Area. The proposed change in land uses is expected to increase population (+13,890 residents) and jobs (+4,788 jobs) in the Planning Area.

The GPTZCU would focus new development along major corridors (e.g., Telegraph Road, Washington Boulevard) and key opportunity areas (Washington Boulevard/Norwalk TOC, Metrolink TOC, MC&C site, and Koontz site). Although the Project would focus on new

development in certain areas, future individual construction and development projects could occur throughout the Planning Area over the approximately 20-year span of the GPTZCU. These projects could occur on any property (based on land uses allowed by the GPTZCU) and could affect existing or future land uses, including potentially sensitive residential, commercial, park, or school land uses. Thus, this analysis addresses the potential for the Project to result in temporary construction noise impacts, wherever they might occur.

Since individual project-specific information is not available at this time, potential short-term (construction-related) noise impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and retail development. Potential construction source noise and vibration levels were developed based on methodologies, reference noise levels, typical equipment usage, and other operating factors documented and contained in the Federal Highway Administration's (FHWA) Construction Noise Handbook (FHWA 2006), Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2020b). Reference levels are noise emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

Construction activities associated with potential development projects could include: staging, demolition, site preparation (e.g., land clearing), fine and mass grading, utility trenching, foundation work (e.g., excavation, pouring concrete pads, drilling for piers), material deliveries (requiring travel along City roads), building construction (e.g., framing, concrete pouring, welding), paving, coating application, and site finishing work. In general, these activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on key arterial roadways like Bloomfield Avenue, Carmenita Road, Florence Avenue, Norwalk Boulevard, Pioneer Boulevard, Telegraph Road and Washington Boulevard.

Table 4.13-11 presents the noise levels associated with the typical types of construction equipment that could be used in the Planning Area for future individual projects.



**Table 4.13-11  
Typical Construction Equipment Noise Levels (dBA)**

Equipment	Reference Noise Level at 50 Feet ( $L_{max}$ ) <sup>(A)</sup>	Percent Usage Factor <sup>(B)</sup>	Predicted Noise Levels ( $L_{eq}$ ) at Distance <sup>(C)</sup>					
			50 Feet	100 Feet	200 Feet	300 Feet	400 Feet	500 Feet
Auger Drill Rig	85	0.2	78	72	66	62	60	58
Backhoe	80	0.4	76	70	64	60	58	56
Boring Jack Power Unit	80	0.5	77	71	65	61	59	57
Bulldozer	85	0.4	81	75	69	65	63	61
Compact roller	80	0.2	73	67	61	57	55	53
Compressor	80	0.4	76	70	64	60	58	56
Concrete Mixer	85	0.4	81	75	69	65	63	61
Crane	85	0.16	77	71	65	61	59	57
Delivery Truck	84	0.4	80	74	68	64	62	60
Excavator	85	0.4	81	75	69	65	63	61
Front End Loader	80	0.4	76	70	64	60	58	56
Generator	82	0.5	79	73	67	63	61	59
Horizontal Boring Hydraulic Jack	80	0.25	74	68	62	58	56	54
Impact Pile Driver (low)	95	0.2	88	82	76	72	70	68
Impact Pile Driver (high)	101	0.2	94	88	82	78	76	74
Man Lift	85	0.2	78	72	66	62	60	58
Paver	85	0.5	82	76	70	66	64	62
Pneumatic tools	85	0.5	82	76	70	66	64	62
Pumps	77	0.5	74	68	62	58	56	54
Roller	85	0.2	78	72	66	62	60	58
Scraper	85	0.4	81	75	69	65	63	61
Tractor	84	0.4	80	74	68	64	62	60
Vacuum Truck	85	0.4	81	75	69	65	63	61

Sources: Caltrans 2013 and FHWA 2010

(A)  $L_{max}$  noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2009:  $L_{eq}$  (hourly) =  $L_{max}$  at 50 feet –  $20\log(D/50) + 10\log(UF)$ , where:  $L_{max}$  = reference  $L_{max}$  from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks. As shown in Table 4.13-11, the worst-case  $L_{eq}$  and  $L_{max}$  noise levels associated with the operation of construction equipment are predicted to be approximately 82 and 85 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. The concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 85 to 88 dBA at a distance of 50 feet from equipment operating areas<sup>2</sup>.

The magnitude of each individual future project's temporary and periodic increase in ambient noise levels would be dependent upon a number of project-specific factors that are not known at this time, including: the amount and type of equipment being used; the distance between the area where equipment is being operated and the location of the specific land use or receptor where noise levels are being evaluated; the time of day construction activities are occurring; the presence or absence of any walls, buildings, or other barriers that may absorb or reflect sound waves; the total duration of the construction activities; and the existing ambient noise levels near construction areas. For example, a noise level of 88 dBA  $L_{max}$  would be similar to typical  $L_{max}$  levels measured throughout the Planning Area, but sustained  $L_{eq}$  levels of 85 dBA would be approximately 10 to 20 dBA above daytime ambient conditions along key roadways (e.g., ST-1, ST-04, ST-07, ST-08 to ST-12, see Table 4.13-3), and up to 30 dBA above daytime ambient conditions away from major roadways (e.g., LT-01, ST-05, and ST-06, see Tables 4.13-2 and 4.13-3). Typically, sustained construction noise levels of 80 to 85 dBA or higher would require the implementation of construction noise control practices such as staging area restrictions (e.g., siting staging areas away from sensitive receptors), equipment controls (e.g., covered engines and use of electrical hook-ups instead of generators), and/or the installation of temporary noise barriers of sufficient height, size (length or width), and density to achieve targeted noise reductions. Construction noise controls, however, would be dependent on project-specific equipment characteristics and the extent to which construction activities would occur near noise-sensitive receptors and land uses.

The City's proposed updated Noise Element focuses on allowing Santa Fe Springs residents to enjoy quiet neighborhoods and includes measures that protect residents from excessive noise levels (including construction noise) that could disturb and disrupt human activities and affect the physical and psychological health of individuals. Table 4.13-12 summarizes the proposed GPTZCU goals and policies that address construction noise within the city.

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<sup>2</sup> As shown in Table 4.13-11, a single bulldozer provides a sound level of 81 dBA  $L_{eq}$  at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA  $L_{eq}$  and when three identical sound levels are combined, the noise level increases to 86 dBA  $L_{eq}$ . These estimates assume no shielding or other noise control measures are in place at or near the work areas.

**Table 4.13-12  
Proposed GPTZCU Policies Pertaining to Construction Noise**

<b>Plan Element</b>	<b>Goal</b>	<b>Policy/Program</b>	<b>How does the General Plan Avoid or Reduce the Impact?</b>	<b>Applicable Significance Criteria</b>
Noise	N-2: Land Use Decisions that Minimize Noise Exposure	N-2.1: Noise Standards. Revisit noise standards in the Municipal Code to ensure they sufficiently address community noise conditions, issues, and concerns for various land uses.	Enforces provisions of the Santa Fe Springs Municipal Code that are intended to control loud and unnecessary noises that may affect and/or be a detriment to residents' public health, comfort, convenience, safety, welfare, and prosperity.	a) Generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of applicable standards in the local general plan or noise ordinance.
	N-3: Quieter Neighborhoods	N-3.1: Noise Enforcement. Enforce City regulations intended to mitigate noise-producing activities, reduce intrusive noise, and alleviate noise deemed a public nuisance.  N-3.3 Construction Noise. Ensure construction noise does not cause an adverse impact by requiring that noise mitigation techniques be incorporated into all construction-related activities and by limiting the permitted hours of construction.	Enforces provisions of the Santa Fe Springs Municipal Code that are intended to control loud and unnecessary noises that may affect and/or be a detriment to residents' public health, comfort, convenience, safety, welfare, and prosperity.  Requires noise mitigation techniques be incorporated into future construction activities and limits hours of construction.	a) Generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of applicable standards in the local general plan or noise ordinance.

Proposed GPTZCU Policies N-2.1, N-3.1, and N-3.3 establish the overall goal and intent of the City to protect noise sensitive uses by limiting construction noise levels. Although neither the Santa Fe Springs Municipal Code or proposed GPTZCU establish specific, numeric noise standards (e.g., 90 dBA  $L_{eq}$ ) for construction activities, the GPTZCU sets forth a requirement to assess and minimize construction noise levels as part of the development review process.

Furthermore, Santa Fe Springs Municipal Code Section 155.425 limits the hours of construction activities to 7 AM to 7 PM. The City’s existing Municipal Code requirements and proposed GPTZCU policies would ensure construction activities do not occur during the most sensitive time periods (e.g., evening and nighttime periods) and require future discretionary projects to assess and minimize construction noise levels consistent with City goals, policies, and code standards.

Future development under the GPTZCU would result in construction activities that could temporarily increase ambient noise levels in the vicinity of the project by 10 dB or more. The City’s existing Municipal Code requirements and proposed GPTZCU policies would ensure construction activities do not occur during the most sensitive time periods (e.g., evening and nighttime periods) and require future discretionary projects to assess and minimize construction noise levels consistent with City goals, policies, and code standards. This impact is considered less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

***Impact NOISE-2 – Would the project result in generation of a substantial 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?***

Analysis of Impacts

Project implementation could have the potential to change the existing types and intensity of land uses within the Planning Area. These potential land use changes could increase the number of residents and employees. This possible increase in population and employment could lead to increased vehicle traffic on the local roadway system, which could result in traffic-related noise levels that pose land use compatibility issues or result in a substantial permanent increase in traffic-related noise levels throughout the Planning Area. Project implementation could also involve increases in stationary noise and other sources of noise within the Planning Area. These potential effects are evaluated below.

**Increases in Traffic and Rail Noise Levels**

Although the GPTZCU in itself does not authorize any specific development project or increase in existing vehicular traffic levels, the City contracted with a professional transportation engineering firm (Fehr and Peers) to conduct travel demand modeling associated with the proposed GPTZCU land use changes (Fehr and Peers, 2021b; see Chapter 4.17, Transportation, and Appendix F). The travel demand modeling prepared for the Project provides a sufficient level of detail to generally evaluate the potential future increases in traffic-related noise levels associated with Project growth.

Future 2040 GPTZCU traffic noise levels were computed using the same methodology (TNM Version 3.0) and data sources used to calculate existing (Year 2020) and future (Year 2040) baseline traffic noise levels (see Section 4.13.2), except that 2040 GPTZCU traffic levels were obtained from the travel demand modeling conducted for the Project and entered into the traffic noise model.

The proposed GPTZCU does not authorize nor does it increase any freight rail operation because such operations are outside the jurisdictional authority of the City. Nonetheless, as described in Section 4.13.2, the 2018 California State Rail Plan acknowledges that freight train service is anticipated to double by 2040. If this were to occur, rail noise levels along BNSF and UPRR rail lines could increase to 77CNEL at a distance of 50 feet from the center of the railroad track.

Future transportation noise contours and the distances to the modeled transportation noise CNEL contours are shown in Figure 4.13-3. In addition, Table 4.13-14 summarizes the net change in Year 2040 ADT and traffic noise levels that would occur with implementation of the GPTZCU. Refer to Appendix E for detailed transportation noise modeling results.

**Table 4.13-13  
GPTZCU Transportation Noise Contour Distances (Year 2040)**

<b><u>Road or Rail Segment</u></b>	<b>Predicted CNEL at 50 Feet (dBA)</b>	<b>CNEL Contour and Distance from Road Centerline in Feet</b>			
		<b>75</b>	<b>70</b>	<b>65</b>	<b>60</b>
<b>Bloomfield Avenue</b>					
Telegraph Road to Florence Avenue	69.5	14	45	141	446
Florence Avenue to Imperial Highway	68.7	12	37	117	371
<b>Carmenita Road</b>					
Painter Avenue to Telegraph Road	67.5	9	28	89	281
Telegraph Road to Florence Avenue	67.3	8	27	85	269
Florence Avenue to Meyer Road	67.9	10	31	97	308
Meyer Road to Leffingwell Road	68.4	11	35	109	346
Leffingwell Road to Imperial Highway	71.9	24	77	245	774
Imperial Highway to Rosecrans Avenue	72.4	27	87	275	869
Rosecrans Avenue to I-5 NB Ramps	72.3	27	85	269	849
I-5 NB Ramp to Firestone Boulevard	72.2	26	83	262	830
Firestone Boulevard to Alondra Boulevard	80.5	177	561	1,774	5,610
<b>Imperial Highway</b>					
Valley View Avenue to Carmenita Road	70.7	19	59	186	587
Carmenita Road to Leffingwell Road	70.3	17	54	169	536
Leffingwell Road to Bloomfield Avenue	73.4	35	109	346	1,094
<b>Florence Avenue</b>					
Telegraph Road to Carmenita Road	70.5	18	56	177	561
Carmenita Road to Bloomfield Avenue	72.9	31	97	308	975

**Table 4.13-13  
GPTZCU Transportation Noise Contour Distances (Year 2040)**

<u>Road or Rail Segment</u>	Predicted CNEL at 50 Feet (dBA)	CNEL Contour and Distance from Road Centerline in Feet			
		75	70	65	60
Bloomfield Avenue to Pioneer Boulevard	72.0	25	79	251	792
Pioneer Boulevard to Fairford Avenue	73.1	32	102	323	1,021
<b>Greenleaf Avenue</b>					
Mulberry Drive to Los Nietos Road	54.9	0	2	5	15
Los Nietos Road to Telegraph Road	62.1	3	8	26	81
<b>Lakeland Road</b>					
Carmenita Road to Laurel Avenue	60.5	2	6	18	56
Laurel Avenue to Painter Avenue	61.6	2	7	23	72
Painter Avenue to Shoemaker Avenue	60.4	2	5	17	55
Shoemaker Avenue to Bloomfield Avenue	75.3	54	169	536	1,694
Bloomfield Avenue to Norwalk Boulevard	59.4	1	4	14	44
Norwalk Boulevard to Pioneer Boulevard	60.3	2	5	17	54
<b>Mulberry Drive</b>					
Painter Avenue to Santa Fe Springs Road	70.4	17	55	173	548
<b>Norwalk Boulevard</b>					
Mines Street to Washington Boulevard	69.6	14	46	144	456
Washington Boulevard to Slauson Avenue	69.3	13	43	135	426
Slauson Avenue to Los Nietos Road	72.9	31	97	308	975
Los Nietos Road to Telegraph Road	69.2	13	42	132	416
Telegraph Road to Florence Avenue	71.6	23	72	229	723
Florence Avenue to 4th Street	71.2	21	66	208	659
<b>Painter Avenue</b>					
Mulberry Drive to Wallburg Street	67.7	9	29	93	294
<b>Pioneer Boulevard</b>					
Saragosa Street to Washington Boulevard	66.0	6	20	63	199
Washington Boulevard to I-605 NB Ramp	66.3	7	21	67	213
I-605 NB Ramp to Slauson Avenue	68.4	11	35	109	346
Slauson Avenue to Orr and Day Road	63.0	3	10	32	100
Orr and Day Road to Arlee Avenue	56.1	1	2	6	20
Arlee Avenue to Florence Avenue	67.8	10	30	95	301
Florence Avenue to Lakeland Road	68.2	10	33	104	330

**Table 4.13-13  
GPTZCU Transportation Noise Contour Distances (Year 2040)**

<b><u>Road or Rail Segment</u></b>	<b>Predicted CNEL at 50 Feet (dBA)</b>	<b>CNEL Contour and Distance from Road Centerline in Feet</b>			
		<b>75</b>	<b>70</b>	<b>65</b>	<b>60</b>
<b>Santa Fe Springs Road</b>					
Mulberry Drive to Sorensen Avenue	64.9	5	15	49	155
Sorensen Avenue to Telegraph Road	68.9	12	39	123	388
<b>Shoemaker Avenue</b>					
Telegraph Road to Florence Avenue	62.9	3	10	31	97
Florence Avenue to Meyer Road	65.6	6	18	57	182
Meyer Road to Sunshine Avenue	61.4	2	7	22	69
Sunshine Avenue to Imperial Highway	63.7	4	12	37	117
Rosecrans Avenue to UPRR Rail Crossing	66.0	6	20	63	199
UPRR Rail Crossing to Alondra Boulevard	69.0	13	40	126	397
<b>Slauson Avenue</b>					
Santa Fe Springs Road to Sorensen Avenue	70.4	17	55	173	548
Sorensen Avenue to Dice Road	69.8	15	48	151	477
Dice Road to Norwalk Boulevard	72.2	26	83	262	830
Norwalk Boulevard to Pioneer Boulevard	71.5	22	71	223	706
Pioneer Boulevard to Passons Boulevard	73.4	35	109	346	1,094
<b>Telegraph Road</b>					
Leffingwell Road to Valley View Avenue	71.2	21	66	208	659
Valley View Avenue to Mills Avenue/Florence Avenue	72.9	31	97	308	975
Mills Avenue/Florence Avenue to Carmenita Road	70.2	17	52	166	524
Carmenita Road to Bloomfield Avenue	69.0	13	40	126	397
Bloomfield Avenue to Orr and Day Road	70.9	19	62	195	615
Orr and Day Road to True Avenue	73.2	33	104	330	1,045
<b>Washington Boulevard</b>					
Calobar Avenue/Rivera Road to Sorensen Avenue	69.8	15	48	151	477
Sorensen Avenue to Norwalk Boulevard	71.0	20	63	199	629
Norwalk Boulevard to Pioneer Boulevard	72.1	26	81	256	811
Pioneer Boulevard to San Gabriel	72.4	27	87	275	869

**Table 4.13-13  
GPTZCU Transportation Noise Contour Distances (Year 2040)**

<u>Road or Rail Segment</u>	Predicted CNEL at 50 Feet (dBA)	CNEL Contour and Distance from Road Centerline in Feet			
		75	70	65	60
River					
<b>Interstate 5</b>					
Valley View Avenue to Rosecrans Avenue (Without Barrier)	86.8	757	2,393	7,568	23,932
Valley View Avenue to Rosecrans Avenue (With Barrier)	75.8	60	190	601	1,901
Rail track to San Gabriel River (Without Barrier)	86.8	757	2,393	7,568	23,932
Rail track to San Gabriel River (With Barrier)	76.4	69	218	690	2,183
<b>Interstate 605</b>					
I-5 to City Limit (Without Barrier)	87.9	975	3,083	9,749	30,830
I-5 to City Limit (With Barrier)	78.2	104	330	1,045	3,303
<b>Freight Rail Lines</b>					
BNSF/UPRR Freight Rail Line	77	79	251	792	2,506
Source: MIG, 2021 (see Appendix E)					
(A) CNEL values for road segments are estimated 50 feet from the center of the nearest travel direction, excepting I-5 and I-605, which are measured 150 feet from the center of the freeway right-of-way. CNEL values for rail segments are estimated 50 feet from the center of the nearest rail track.					

**Table 4.13-14  
Future (2040) Traffic Noise Levels With and Without the General Plan Update**

<u>Road / Segment</u>	<u>Year 2040 No GPTZCU</u>		<u>Year 2040 With GPTZCU</u>		<u>Net Change</u>	
	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL</u>
<b>Bloomfield Avenue</b>						
Telegraph Road to Florence Avenue	22,195	70.3	19,077	69.5	-3,118	-0.8
Florence Avenue to Imperial Highway <sup>(c)</sup>	26,225	69.5	23,114	68.7	-3,111	-0.8
<b>Carmenita Road</b>						
Painter Avenue to Telegraph Road	24,335	67.5	24,536	67.5	201	0.0
Telegraph Road to Florence Avenue	22,749	67.2	22,370	67.3	-379	0.1
Florence Avenue to Meyer Road	22,168	67.9	22,085	67.9	-83	0.0
Meyer Road to Leffingwell Road	25,976	68.3	26,773	68.4	797	0.1
Leffingwell Road to Imperial Highway	36,751	71.7	37,622	71.9	871	0.2



**Table 4.13-14  
Future (2040) Traffic Noise Levels With and Without the General Plan Update**

<u>Road / Segment</u>	<u>Year 2040 No GPTZCU</u>		<u>Year 2040 With GPTZCU</u>		<u>Net Change</u>	
	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL</u>
Imperial Highway to Rosecrans Avenue	33,949	72.2	34,233	72.4	284	0.2
Rosecrans Avenue to I-5 NB Ramps	37,613	72.1	38,887	72.3	1,274	0.2
I-5 NB Ramp to Firestone Boulevard	43,064	71.9	44,780	72.2	1,716	0.3
Firestone Boulevard to Alondra Boulevard	35,009	71.7	33,646	71.7	-1,362	0.0
<b>Imperial Highway</b>						
Valley View Avenue to Carmenita Road	31,238	70.6	31,354	70.7	116	0.1
Carmenita Road to Leffingwell Road	25,412	70	26,456	70.3	1,044	0.3
Leffingwell Road to Bloomfield Avenue <sup>(C)</sup>	56,725	73.1	60,905	73.4	4,180	0.3
<b>Florence Avenue</b>						
Telegraph Road to Carmenita Road	37,968	70.7	38,762	70.5	794	-0.2
Carmenita Road to Bloomfield Avenue	36,697	72.8	37,226	72.9	529	0.1
Bloomfield Avenue to Pioneer Boulevard	34,045	71.6	35,733	72.0	1,688	0.4
Pioneer Boulevard to Fairford Avenue	45,181	72.7	48,531	73.1	3,350	0.4
<b>Greenleaf Avenue</b>						
Mulberry Drive to Los Nietos Road	4,816	60.4	1,663	54.9	-3,152	-5.5
Los Nietos Road to Telegraph Road	11,420	62.9	8,669	62.1	-2,751	-0.8
<b>Lakeland Road</b>						
Carmenita Road to Laurel Avenue	4,883	62.3	2,835	60.3	-2,048	-2.0
Laurel Avenue to Painter Avenue	5,691	61.9	5,018	61.2	-672	-0.7
Painter Avenue to Shoemaker Avenue	3,105	60.2	1,471	57.2	-1,634	-3.0
Shoemaker Avenue to Bloomfield Avenue	8,207	63	8,503	63.1	296	0.1
Bloomfield Avenue to Norwalk Boulevard	3,402	58.5	3,744	58.6	341	0.1
Norwalk Boulevard to Pioneer	6,895	61	6,299	60.2	-596	-0.8

**Table 4.13-14  
Future (2040) Traffic Noise Levels With and Without the General Plan Update**

<u>Road / Segment</u>	<u>Year 2040 No GPTZCU</u>		<u>Year 2040 With GPTZCU</u>		<u>Net Change</u>	
	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL</u>
Boulevard						
<b>Mulberry Drive</b>						
Painter Avenue to Santa Fe Springs Road	41,163	70	43,933	70.4	2,769	0.4
<b>Norwalk Boulevard</b>						
Mines Street to Washington Boulevard	25,441	69.8	23,097	69.6	-2,344	-0.2
Washington Boulevard to Slauson Avenue	37,243	69.1	38,958	69.3	1,715	0.2
Slauson Avenue to Los Nietos Road	37,714	72.8	38,028	72.9	313	0.1
Los Nietos Road to Telegraph Road	21,337	69.1	22,213	69.2	876	0.1
Telegraph Road to Florence Avenue	30,596	71.1	33,540	71.6	2,944	0.5
Florence Avenue to 4th Street <sup>(D)</sup>	30,834	70.7	34,217	71.2	3,383	0.5
<b>Painter Avenue</b>						
Mulberry Drive to Wallburg Street	24,903	67.2	27,211	67.7	2,308	0.5
<b>Pioneer Boulevard</b>						
Saragosa Street to Washington Boulevard	23,111	66.6	21,812	66.0	-1,299	-0.6
Washington Boulevard to I-605 NB Ramp	23,217	66.5	22,805	66.3	-413	-0.2
I-605 NB Ramp to Slauson Avenue	29,237	68.4	29,971	68.4	734	0.0
Slauson Avenue to Orr and Day Road	13,984	64.3	11,675	63.0	-2,308	-1.3
Orr and Day Road to Arlee Avenue	4,923	59.2	3,345	56.1	-1,578	-3.1
Arlee Avenue to Florence Avenue	14,503	67.6	15,052	67.8	549	0.2
Florence Avenue to Lakeland Road	22,432	67.7	25,334	68.2	2,902	0.5
<b>Santa Fe Springs Road</b>						
Mulberry Drive to Sorensen Avenue	14,729	65.8	12,981	64.9	-1,748	-0.9
Sorensen Avenue to Telegraph Road	21,847	70	17,772	68.9	-4,074	-1.1
<b>Shoemaker Avenue</b>						
Telegraph Road to Florence Avenue	8,964	63.7	6,538	62.9	-2,425	-0.8

**Table 4.13-14  
Future (2040) Traffic Noise Levels With and Without the General Plan Update**

<u>Road / Segment</u>	<u>Year 2040 No GPTZCU</u>		<u>Year 2040 With GPTZCU</u>		<u>Net Change</u>	
	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL</u>
Florence Avenue to Meyer Road	12,297	64.7	13,824	65.6	1,527	0.9
Meyer Road to Sunshine Avenue	6,434	63.9	3,616	61.4	-2,818	-2.5
Sunshine Avenue to Imperial Highway	8,504	65.4	5,708	63.7	-2,796	-1.7
Rosecrans Avenue to UPRR Rail Crossing	12,706	66.2	11,859	66.0	-846	-0.2
UPRR Rail Crossing to Alondra Boulevard	16,626	69.5	15,640	69.0	-986	-0.5
<b>Slauson Avenue</b>						
Santa Fe Springs Road to Sorensen Avenue	36,946	70.3	38,796	70.4	1,850	0.1
Sorensen Avenue to Dice Road	33,784	69.5	35,902	69.8	2,119	0.3
Dice Road to Norwalk Boulevard	41,503	72	44,242	72.2	2,739	0.2
Norwalk Boulevard to Pioneer Boulevard	35,907	71.5	36,821	71.5	914	0.0
Pioneer Boulevard to Passons Boulevard	56,869	73	61,342	73.4	4,473	0.4
<b>Telegraph Road</b>						
Leffingwell Road to Valley View Avenue	35,320	70.8	37,151	71.2	1,831	0.4
Valley View Avenue to Mills Avenue/Florence Avenue	51,469	72.5	55,360	72.9	3,891	0.4
Mills Avenue/Florence Avenue to Carmenita Road	43,922	70.2	44,997	70.2	1,075	0.0
Carmenita Road to Bloomfield Avenue	35,040	68.8	35,626	69.0	587	0.2
Bloomfield Avenue to Orr and Day Road	43,226	70.7	44,541	70.9	1,315	0.2
Orr and Day Road to True Avenue	68,037	73	69,624	73.2	1,587	0.2
<b>Washington Boulevard</b>						
Calobar Avenue/Rivera Road to Sorensen Avenue	30,926	69.6	32,210	69.8	1,283	0.2
Sorensen Avenue to Norwalk Boulevard	38,593	76.4	42,484	71.0	3,890	-5.4
Norwalk Boulevard to Pioneer Boulevard	54,341	72	56,277	72.1	1,936	0.1

**Table 4.13-14  
Future (2040) Traffic Noise Levels With and Without the General Plan Update**

<u>Road / Segment</u>	<u>Year 2040 No GPTZCU</u>		<u>Year 2040 With GPTZCU</u>		<u>Net Change</u>	
	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL<sup>(A)</sup></u>	<u>ADT</u>	<u>CNEL</u>
Pioneer Boulevard to San Gabriel River	59,204	72.2	62,613	72.4	3,408	0.2
<b>Interstate 5</b>						
Valley View Avenue to Rosecrans Avenue (Without Barrier)	178,193	86.7	178,457	86.8	264	0.1
Valley View Avenue to Rosecrans Avenue (With Barrier)	178,193	75.7	178,457	75.8	264	0.1
Rail track to San Gabriel River (Without Barrier)	197,764	86.7	198,057	86.8	293	0.1
Rail track to San Gabriel River (With Barrier)	197,764	76.2	198,057	76.4	293	0.2
<b>Interstate 605</b>						
I-5 to City Limit (Without Barrier)	276,045	87.8	276,454	87.9	409	0.1
I-5 to City Limit (With Barrier)	276,045	78.1	276,454	78.2	409	0.1
Source: MIG, 2021 (see Appendix E)						
(A) CNEL values for road segments are estimated 50 feet from the center of the nearest travel direction, excepting I-5 and I-605, which are measured 150 feet from the center of the freeway right-of-way.						

As shown in Table 4.13-14, the results of the traffic noise modeling indicate that traffic noise levels within the Planning Area would continue to be highest along major travel corridors such as Florence Avenue, Imperial Highway, Norwalk Boulevard, Slauson Avenue, Telegraph Road, and Washington Boulevard; however, the GPTZCU would not substantially increase traffic volumes or traffic noise levels along these roadways. The traffic noise modeling indicates the GPTZCU would not increase traffic noise levels by more than one decibel on any roadway segments (as compared to future 2040 baseline conditions). In addition, the GPTZCU would reduce traffic and traffic noise levels on more than 15 modeled road segments in the Planning Area, providing an environmental benefit in these areas. This impact is considered a less than significant impact.

Pursuant to the State noise standards, California Building Code, Section 1207.4, new residential structures would be required to be constructed such that interior noise levels do not exceed an 45 dBA CNEL. Standard construction techniques and materials are commonly accepted to provide a minimum exterior to interior noise attenuation (i.e., reduction) of 22–25 dBA with all windows and doors closed (HUD 2009a and 2009b).<sup>3</sup> These interior noise reductions would be

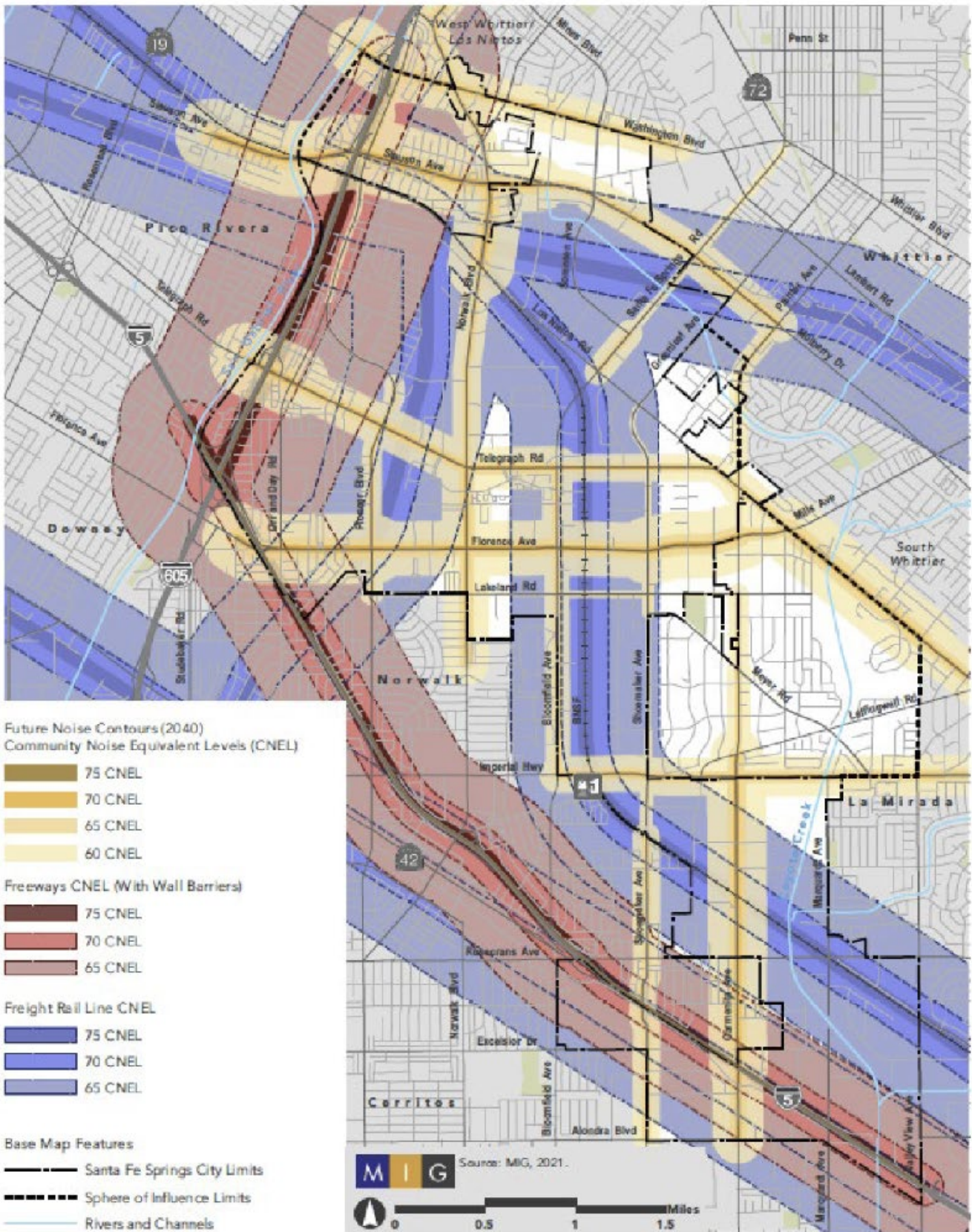
<sup>3</sup> The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 35 dBs of attenuation between exterior and interior noise levels. This reduction may be slightly lower (2-3 dBs) for traffic noise due to the specific frequencies associated with traffic noise. Increasing

adequate for some developments occurring under the GPTZCU to meet interior noise standards. New residential and mixed-use developments at certain opportunity sites (see Table 4.13-15) and along major arterial roads such as Carmenita Road, Imperial Highway, Florence Avenue, Norwalk Boulevard, Slauson Avenue, Telegraph Road, and Washington Boulevard, particularly along road segments with higher speed limits (40 mph or more), could require additional noise attenuation design features since traffic noise levels along these roadways are estimated to exceed 70 CNEL under future conditions with and without the GPTZCU. Adherence to the State's mandatory noise standards would ensure residential and mixed-use structures within the Planning Area meet or exceed the 45 dBA CNEL standard.

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window space may also decrease attenuation, with a reduction of 10 dBs possible if windows occupy 30% of the exterior wall façade.

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**Exhibit 4.13-3**

**Future Noise Contours (Year 2040)**

**Santa Fe Springs General Plan and Targeted Zoning Code Update**

Santa Fe Springs, California



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**Table 4.13-15  
Summary of Potential Noise Levels at General Plan Update Opportunity Sites**

<b>Site / Transportation Noise Source</b>	<b>2021 Measured Ambient Noise Level<sup>(A)</sup></b>	<b>2040 Modeled Transportation Noise Level with GPTZCU<sup>(B)</sup></b>
Washington Boulevard/Norwalk TOC	63.6 dBA L <sub>eq</sub>	-
Norwalk Boulevard	-	69.3 dBA CNEL
Washington Boulevard	-	71.0 dBA CNEL
Metrolink TOC	72.7 dBA L <sub>eq</sub>	-
Bloomfield Avenue	-	68.7 dBA CNEL
Imperial Highway	-	73.4 dBA CNEL
BNSF Rail Corridor		77.0 CNEL
MC&C Site	77.1 dBA CNEL	-
Bloomfield Avenue	-	69.5 dBA CNEL
Telegraph Road	-	69.0 dBA CNEL
BNSF Rail Corridor		77.0 CNEL
Koontz Site	66.4 dBA L <sub>eq</sub>	-
Norwalk Boulevard	-	71.2 dBA CNEL
Florence Avenue	-	72.0 dBA CNEL
Lakeland Road	-	60.2 dBA CNEL
Source: MIG, 2021 (see Appendix E).		
(A) Refer to Tables 4.13-2 and 4.13-3 for ambient noise monitoring data.		
(B) Refer to Table 4.13-13 and 4.13-14 for modeled transportation noise levels.		

The City's proposed updated Circulation, Land Use, and Noise Elements focuses on allowing Santa Fe Springs residents to enjoy quiet neighborhoods and includes measures that protect residents from excessive noise levels (including transportation noise) that could disturb and disrupt human activities and affect the physical and psychological health of individuals. Table 4.13-16 summarizes the proposed GPTZCU goals and policies that address ambient noise exposure and operational noise levels within the City.

**Table 4.13-16  
Proposed GPTZCU Noise Element Policies Pertaining to Operational Noise Levels and  
Community Noise Exposure**

<b>Noise Element Goal</b>	<b>Noise Element Policy/Program</b>	<b>How does the General Plan Avoid or Reduce the Impact?</b>
<p>N-1: Reduced Traffic and Train Noise.</p>	<p>Policy N-1.1: Freeway and Roadway Noise. Incorporate into transportation planning programs noise reduction measures that can reduce noise impacts on residential neighborhoods from surface transportation sources, including such features as noise barriers and walls, insulation, green buffers and berms, and paving technologies that reduce vehicle noise.</p> <p>Policy N-1.2: Residential Noise Impacts. Update truck routes and redesignate routes to reduce noise exposure in residential neighborhoods and on sensitive community noise receptors that are within noise zones of 70 CNEL or higher.</p> <p>Policy N-1.3: Electric Vehicles. Support efforts that will reduce vehicular noise through programs that increase the percentage share of electric vehicles on roadways.</p> <p>Policy N-1.4: Quiet Road Surfaces. Incorporate into surface roadway design materials that absorb tire noise.</p> <p>Policy N-1.5: Building Sound Insulation. Encourage sound insulation in new and established residential buildings adjacent to the freeways, railroads, and arterials to improve the outdoor-to-indoor noise environment. Prioritize mitigation in disadvantaged communities.</p> <p>Policy N-1.6: Bus Noise. Support the efforts of Metro to use quiet bus technologies and to route bus lines in a manner that avoids noise impacts on residential neighborhoods.</p> <p>Policy N-1.7: Garbage Trucks and Services.</p>	<p>Policies N-1.1 through N-1.9 identify vehicle and rail traffic noise as a key contributor to the City’s noise environment, requires noise levels from these sources be considered from a planning perspective, supports measures and actions that reduce vehicle and rail traffic noise levels, and requires site design and sound insulation in residential buildings impacted by vehicle and rail traffic noise levels.</p>

	<p>Award garbage collection franchise contracts in part on the ability of service providers to minimize noise by using quiet and non-polluting collection vehicles and other noise-reducing strategies.</p> <p>Policy N-1.8: Railway Noise and Vibration Impacts. Support the soundproofing and retrofitting of homes adjacent to railways and railyards by incorporating wall insulation, installing sound-blocking windows and doors, adding indoor and/or outdoor soundproof curtains or panels, and other similar technologies and sound controls.</p> <p>Policy N-1.9: Railway Barriers. Incorporate physical barriers between residential uses and railways and rail yards, including planting extensive vegetation barriers, adding earth berms, installing sound walls, and other mitigation strategies to minimize air pollution and noise and vibration impacts.</p>	
<p>N-2: Land Use Decisions that Minimize Noise Exposure</p>	<p>Policy N-2.1: Noise Standards. Revisit noise standards in the Municipal Code to ensure they sufficiently address community noise conditions, issues, and concerns for various land uses.</p> <p>Policy N-2.2: Land Use Compatibility. Utilize the noise/land use compatibility standards (Table N-1) as a guide in land use planning for the review of development applications.</p> <p>Policy N-2.3: Noise Studies. Require developers of projects that are considered potential sources of noise, or when projects are proposed next to existing or planned noise-sensitive land uses to prepare an acoustical study that describes the existing and future noise environments and defines the noise-reducing design incorporated into the project that will achieve a noise environment consistent with City standards and guidelines.</p> <p>Policy N-2.4: Truck Access. Require new industrial and commercial developments and/or remodels to address proximity to residential uses, through the site design, by locating truck access at the maximum practical distance away from residential uses and with adequate noise shielding provided to achieve noise standards.</p>	<p>Policies N-2.1 through N-2.5 ensures community noise levels are adequately considered during planning and municipal code activities, requires the City use the General Plan noise/land use compatibility guidelines during development review, requires projects assess and minimize potential noise impacts on sensitive land uses, and provides actions to separate noise generating activities and land uses from noise sensitive receptors and land uses.</p>

	<p>Policy N-2.5: Noise-Generating Industrial Facilities. Locate noise-generating industrial facilities at the maximum practical distance from residential neighborhoods. Use setbacks between noise-generating equipment and noise-sensitive uses and limit the operation of noise-generating activities to daytime hours where such activities may affect residential uses.</p>	
<p>N-3: Quieter Neighborhoods</p>	<p>Policy N-3.1: Noise Enforcement. Enforce City regulations intended to mitigate noise-producing activities, reduce intrusive noise, and alleviate noise deemed a public nuisance.</p> <p>Policy N-3.2: Noise Reduction Technology. Require new City equipment purchases or facilities operations that utilizes noise reduction technology to comply with noise performance standards.</p> <p>Policy N-3.4: Home Retrofits. Develop a program to assist with the retrofit of residences adjacent to freeways to achieve suitable interior noise conditions.</p>	<p>Policy N-3.1 and N-3.2 enforce provisions of the Santa Fe Springs Municipal Code that are intended to control loud and unnecessary noises that may affect and/or be a detriment to residents' public health, comfort, convenience, safety, welfare, and prosperity.</p> <p>Policy N-3.2 supports the City's noise element goals through the purchase and use of equipment and performance of operations that comply with City noise standards and assistance to homeowners for residential retrofits that achieve suitable interior noise levels.</p>

The GPTZCU Noise Element goals and policies establish the City's intent to protect noise-sensitive uses and minimize traffic, rail, and other operations-related noise impacts and overall community exposure levels. As shown in Table 4.13-16 and discussed above, the proposed GPTZCU would not result in a significant increase in traffic noise levels in the Planning Area. The GPTZCU sets forth the City's intent to establish clear and enforceable noise regulations for all land uses, to consider operational noise impacts during the development review process, and to limit new development in noise impacted areas unless the development includes mitigation measures to reduce noise levels to acceptable levels. In addition, the proposed GPTZCU's Land Use and Circulation Elements include goals and policies to reduce vehicle trips on the City's roads, which would lower traffic-related noise levels. This impact is considered less than significant.

**Increases in Stationary and Other Sources of Noise**

Stationary and other sources of noise in the Planning Area include, but are not limited to, landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps,

generators, HVAC units), garbage collection activities, commercial and industrial activities, and other stationary and area sources such as people's voices, amplified music, and public address systems.

Noise generated by residential or commercial uses is generally short-term and intermittent. Industrial uses may generate noise on a more continual basis due to the types of their activities. The GPTZCU would increase residential and commercial development within the Planning Area and, in particular, allow mixed use development in which residential and commercial uses are integrated into a single development project. These types of developments tend to have higher noise levels associated with the mix of land uses contained within them. Future planned development could also result in new stationary and area sources as well as exposure of new sensitive land uses to existing stationary and area sources.

The City's existing General Plan includes goals and policies that minimize the impact of ambient and operational noise levels throughout the City (see Table 4.13-16). In addition, Santa Fe Springs Municipal Code Title XV (Land Usage), Chapter 155 (Zoning) establishes the City's standards related to noise, including specific loud, annoying, and unnecessary noises that may have an effect on, and be detrimental to, the public health, comfort, convenience, safety, welfare and prosperity of the City's residents (see Section 4.13.3).

Proposed GPTZCU policies would protect residents from excessive stationary noise sources and ensure new land uses meet the Santa Fe Springs Municipal Code noise standards through evaluation and design considerations. Thus, stationary and other sources of noise would be controlled by the General Plan goals and policies, and the Municipal Code, which limit allowable noise levels at adjacent properties. Therefore, future stationary noise sources would comply with City standards and would not expose people to a substantial permanent increase in noise levels.

The GPTZCU sets forth the City's intent to establish clear and enforced noise regulations for all land uses, to consider operational noise impacts during the development review process, and to limit new development in noise impacted areas unless the development includes mitigation measures to reduce noise levels to acceptable levels. In addition, proposed GPTZCU policies would protect residents from excessive stationary noise sources and ensure new land uses meet the Santa Fe Springs Municipal Code noise standards through evaluation and design considerations. Thus, stationary and other sources of noise would be controlled by the General Plan goals and policies, and the Municipal Code, which limits allowable noise levels at adjacent properties. Therefore, future operations would comply with City standards and would not expose people to a substantial permanent increase in noise levels from transportation or non-transportation noise sources.

*Level of Significance Before Mitigation*

Less than significant.

*Mitigation Measures*

None required.

**Ground-borne Vibration and Noise Levels**

***Impact NOISE-3– Would the project result in generation of excessive groundborne noise levels?***

Analysis of Impacts

**Temporary Construction Vibration Levels**

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and at high levels can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping (e.g., a hospital). Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high-impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site.

Construction equipment and activities are categorized by the nature of the vibration they produce. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, vibratory pile drivers, and pile-extraction equipment. Equipment or activities typical of transient (single-impact) or low-rate, repeated impact vibration include impact pile drivers, and crack-and-seat equipment. Pile driving and blasting activities produce the highest levels of ground vibration and can result in structural damage to existing buildings.

Since individual project-specific information is not available at this time, potential short-term construction-related vibration impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and industrial development. Potential construction source vibration levels were developed based on methodologies, reference noise levels, and typical equipment usage and other operating factors documented and contained in the FHWA's Construction Noise Handbook (FHWA, 2006), FTA's Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans, 2020b). Reference levels are vibration emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

Future development as a result of the Project could occur in primarily urban settings where land is already disturbed and, therefore, is not likely to require blasting, which is typically used to remove unwanted rock or earth. Standard construction equipment (e.g., bulldozers, trucks, jackhammers) generally does not cause vibration that could cause structural or cosmetic damage but may be felt by nearby receptors. Table 4.13-17 presents the typical types of equipment that could be used for future development activities in the Planning Area.

**Table 4.13-17  
Ground-borne Vibration and Noise from Typical Construction Equipment**

Equipment	Peak Particle Velocity (in/sec) <sup>(A)</sup>			Velocity Decibels (VdB) <sup>(B)</sup>		
	25 feet	50 feet	100 feet	25 feet	50 feet	100 feet
Small bulldozer	0.003	0.001	0.001	58	49	40
Jackhammer	0.035	0.016	0.008	79	70	61
Rock Breaker	0.059	0.028	0.013	83	74	65
Loaded truck	0.076	0.035	0.017	86	77	68
Auger Drill Rig	0.089	0.042	0.019	87	78	69
Large bulldozer	0.089	0.042	0.019	87	78	69
Vibratory Roller	0.210	0.098	0.046	94	85	76
Impact Pile Driver (upper range)	1.518	0.708	0.330	112	103	94
Impact Pile Driver (typical)	0.644	0.300	0.140	104	95	86
Sonic Pile Driver (upper range)	0.734	0.42	0.160	105	96	87
Sonic Pile Driver (typical)	0.170	0.079	0.037	93	84	75

Sources: Caltrans 2020b and FTA 2018

(A) Estimated PPV calculated as:  $PPV(D) = PPV(ref) * (25/D)^{1.1}$  where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

(B) Estimated Lv calculated as:  $Lv(D) = Lv(25\text{ feet}) - 30 \log(D/25)$  where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 ft; and D= distance from equipment to receiver.

As shown in Table 4.13-17, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even maximum impact pile driving activities would result in vibration levels below Caltrans' recommended 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance 100 feet; all other activities would be below Caltrans' threshold for transient vibration-induced damage in historic, older buildings at a distance of 25 feet. For human responses, maximum impact pile driving activities would result in groundborne vibration and noise levels below Caltrans' threshold for a distinctly perceptible response (0.24 PPV) and the FTA's vibration standard for infrequent events at residential lands (80 VdB) at a distance of approximately 150 feet and 300 feet, respectively. All other activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses.

### Operations-Related Ground borne Vibration Levels

The proposed GPTZCU could facilitate the construction of new mixed-use projects near existing BNSF and UPRR freight rail lines (the BNSF line is also used by Metrolink for commuter rail services). For example, both the Metrolink TOC and the MC&C opportunity sites are located adjacent to the BNSF rail line that generally runs north to south through the City. With regards to

vibration impacts on new development near railroads, human disturbance is the primary concern. It is extremely rare for vibration levels from trains passing to result in structural damage to buildings, particularly new construction. In addition, buses and other transit vehicles are not anticipated to generate excessive vibration levels that would disturb sensitive receptors because these vehicles are travelling at lower speeds and do not generate substantial vibrations.

The FTA's *Transit Noise and Vibration Impact Assessment* document provides recommended ground-borne vibration criteria for general environmental assessments. The vibration criteria vary according to the sensitivity of the land use and the frequency of vibration events (i.e., number of trains passing by the sensitive land use), as shown in Table 4.13-6, but for occasional events such as freight train activity (i.e., 30 to 70 trains passing by in one day), the criteria generally vary between 65 VdB for buildings where vibration would interfere with interior operations (e.g., highly sensitive research facilities, hospitals), to 75 VdB for residences and buildings where people normally sleep, to 78 VdB for land uses with primarily daytime uses. Highly sensitive research facilities and hospitals are not anticipated under the proposed GPTZCU and, therefore, the 65 VdB threshold is not considered further in this analysis. The FTA's guidance document contains generalized ground surface vibration curves derived from vibration measurements of transit systems in North America (FTA 2018, Figure 6-4). Based on these vibration prediction curves, proposed residential development within approximately 150 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 75 VdB for residences exposed to occasional vibration events. Similarly, other proposed land uses within approximately 100 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 78 VdB for land uses with primarily daytime occupancy. The actual vibration levels perceived by receptors adjacent to the City's freight rail lines would be contingent on several factors, including the type of locomotive power (e.g., diesel locomotive or diesel multiple unit), the type of train using the line (e.g., freight or commuter), the speed of the vehicle (vibration estimates are based on 50 mph travel speeds and would be approximately 4 VdB lower at a travel speed of 30 mph), and actual subsurface conditions between the rail line and the receptor.

The GPTZCU Noise Element goals and policies establish the City's intent to protect vibration-sensitive uses and minimize traffic, rail, and other operations-related noise impacts and overall community exposure levels. As shown in Table 4.13-16, Policy N-1.4, Rail Noise and Vibrations, requires the City to consult with rail companies that operate lines through the City to minimize train noise, signal noise, at-grade crossing noise, and vibration levels produced by heavy and light traffic, and to focus mitigation efforts on resolving conflicts in residential areas exposed to rail noise and vibration levels. In addition, City Municipal Code Section 155.428 establishes that ground vibrations shall not be harmful or injurious to a use or surrounding property, and prohibits vibrations that are generally perceptible by humans without the use of vibration detection instruments.

Typical construction activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses. Most construction equipment does not operate in the same location for prolonged periods of time. Therefore, even if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time and would not be considered excessive. This impact is considered less than significant.



Future planned development within approximately 150 feet of existing freight and commuter rail lines in the City, including the Metrolink TOC and MC&C opportunity sites, could be exposed to excessive freight train vibration levels that exceed FTA-recommended vibration criteria (for human annoyance and response factors) of 75 or 78 VdB, respectively; however, the GPTZCU sets forth the City’s intent to consider operational vibration impacts during the development review process and ensure vibration levels are acceptable for specific land use proposals.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

**Excessive Airport-related Noise Levels**

***Impact NOISE-4 – 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?***

Analysis of Impacts

The closest airport to the Planning Area is the Fullerton Municipal Airport, located approximately 2.6 miles southeast of the city. The city is not located in any noise contour zone associated with this airport. In addition, there are no private air strips located in the Planning Area, although the Norwalk Sheriff’s office, located southwest of the intersection of Bloomfield Avenue and Imperial Highway, adjacent to the City’s western boundary does maintain a heliport. Noise from overhead flights was observed during the ambient noise monitoring conducted for the Project, but the City is not known to experience excessive airport and heliport noise levels.

The Project is not located within the vicinity of a private air strip or an airport land use plan and would not expose people residing or working in the Planning Area to excessive airport-related noise levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

**Cumulative Impacts**

***Would the project cause substantial adverse cumulative impacts with respect to noise or vibration?***

Analysis of Impacts

Project implementation would result in construction noise and vibration as individual development projects are constructed; however, each individual development would be subject to City regulations and policies regarding construction noise and vibration (See Impact NOISE-1

and NOISE-3). These policies and measures establish the overall goal and intent of the City to protect residents from excessive construction noise and vibration, to require the appropriate evaluation of construction noise and vibration impacts at sensitive receptor locations, and to implement feasible construction noise and vibration control measures when development occurs near noise-sensitive land uses. Therefore, construction noise would not make a cumulatively considerable contribution to a significant cumulative construction noise impact.

Once constructed, development projects would contribute to the potential permanent increases in noise levels evaluated under Impact NOISE-2. The proposed project would not generate significant increases in traffic noise levels on a cumulative basis. The GPTZCU sets forth the City's intent to establish clear and enforced noise regulations for all land uses, to consider operational noise impacts during the development review process, and to limit new development in noise impacted areas unless the development includes mitigation measures to reduce noise levels to acceptable levels. In addition, proposed GPTZCU policies would protect residents from excessive stationary noise sources and ensure new land uses meet the Santa Fe Springs Municipal Code noise standards through evaluation and design considerations. Therefore, future operations would not make a cumulatively considerable contribution to a significant cumulative operational noise impact.

The proposed GPTZCU could facilitate the construction of new development projects near existing BNSF and UPRR rail lines, including development at the Metrolink TOC and MC&C Opportunity sites. Development within approximately 150 feet of existing freight (and commuter) rail corridors could be exposed to excessive freight train vibration levels that exceed FTA-recommended vibration criteria (for human annoyance and response factors) of 75 or 78 VdB, respectively; however, as described in Impact NOISE-3, the GPTZCU sets forth the City's intent to consider operational vibration impacts during the development review process and ensure vibration levels are acceptable for specific land use proposals. Therefore, this impact would be less than significant. In general, ground-borne operational vibration impacts are site-specific and do not have the potential to combine with off-site vibration impacts. No cumulative impact would occur.

#### Level of Significance Before Mitigation

The proposed GPTZCU would not result in a cumulative considerable contribution to cumulative noise and vibration impacts.

#### Mitigation Measures

None required.

### **4.13.6 – REFERENCES**

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<b>List of Acronyms, Abbreviations, and Symbols</b>	
<b>Acronym / Abbreviation</b>	<b>Full Phrase or Description</b>
BNSF	Burlington Northern Santa Fe Railway
C	Circulation Element
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
D	Distance
dB	Decibel (unweighted)
dBA	Decibels, A-Weighted
DNL / L <sub>dn</sub>	Day-Night Noise Level
EJ	Environmental Justice Element
FHWA	Federal Highway Works Administration
FTA	Federal Transit Administration
GPTZCU	General Plan Targeted Zoning Code Update
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating, Ventilation, and Air Conditioning
Hz	Hertz
I	Interstate
In/sec	Inches per Second
kH	Kilohertz
L <sub>eq</sub>	Average / Equivalent Noise Level
L <sub>max</sub>	Maximum Noise Level
L <sub>min</sub>	Minimum Noise Level
LT	Long-term
LU	Land Use Element
N	Noise Element
OITC	Outside-Indoor Transmission Class
OPR	Office of Planning and Research
Pa	Pascals
PRC	Public Resources Code
PPV	Peak Particle Velocity (inches/second)
ST	Short-term
STC	Sound Transmission Class
TNM	Traffic Noise Model
TOC	Transit Oriented Communities

UF	Usage Factor
UPRR	Union Pacific Railroad
VdB	Velocity Decibels
VMT	Vehicle Miles Travelled
§	Section
%	Percent

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## 4.14 – Population and Housing

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This EIR chapter addresses population and housing impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are population and housing impacts identified by the CEQA Guidelines: whether the GPTZCU will induce substantial unplanned population growth or displace substantial numbers of existing people or housing necessitating the construction of replacement housing.

### 4.14.1 – ENVIRONMENTAL SETTING

The Planning Area includes a mix of residential, commercial, industrial, institutional, and open space uses. As of 2020, the City of Santa Fe Springs had 5,675 parcels encompassing 4,741 acres. The Sphere of Influence contained about 5,145 parcels encompassing an additional 1,285 acres (6,026-acre Planning Area) (Santa Fe Springs, 2020). A description of population, housing, and employment characteristics within the Planning Area is provided below.

#### Population

As of 2020, the City estimated that it had a population of 18,292 within the City boundaries and an additional population of 28,626 within the City’s Sphere of Influence (Santa Fe Springs, 2020). The California Department of Finance estimates that the January 2020 population for Los Angeles County and the City of Santa Fe Springs was 10,172,951 and 18,295 residents, respectively (DOF, 2020a). The Southern California Association of Governments (SCAG) develops socioeconomic estimates and growth projections including population, households, and employment. These estimates and projections provide the analytical foundation for SCAG’s transportation planning and other programs. The growth forecast used for SCAG’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) (Southern California Association of Governments, 2020) for Los Angeles County and the City of Santa Fe Springs are included in Table 4.14-1 (Population Forecasts). It should be noted that the 2020-2045 RTP/SCS is now referred to as “Connect SoCal”).

These estimates and projections provide the analytical foundation for SCAG’s transportation planning and other programs. However, it should be noted that the RTP/SCS does not include growth forecasts for individual Spheres of Influence. As such, the RTP/SCS only has growth projections for the City of Santa Fe Springs but not for the areas located within its Sphere of Influence. As shown in Table 4.14-1, continued population growth is anticipated by SCAG at both the county and city level. Population growth at the County level from 2020 to 2040 is projected to be approximately 13.2%, while during the same period it is projected to be approximately 13.6% for the City of Santa Fe Springs.

**Table 4.14-1  
Population Forecasts**

	<b>2020</b>	<b>2040</b>	<b>Growth Rate</b>
<b>County of Los Angeles</b>	10,172,951	11,514,800	13.2%
<b>City of Santa Fe Springs</b>	19,100	21,700	13.6%

*Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.*

#### Housing

As of 2020, SCAG estimated there were 5,800 housing units in the City with a total of 12,152 housing units estimated by the City within the Planning Area (Santa Fe Springs, 2020). According to the California Department of Finance, as of April 2020 there were approximately 3,493,700 housing units within Los Angeles County and approximately 4,976 housing units within the City of Santa Fe Springs (DOF, 2020b). As noted above, SCAG develops socioeconomic estimates and growth projections including population, households, and employment. Table 4.14-2 (Household Forecasts) shows the anticipated growth in households for both Los Angeles County and the City of Santa Fe Springs. As shown in Table 4.14-2, household growth at the County level from 2020 to 2040 is projected to be approximately 13.0%, while during the same period it is projected to be approximately 12.1% for the City of Santa Fe Springs.

**Table 4.14-2  
Household Forecasts**

	2020	2040	Growth Rate
<b>County of Los Angeles</b>	3,493,700	3,946,600	13.0%
<b>City of Santa Fe Springs</b>	5,800	6,500	12.1%

*Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.*

### Employment

As of 2020, SCAG estimated that there were 58,800 employees in the City although the City has estimated there were only 56,070 employees within the entire Planning Area (Santa Fe Springs, 2020). Table 4.14-3 (Employment Forecasts) shows the anticipated growth in employment for both Los Angeles County and the City of Santa Fe Springs. As shown in Table 4.14-3, employment growth at the County level from 2020 to 2040 is projected to be approximately 12.1%, while during the same period it is projected to be approximately 5.4% for the City of Santa Fe Springs.

**Table 4.14-3  
Employment Forecasts**

	2020	2040	Growth Rate
<b>County of Los Angeles</b>	4,662,500	5,225,800	12.1%
<b>City of Santa Fe Springs</b>	58,800	62,000	5.4%

*Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.*

## 4.14.2 – REGULATORY FRAMEWORK

### Federal

**U.S. Department of Housing and Urban Development (HUD).** HUD oversees the Federal Housing Administration (FHA), the largest mortgage insurer in the world, and regulates housing industry business. Provides Project-Based Rental Assistance and other rental assistance programs, which provide support for low and very low-income households.

### State

**California Department of Housing and Community Development (HCD).** HCD enforces standards for housing construction, maintenance of farmworker housing, and manufactured/factory-built homes. HCD also proposes amendments to California's residential building standards for new construction to the California Building Standards Commission and



helps train local governments to better understand new requirements. HCD works with regional governments to determine their housing needs and reviews every city and county's housing element of the general plan to determine compliance with State law.

**Housing Element Law (California Government Code Article 10.6).** The State has established detailed legal requirements for the General Plan Update (GPU) Housing Element beyond Section 65300. State Law requires each City and County to prepare and maintain a current Housing Element as part of the community's GPU to attain a Statewide Goal of providing "decent housing and a suitable living environment for every California family." Under State law, Housing Elements must be updated every eight years and reviewed by the California Department of Housing and Community Development (HCD).

**California Department of Finance Demographic Research Unit.** The Demographic Research Unit uses population data to establish appropriation limitations; distribute various federal program funds and aid in the planning and evaluation of programs. State agencies and departments, local governments, the federal government, school districts, public utilities, the private sector, and the public use the data. Staff provide demographic research and analysis, produce current population estimates, and future projections of population and school enrollment, and disseminate U.S. Census data.

## **Regional**

**Los Angeles County Housing Authority (LACHA).** The LACHA is a public agency chartered by the State to administer the development, rehabilitation or financing of affordable housing programs. The LACHA works with the City to administer the Housing Choice Vouchers Program; support the County Housing Authority's applications for additional allocations; and assist the Housing Authority in marketing the program to home seekers and property owners.

**Southern California Association of Governments (SCAG).** Southern California Association of Governments (SCAG) is a joint powers authority, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

SCAG developed regional growth forecasts for its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) (Southern California Association of Governments, 2020) for Los Angeles County and the City of Santa Fe Springs. It should be noted that the 2020-2045 RTP/SCS is now referred to as "Connect SoCal").

**Regional Housing Needs Assessment (RHNA).** RHNA is developed through a process directed by SCAG. The RHNA represents the number of housing units divided into various household income categories—that have been calculated to represent the City's "fair share" of the regional housing need during the Housing Element planning period. By law, the City is required to show in the Housing Element that adequate sites are available to accommodate construction of new housing units consistent with the RHNA.

## Local

### 2021 General Plan Update

Similar to the existing General Plan, the proposed GPTZCU does not have goals or policies that specifically address population, housing, or employment growth, but many of its goals and policies encourage and/or accommodate land use changes and growth in the future (i.e., additional housing units, population, and employment) and consistency with the goals of regional plans and planning efforts like SCAG with its 2020-2045 RTP/SCS and the Regional Housing Needs Assessment (RHNA).

#### 4.14.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPTZCU could result in a significant impact if it would:

- 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?
- C. Cause substantial adverse cumulative impacts with respect to population and housing?

#### 4.14.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population and housing that could result from the implementation of the GPTZCU and recommends mitigation measures as needed to reduce significant impacts.

### Population Growth

***Impact POP-1 – Would the GPTZCU 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)?***

### Analysis of Impacts

#### City-wide

As of 2020, the City estimated that it had a population of 18,292 within the City boundaries and an additional population of 28,626 within the City's Sphere of Influence for a total population of 46,918 persons within the Planning Area (Santa Fe Springs, 2020). According to the State Department of Finance, the estimated population of the City in 2020 was 18,295 (DOF 2021). According to SCAG estimates, the City is expected to grow in population from 19,100 in 2020 to 21,700 by 2040, which represents an increase of 13.6%. However, under the proposed GPTZCU, the Planning Area is anticipated to support a population of up to 60,808 in 2040, which represents an increase of 29.6% over existing conditions. During the same period, the number of dwelling units in the Planning Area supported by the GPTZCU would increase from 12,152 dwelling units in 2020 to 16,724 dwelling units in 2040, representing an increase of 37.6%. According to SCAG estimates the number of households in the City is anticipated to increase from 5,800 in 2020 to 6,500 in 2040, which only represents an increase of 12.1%.

Therefore, potential population growth under the GPTZCU would exceed the projected population growth forecast from the SCAG.

The rollover RHNA from the previous planning period (2014-2021) combined with the current remaining RHNA (2021-2029) yields a total RHNA of 952 units that must be accommodated in the 2021-2029 Housing Element. Unit distribution is as follows: 253 extremely low/very low-income units, 159 low-income units, 152 moderate-income units, and 388 above moderate-income units. Overall, the City has the ability to adequately accommodate and exceed RHNA obligations. Future development would not induce substantial population unplanned by the City based on the GPTZCU, but SCAG projections do not currently acknowledge the population growth impacts of the City's current RHNA allocation.

#### Key Opportunity Sites

Development of the four opportunity sites will be consistent with the GPTZCU although the growth planned by the City and indicated by the RHNA allocation may not be consistent with regional population growth projections (SCAG RTP/SCS). Development of the four opportunity sites would not induce substantial population unplanned by the City, although SCAG projections do not currently acknowledge the growth impacts of the City's current RHNA allocation.

#### General Plan Update

Although the GPTZCU does not have goals and policies that specifically address population growth, it does have several goals and policies encourage and/or accommodate land use changes and growth in the future (i.e., additional population). As discussed in Section 4.11, Land Use and Planning, the GPTZCU is consistent with the goals of the SCAG 2020-2045 RTP/SCS by providing a variety of travel modes within the Planning Area such as transit, pedestrian sidewalks, and bicycle lanes. Land Use Element Goals LU-1, LU-2, LU-3, and LU-10, Environmental Justice Goal EJ-1, and Circulation Goals C-1 through C-4, along with their supporting policies, help achieve this consistency. However, the growth anticipated by the City under the GPTZCU exceeds SCAG population projections that do not take into account SCAG's RHNA allocation for the City of Santa Fe Springs.

The General Plan does not determine the rate of growth in Santa Fe Springs, rather, it allows for growth as it occurs based on market forces in accordance with the City's policies for type, intensity, and location as set forth in the GPTZCU. The Planning Area is almost completely urbanized with very little vacant land (see also "Key Opportunity Sites" described above). Any new development that would occur under the proposed GPTZCU would consist of infill development and/or redevelopment of existing uses.

The City is planning for population growth and has incorporated policies to match this forecasted growth. To meet the physical needs of growth, the City will prioritize infrastructure improvements, code enforcement, and public services provision in high-need areas. To balance the growth, the City will support development and growth that balance residential, commercial, industrial, and open space uses in a manner that meet the needs of the community without overburdening community resources and infrastructure. To plan for the intensification of land use, the City has adopted policies to encourage infill development, including revitalization of underutilized and vacant infill properties closest to available infrastructure and community services.

Physical impacts from increased population and housing growth in itself are less than significant. Indirect impacts of population growth are addressed in other topical area chapters in the EIR, specifically:

- Air Quality
- Energy
- Greenhouse Gases
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Services

The GPTZCU would not induce significant population growth unplanned by the City that would not otherwise occur in Santa Fe Springs; therefore, the overall impacts of the GPTZCU regarding population growth would be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

No mitigation is required.

#### **Housing Growth**

***Impact POP-2 – Would the GPTZCU displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

#### **Analysis of Impacts**

##### City-wide

The GPTZCU does not propose any policies that are intended to directly or indirectly result in displacement or demolition of any permanent or temporary residential structures, or otherwise result in displacement of people or businesses. Overall, the GPTZCU policies would increase the number of housing units in the City and Planning Area. According to SCAG estimates, the City's housing stock consisted of 5,800 total units and the City was the place of employment for 58,800 workers in 2020 (SCAG 2020).

The rollover RHNA from the previous planning period (2014-2021) combined with the current remaining RHNA (2021-2029) yields a total RHNA of 952 units that must be accommodated in the 2021-2029 Housing Element. Unit distribution is as follows: 253 extremely low/very low-income units, 159 low-income units, 152 moderate-income units, and 388 above moderate-income units. Overall, the City has the ability to adequately accommodate and exceed RHNA obligations. Future development would not induce substantial housing unplanned by the City

based on the GPTZCU, but SCAG projections do not currently acknowledge the housing growth impacts of the City's current RHNA allocation.

Over time, some older existing structures might be removed due to deterioration. Others may be replaced by more efficient and valuable land uses. Redevelopment could occur whether the proposed GPTZCU is adopted or not; therefore, the proposed GPTZCU would have no effect involving displacement of housing or businesses. Additionally, there are no specific policies included within the GPTZCU requiring or encouraging demolition of existing structures, so the impact will be less than significant.

#### Key Opportunity Sites

Development of the four opportunity sites will be consistent with the GPTZCU although the growth planned by the City and indicated by the RHNA allocation may not be consistent with regional housing growth projections (SCAG RTP/SCS). Development of the four opportunity sites would not induce substantial housing unplanned by the City, although SCAG projections do not currently acknowledge the housing growth impacts of the City's current RHNA allocation.

#### General Plan Update

Although the GPTZCU does not have goals and policies that specifically address housing growth per se, it does have several goals and policies encourage and/or accommodate land use changes and growth in the future (i.e., additional population). As discussed in Section 4.11, Land Use and Planning, the GPTZCU is consistent with the goals of the SCAG 2020-2045 RTP/SCS, by providing a variety of travel modes within the Planning Area such as transit, pedestrian sidewalks, and bicycle lanes. Land Use Element Goals LU-1, LU-2, LU-3, and LU-10, Environmental Justice Goal EJ-1, and Circulation Goals C-1 through C-4, along with their supporting policies, help achieve this consistency. However, the growth anticipated by the City under the GPTZCU exceeds SCAG housing projections that do not take into account SCAG's RHNA allocation for the City of Santa Fe Springs.

The General Plan does not determine the rate of housing growth in Santa Fe Springs, rather, it allows for growth as it occurs based on market forces in accordance with the City's policies for type, intensity, and location as set forth in the GPTZCU. The Planning Area is almost completely urbanized with very little vacant land (see also "Key Opportunity Sites" described above). Any new development that would occur under the proposed GPTZCU would consist of infill development and/or redevelopment of existing uses.

The City is planning for housing growth and has incorporated policies to match this forecasted growth. To meet the physical needs of growth, the City will prioritize infrastructure improvements, code enforcement, and public services provision in high-need areas. To balance the growth, the City will support development that balances residential, commercial, industrial, and open space uses in a manner that meet the needs of the community without overburdening its resources and infrastructure. To plan for the intensification of land use, the City has adopted policies to encourage infill development, including revitalization of underutilized and vacant infill properties closest to available infrastructure and community services.

The GPTZCU would not induce significant housing growth unplanned by the City that would not otherwise occur in Santa Fe Springs; therefore, the overall impacts of the GPTZCU regarding housing growth would be less than significant.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Cumulative Growth**

***Impact POP-3 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to population and housing?***

**Analysis of Impacts**

Implementation of the GPTZCU would result in increased residential density which would increase the population of the City. The City would ensure that existing regulations and land use policies are implemented to avoid or reduce an identified potential environmental impact. Although some existing housing units are susceptible to redevelopment, the amount of new housing that will be needed exceeds the housing that is likely to be replaced.

In most cases, no one goal, policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed above will result in less than significant impacts related to population and housing growth on a regional basis. This conclusion is consistent with the purpose and use of a program EIR for the GPTZCU (see EIR Introduction, Chapter 1).

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**4.14.5 – REFERENCES**

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## **4.15 – Public Services**

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This EIR chapter addresses public services impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are public services impacts identified by the CEQA Guidelines: whether the GPTZCU will result in substantial adverse physical impacts associated with the provision of public services and facilities related to police, fire, schools, parks, and other public facilities which could cause environmental impacts.

### **4.15.1 – ENVIRONMENTAL SETTING**

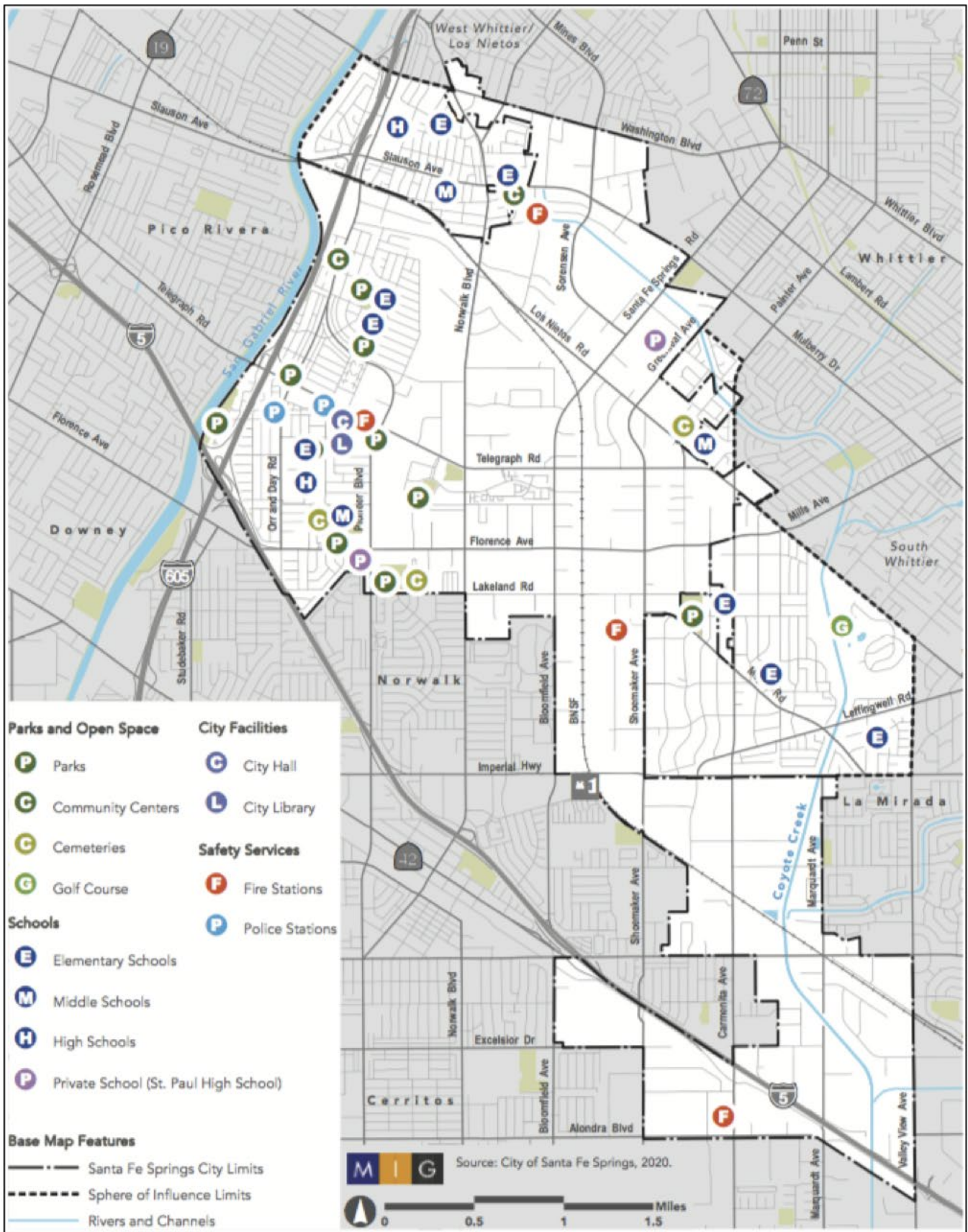
#### **Community Facilities**

Community facilities consist of libraries, learning centers, community centers, recreational buildings, and police and fire protection service stations (Santa Fe Springs, 2020). Many of the community facilities are centrally located at the Santa Fe Springs Civic Center, which includes City Hall, Town Center Hall, the Santa Fe Springs City Library, the Santa Fe Springs Aquatic Center, Soaring Dreams Plaza, the Clarke Estate, and Santa Fe Springs Community Garden. The activity center at the Los Nietos Park includes a fitness facility with weight training and cardio equipment, indoor racquetball courts, a boxing training facility, indoor basketball courts, locker rooms and a fitness court currently being constructed. Sports leagues and fitness programs, such as youth gymnastics and boxing, are held at the activity center. The Betty Wilson Center, located at Lake Center Athletic Park Athletic Park, houses the Police Services' Family and Youth Intervention Program (FYIP), which provides a range of services to families and youth experiencing relationship and developmental challenges. The City provides family, senior, and case management services at the Gus Velasco Neighborhood Center, including outreach, information, and programming for youth, families, and seniors around topics related to family unity, health and wellness, and inter-generational programming. Services include an emergency food pantry, community closet, legal services, notary services, volunteer income tax assistance program, utility assistance program, recreational and educational classes, a computer lab, and the William C. Gordon Learning Center.

Los Angeles County's Workforce Development, Aging, and Community Services Department operates the Los Nietos Community and Senior Center. The Center is a multi-purpose facility designed to enhance the community with a range of educational, social, and recreational activities. Center staff coordinate with County departments and non-profit agencies to provide information and referrals, form completion assistance, and translation services. Other services include an exercise room, food bank, resource fairs, community forums, flu shot clinic, and assistance in reporting elder abuse. Below is a discussion of the City's Public Services including fire protection, police protection, schools, parks and recreation facilities, and libraries. Exhibit 4.15-1 (Community Facilities) shows the community facilities within the Planning Area.

The City operates one library facility and the William C. Gordon Learning Center, located at the Gus Velasco Neighborhood Center on Pioneer Boulevard, as shown in Exhibit 4.15-1. The Santa Fe Springs Public Library, established in 1961, offers a wide range of programs for children, teens, adults, and seniors. Both the library and learning center offer internet access and provide free Wi-Fi.

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## Exhibit 4.15-1 Community Facilities

### Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California

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## Fire Protection

The Santa Fe Springs Fire-Rescue Department (Fire Department) provides emergency services to residents and businesses across the City of Santa Fe Springs, covering approximately nine square miles. Four City fire stations are located within Santa Fe Springs. All of the stations were built prior to the 1960s except for the fire headquarters which was built in the 1970s. As shown in Exhibit 4.15-2 (Fire Station Service Areas by Distance), most of the Planning Area is located within a two-mile drive to one or more of these City fire stations.

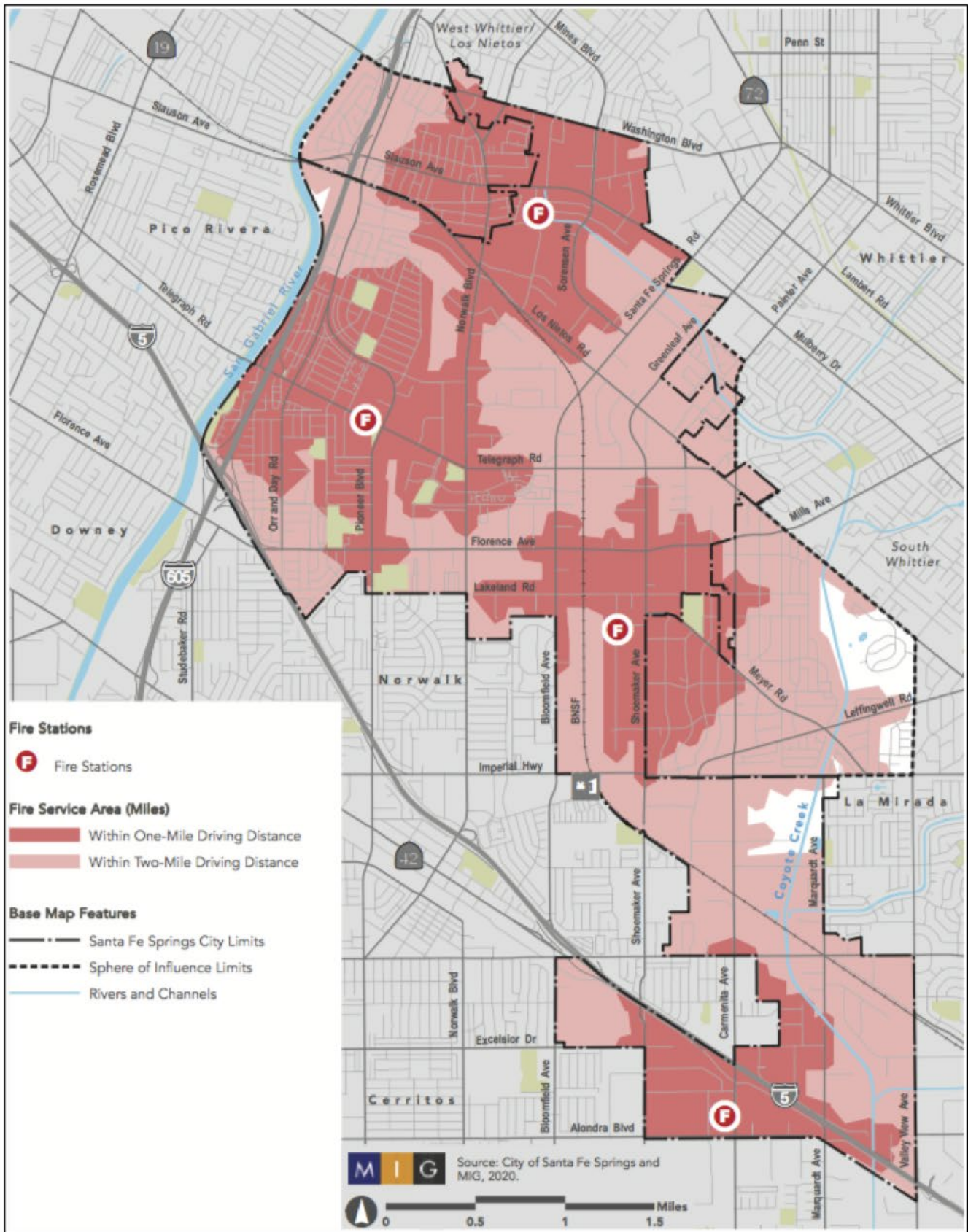
The Los Angeles County Fire Department (LACFD) provides services to the unincorporated communities within the City's Sphere of Influence. LACFD Station 25 serves the community of Los Nietos, and LACFD Station 96 serves the community of West Whittier.

The City's Fire-Rescue Department manages three Divisions: Operations, Fire Prevention, and Environmental Protection. The Department's Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspection, and public education services. This Division is also responsible for determining fire causes and investigating suspicious fires. The Environmental Protection Division acts as the Certified Unified Program Agency (CUPA). CUPA files required information online in accordance with Assembly Bill 2286, including facility data related to hazardous material regulatory activities, chemical inventories, underground and aboveground storage tanks, and hazardous waste generation. Wildfire hazards are nonexistent in the City. Urban fire risks can occur from accidents associated with methane gas release, oil production facilities, industrial or manufacturing facilities, underground pipelines, and power transmission lines.

**Urban Search and Rescue.** Some of the City's firefighters have received special training for urban search and rescue, which involves the location, rescue, and initial medical stabilization of victims trapped in confined spaces. Structural collapse is the most common cause of victims being trapped, but victims may also be trapped in transportation accidents, industrial structures, and collapsed trenches. Urban search and rescue staff are needed for a variety of emergencies or disasters such as earthquakes, storms, floods, dam failures, technological accidents, terrorist activities, and hazardous materials releases. The Fire Department is a member of the Office of Emergency Services Regional Urban Search and Rescue Task Force 2.

**Hazardous Materials Response.** The City's Fire-Rescue Department also manages a Hazardous Materials Response (HazMat) Team made up of members from the Operations and Environmental Protection Divisions. The HazMat Team members have all been trained as Hazardous Materials Specialists, which requires over 200 hours of initial training. Team members maintain competency by participating in continuing education activities each month. The Fire Department meets the equipment standards of a Type II HazMat Team as set forth by California FIRESCOPE. These standards include requirements for field testing, air monitoring, sampling, radiation monitoring and detection, chemical protective clothing, decontamination, communication, and respiratory protection. The HazMat Team responds to hazardous materials incidents of varying levels of complexity, from small spills of vehicle fluids, paint products, or other household consumer products to large releases of industrial chemicals that pose a major hazard to life, environment, and property. The HazMat Team also responds to unknown materials that are abandoned, illegally dumped, or spilled.,

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**Emergency Medical Services.** In addition to its usual firefighting duties, the Santa Fe Springs Fire Department employs firefighters who are highly trained in delivering Emergency Medical Services. The minimum level of training is Emergency Medical Technician (EMT). This training ensures that the City’s firefighters can perform functions such as CPR, basic airway procedures, splinting, and emergency childbirth. The Department’s EMTs can begin basic life-saving measures and provide assistance to paramedics, who provide the next level of emergency care. Paramedics carry out advanced life support procedures, including administering medications, establishing intravenous lines, cardiac monitoring, advanced airway procedures, and recognition of serious medical and trauma emergencies through a physical assessment.

### **Police Protection**

The City of Santa Fe Springs contracts with the Whittier Police Department for law enforcement services. The Department operates from a Police Services Center on Telegraph Road in Santa Fe Springs (see previous Exhibit 4.15-1). While a portion of the City, including its western residential area, is located within a two-mile drive to the Police Services Center, much of the City is located further away. The Whittier Police Department is responsible for the management of all law enforcement services within the City of Santa Fe Springs, with the exception of jailing and dispatch. The City is divided into three law enforcement areas. Each area has a dedicated sergeant and a team of police officers and Public Safety Officers (PSOs). The Santa Fe Springs Policing team consists of Whittier and Santa Fe Springs personnel. The team operates a patrol division, detective bureau, records bureau, Problem-Oriented Policing Team, school resources officer, traffic enforcement, tactical team, and a special occurrence response team (SORT). A team of PSO’s help patrol officers with daily tasks such as report taking and traffic control. Law enforcement services include:

- Community based, problem-oriented policing
- Police officer neighborhood patrol and crime solving
- Detectives and specialized gang/narcotic and problem policing unit
- Traffic and parking enforcement
- Foot, bicycle, and motorcycle patrols
- Canine officer
- Crime scene investigation
- Investigative support units in arson, homicide, robbery, forgery, fraud, sex crimes, and child abuse
- Crime identification and analysis teams and task forces
- Court, district attorney, parole, and probation department coordination

**Family and Youth Intervention Programs.** Under Polices Services, the City operates the Santa Fe Springs Family and Youth Intervention Program (FYIP), which is intended to positively engage families and their children ages 7 through 17 who are experiencing relationship challenges and/or adverse behavior negatively impacting their school and home environment. Within this larger program is the Parent Project, which manages a youth development group, community services, diversity program, and School Attendance Review Team. These programs are described below:

- **Parent Project.** The Parent Program offers a 10-week parenting series that teaches parents how to manage their children’s behavior, prevent or intervene in alcohol or drug use, improve school attendance, and performance and access resources.
- **Youth Development/Group.** The Youth Development/Group connects families and youth with an educational case manager who assists participants in developing holistic,

individual case plans, coordinating integrated services, and managing care and follow-up services.

- **Community Service.** The Community Service component of FYIP assigns youth to supervised community projects that teach responsibility and civic commitment in addition to fulfilling court mandates. Referrals are collected from parents, schools, community agencies, City programs, law enforcement, and youth.
- **Diversity Program/Chavez Event.** The Diversity Program/Chavez Event focuses on educating students and promoting cultural competency through speakers, workshops, and cultural programs.
- **School Attendance Review Team.** The School Attendance Review Team (SART) was established through a cooperative agreement between the City of Santa Fe Springs, the Little Lake School District, Los Nietos School District, Whittier Union High School District, and South Whittier School District to intervene and redirect student behavior that impedes progress in school. SART acts as an intermediary between schools, the School Attendance Review Board, and the juvenile court, and facilitates the implementation of community, school, and home solutions before students are referred to the review board, District Attorney, or juvenile court.

**Code Enforcement and Animal Control.** In addition to law enforcement services, the Department of Police Services provides code enforcement and animal control services and manages community programs. The Code Enforcement Division enforces the City’s entire Municipal Code. Frequent enforcement items include hazardous property conditions, garage conversions, illegal businesses operating from residences, overgrown vegetation, and illegal land uses, among others. The City’s licensing program and the Southeast Area Animal Control Authority (SEAACA) protect people and animals and promote human animal care and treatment through education and enforcement. Dogs must be licensed yearly at the Police Services Center. Owners must show proof of current vaccinations, present a sterility certificate, and pay a licensing fee. The SEAACA assists in capturing wildlife that is sick, injured, or posing a threat to public safety. Community members are directed to report incidents of coyote aggression and attacks to the SEAACA.

**Crime Data.** Crime rates in the City have fallen dramatically since the 1990s. Even so, violent and property crime rates are higher relative to those across California and the United States more broadly. In 2018, the latest year for which crime data are available, 74 violent crimes and 1,198 property crimes were reported to the United States Department of Justice Federal Bureau of Investigation (FBI), which translates to 428.9 violent crimes and 6,514.4 property crimes per 100,000 people. The overall crime rate in 2018 was 1,198 violent and property crimes per 100,000 people.

**Table 4.15-1  
Reported Annual Crime in Santa Fe Springs**

Crime Types (2018)	Santa Fe Springs		California per 100,000 Persons	National per 100,000 Persons
	Reported Incidents	per 100,000 Persons		
Violent Crime	105	571.9	447.4	375.7
Property Crime	991	5,397.3	2,380.4	2,596.1
Total	1,096	5,969.1	--	--

Source: FBI Uniform Crime Reporting Program. 2019, (reporting data: 2018).

## Schools

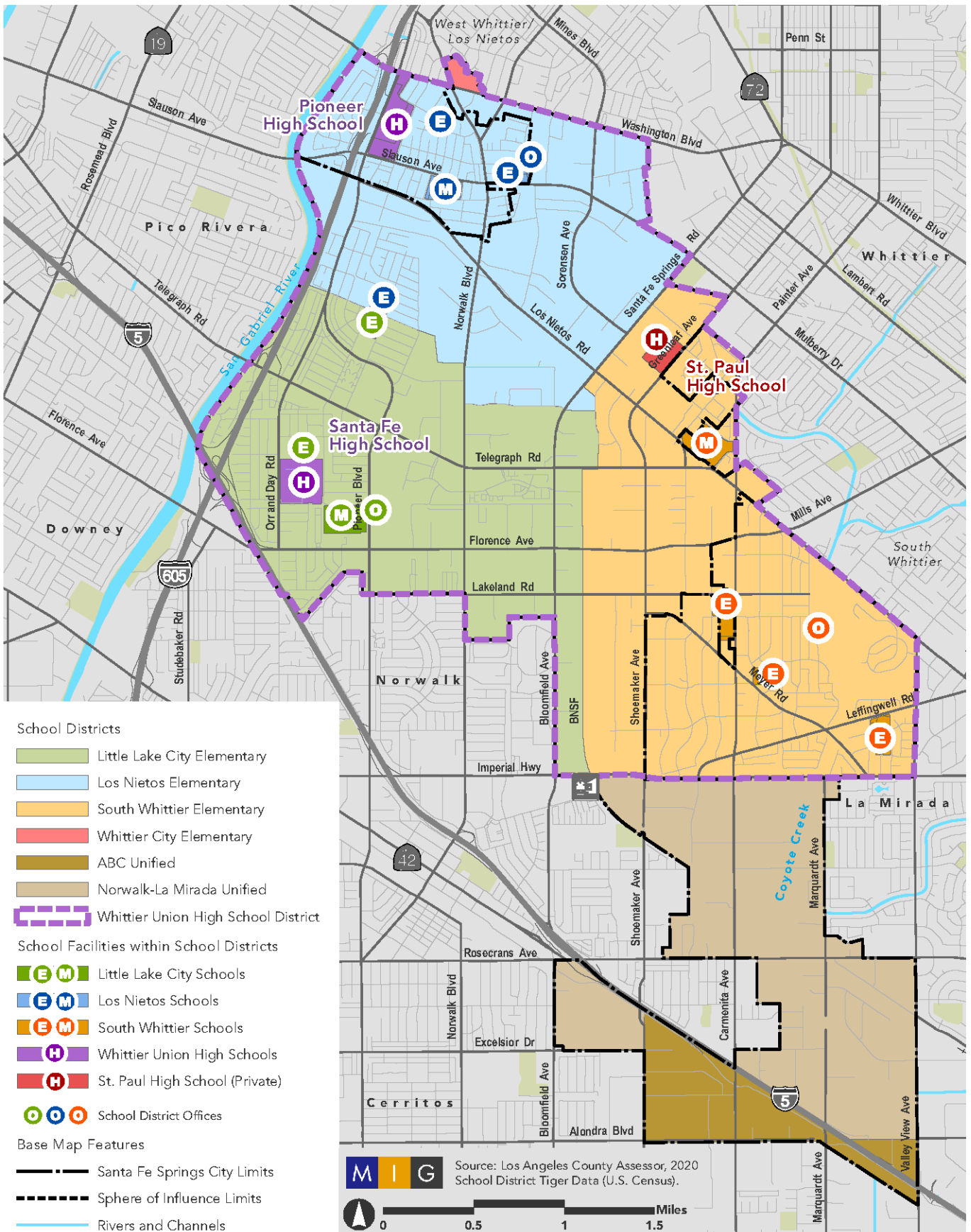
Planning Area residents are served by four school districts: Little Lake City School District, Los Nietos School District, South Whittier School District, and Whittier Union High School District, as shown in Exhibit 4.15-3, School Districts and Schools. These school districts operate 13 schools within the Planning Area with nearly 9,000 students enrolled. The ABC Unified and Norwalk-La Mirada school districts do not operate any schools within the Planning Area, but their boundaries overlap industrial areas in the southern part of the City. In addition to these public schools, three private schools operate within the Planning Area, including St. Paul High School, Santa Fe Springs Christian School, and St. Pius X Parish School. These schools enroll approximately 800 students, as shown in Table 4.15-2, Enrollment by School.

**Table 4.15-2  
Enrollment by School**

School Districts and Schools	Student Enrollment (2019-2020)		
	City	Sphere of Influence	Planning Area Total
<b>Little Lake School District</b>			
Jersey Avenue Elementary School	439	--	439
Lakeview Elementary School	523	--	523
Lake Center Middle School	919	--	919
<b>Los Nietos School District</b>			
Ada S. Nelson Elementary School	--	388	407
Aeolian Elementary School	--	414	414
Rancho Santa Gertrudes Elementary School	336	--	336
Los Nietos Middle School	--	355	355
<b>South Whittier School District</b>			
Carmela Elementary School	373	--	373
Loma Vista Elementary School / Monte Vista Middle School	--	798	798
Los Altos School	--	341	341
Richard Graves Middle School	622		622
<b>Whittier Union High School</b>			
Pioneer High School	--	1,181	1,181
Santa Fe High School	2,054	--	2,054
<b>Public Schools Total</b>	<b>5,266</b>	<b>3,477</b>	<b>8,762</b>
<b>Private Schools</b>			
St. Paul High School	532	--	532
Santa Fe Springs Christian School	128	--	128
St. Pius X Parish School	142	--	142
<b>Private Schools Total</b>	<b>802</b>	<b>--</b>	<b>802</b>

Source: California Department of Education, 2020.

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### Exhibit 4.15-3 School Districts and Schools

Santa Fe Springs General Plan Update and Targeted Zoning Code Update  
 Santa Fe Springs, California



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## Parks and Recreation Facilities

As shown in Table 4.15-3, Parks and Recreation Facilities, Santa Fe Springs manages 80.3 acres of parkland across 15 parks and recreational facilities, divided into parks, parkettes, and other recreational facilities.

Facility	Type	Acres	Amenities
<b>Santa Fe Springs Recreation Facilities</b>			
<i>City Parks</i>			
Los Nietos Park	Park	11.0	Athletic fields (baseball/softball), basketball courts, children's play area (playgrounds), equipment for use, handball/racquetball, horseshoe pits, lighted facilities, picnic areas with bbq grills, restrooms, tennis courts, wading pool, child care center
Santa Fe Springs Park	Park	10.8	Athletic fields (baseball/softball), basketball courts, children's play area (playgrounds), equipment for use, handball/racquetball, horseshoe pits, picnic areas with bbq grills, available for rent, playing fields, restrooms, wading pool, parking lot
Santa Fe Springs Athletic Fields	Park	7.0	Athletic fields (baseball/softball), playing fields, playground
Little Lake Park	Park	19.8	Athletic fields (baseball/softball), basketball courts, equipment for use, formal picnic areas, playing fields, children's play area (playgrounds), horseshoe pits, lighted facilities, picnic areas with bbq grills, sheltered picnic area available for rent, wading pool, parking lot
Lake Center Athletic Park	Park	4.5	Baseball/softball fields, basketball courts, play fields, playgrounds, picnic areas
Lakeview Park	Park	6.7	Athletic fields, basketball courts, playground, handball/racquetball, picnic Areas with BBQ grills, restrooms, wading pool
<i>Parkettes</i>			
Bradwell Avenue Parkette	Parkette	0.2	Playground, turf area, and benches
Davenrich Street Parkette	Parkette	0.1	Playground, turf area, and benches
Longworth Avenue Parkette	Parkette	0.2	Playground, turf area, and benches
<i>Other City Recreational Facilities</i>			
Clark Estate	Historical Site and Events Center	6.0	Historic building, rental facilities
Friendship Park	Passive Green Space	0.2	Monument and passive space
Heritage Park	Historical Site and Passive Green Space	7.5	Carriage Barn Museum, Tankhouse Windmill Building, Plant Conservatory, special event rentals, picnic areas with BBQ grills, restrooms, parking lot
Santa Fe Springs Aquatics Center	Aquatics Facility	2.3	Outdoor swimming pools, indoor swimming pool
Santa Fe Springs Community Garden	Community Garden	2.0	Gardening parcels for rent, equipment for use, picnic area

4.15 – Public Services

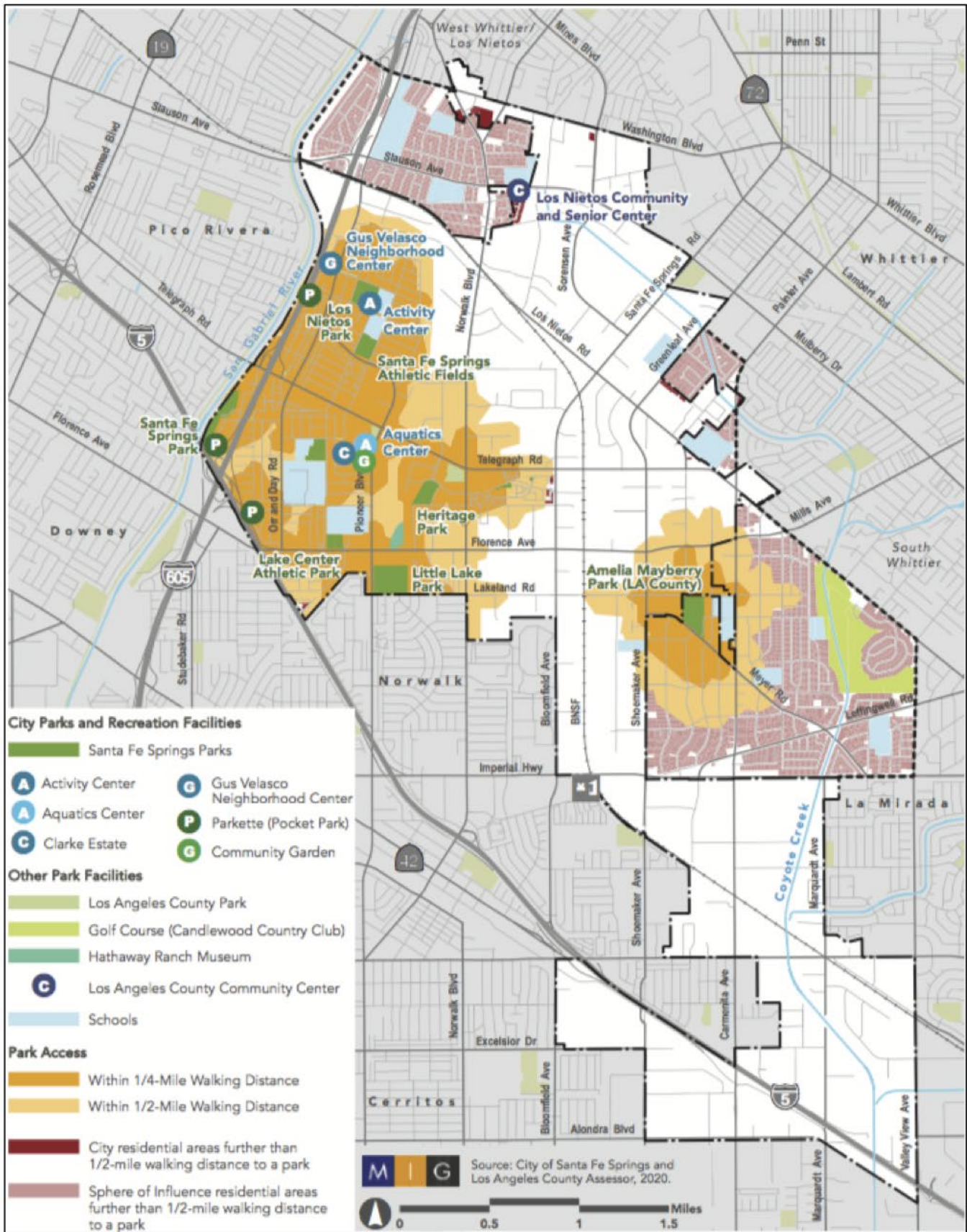
Facility	Type	Acres	Amenities
Soaring Dreams Plaza	Passive Green Space	2.0	Bronze statues and open lawn
<b>Santa Fe Springs (City) Total</b>		<b>80.3</b>	
<b>Other Recreation Facilities - Sphere of Influence (SOI)</b>			
Amelia Mayberry Park	Los Angeles County Park	14.4	Athletic fields (baseball/softball), basketball courts, senior center, barbecues, playgrounds, community gardens, fitness par courses, fitness zones, formal picnic areas, picnic tables, splash pads
Candlewood Country Club (Private)	Private Golf Course	83.0	Clubhouse and Golfcourse
<b>Other Recreation Facilities (SOI) Total</b>		<b>97.4</b>	

Source: City of Santa Fe Springs, 2020.

The park facilities vary in size and amenities, with some that include community facilities within the park. Los Angeles County manages one County park (Amelia Mayberry) in the City. Candlewood Country Club is a private golf course in the City’s Sphere of Influence. The National Park and Recreation Association (NRPA) provides information about national trends in parkland provision, noting that the standards vary for rural, suburban or urban locations. NRPA’s 2020 NRPA Agency Performance Review reported that a city with a population under 20,000 typically provides between 5.2 to 20.8 acres of parkland per 1,000 residents. In Southern California, a more typical figure is three to five acres of park per 1,000 residents. With a total population of 18,295 in 2020, Santa Fe Springs has 4.7 acres of parkland per 1,000 residents.

Since 2010, park and recreation planning best practices have evolved to be more flexible and include community participation to ensure metrics and standards that are locally relevant. Many agencies now measure parkland service and distribution by evaluating how many of their residents live within a 10-minute walk, or one-half mile, of a park. Seventy-seven percent of City residents live within one-quarter mile—or a five-minute walk—of a City or county park, and 91% of City residents live within one-half mile, or a 10-minute walk. Small residential developments along the edges of the City’s boundary, including those near Norwalk Boulevard, Slauson Avenue, Greenleaf Avenue, and Carmenita Road, are not within walking distance to a park. These areas represent less than 10% of the City’s total population and are in areas designated as Disadvantaged Communities. Residents within adjacent County unincorporated areas appear to enjoy less access to parks, with only 7% of residents within a five-minute walk and 15% living within one-half mile of a park. Nearly 80% do not live within one-half mile of a park. West Whittier/Los Nietos and portions of South Whittier Sphere of Influence areas include limited walking access to parks. These areas are also designated as Disadvantaged Communities. Exhibit 4.15-4 (Parks and Recreation Facilities) shows the location of parks and recreation facilities within the Planning Area and other park facilities in the area and park access.





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## Exhibit 4.15-4 Parks and Recreation Facilities

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



## 4.4.2 – REGULATORY FRAMEWORK

### Federal

**Standardized Emergency Management System and National Incident Management System (SEMS).** According to the State’s SEMS, local agencies have primary authority regarding rescue and treatment of casualties and making decisions regarding protective actions for the community. When a major incident occurs the first few moments are critical in terms of reducing loss of life and property. First responders must be sufficiently trained to understand the nature and the gravity of the event to minimize the confusion that inevitably follows catastrophic situations. This on-scene authority rests with the local emergency services organization and the incident commander. Additional information regarding the City’s SEMS program can be found in Section 4.9 Hazards and Hazardous Waste.

### State

**California Building Code.** The 2010 California Building Code (CBC) became effective January 1, 2011, including Part 9 of Title 24, the California Fire Code. Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the chapter.

**California Health and Safety Code (Sections 13000 et seq.).** This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

**California Fire Code.** The City has adopted the most recent California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

### Regional

**Los Angeles County Fire Department.** The City’s Sphere of Influence is served by the Los Angeles County Fire Department (LACFD) for fire protection and rescue services and emergency medical services. The LACFD also has mutual aid agreements with surrounding jurisdictions for assistance when needed during major fire events, including the City of Santa Fe Springs. The LACFD establishes incident command centers and emergency operation centers as necessary depending on the involved event.

**Los Angeles County Office of Emergency Management (OEM).** The OEM has the responsibility of comprehensively planning for, responding to and recovering from large-scale emergencies and disasters that impact Los Angeles County. OEM’s work is accomplished in partnership and collaboration with first response agencies, and non-profit, private sector and government partners.

**Education Code Section 17620.** The Code allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special city or county approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial development activity. In addition, these fees can also be used to fund the reconstruction of school facilities or reopening schools

to accommodate development-related enrollment growth. Fees are collected immediately prior to the time of the issuance of a building permit by the City or the County.

**Leroy F. Green School Facilities Act (1998).** California Government Code Section 65995 sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees may be adjusted by the District.

**Quimby Act (1975).** The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland.

## Local

### 2021 General Plan Update

The proposed GPTZCU includes the following policies and programs to minimize potential damage and hazards to public services:

#### *Safety Element*

**Goal S-7: A fire department skilled at responding effectively to the needs of the community.**

**Policy S-7.1: Adequate Fire Suppression Resources.** Ensure that the City has adequate Fire Department resources to meet response time standards, keep pace with growth, and provide a high level of service.

**Policy S-7.2: Fire Stations Modernization.** Evaluate the need to replace, upgrade, and/or modernize existing fire stations.

**Policy S-7.3: Fire Technology.** Continue to seek technological and information system advances which will enhance the efficiency and effectiveness of the Fire Department.

**Policy S-7.4: Inter-Agency Coordination.** Seek the highest levels of intra-city and inter-agency coordination of fire scene operations.

**Policy S-7.5: Urban Fire Enforcement.** Enforce fire standards and regulations in the review of building plans and conduct of building inspections.

**Policy S-7.6: Fire Suppression Systems.** Regulate and enforce the installation of fire protection water system standards for new construction projects, including the installation of fire hydrants providing adequate fire flow, fire sprinklers, and suppression systems.

**Policy S-7.7: Fire Prevention Services.** Provide effective fire prevention services through the review of proposed development projects, evaluation of industrial operations and facilities, examination of the transport of hazardous materials, and identification of oil and gas pipeline networks.

**Policy S-7.8: Highest Standardization Rating.** Maintain the highest possible International Organization for Standardization (ISO) rating of the City's Fire Department.

**Goal S-8: A highly responsive, well equipped modern police force attuned to community needs.**

**Policy S-8.1: Adequate Police Resources.** Maintain adequate resources (stations, personnel, and equipment) to enable the police services to meet response time standards, provide high levels of service, use modern law enforcement practices, and serve as safety ambassadors within the community.

**Policy S-8.2: Cultural Competency Training.** Ensure that all police personnel receive comprehensive cultural competency training to better serve the needs of the City's diverse population.

**Policy S-8.3: Community Policing.** Promote community policing initiatives and expand neighborhood watch and similar programs, such as crime prevention education and citizens' patrol programs.

**Policy S-8.4: Community Engagement.** Expand community engagement with residents, businesses, school districts, and community and neighborhood organizations to develop and expand partnerships to prevent crime, build public trust, and proactively address public safety issues.

**Policy S-8.5: Coordinate Enforcement Tools.** Support streamlining the enforcement and adjudication processes to increase the effectiveness of public safety programs.

**Policy S-8.6: State of the Art Police Practices.** Promote use of technology to improve efficiency, productivity and ensure best practices in policing.

**Policy S-8.7: Agency Management.** Maintain the Police Services Department that continues to promote accountability, transparency and fairness, and is adaptable to a changing community.

**Policy S-8.8: Service Delivery.** Provide high levels of fair and equitable service and continue to promote the use of non-sworn public safety personnel to maximize the efficiency of sworn police personnel.

**Policy S-8.9: Code Enforcement.** Use of code enforcement personnel to identify public safety hazards and encourage businesses and residents to assist in reducing community risks such as structural hazards, hazardous material, property maintenance, waste, and environmental hazards.

**Goal S-9: Living and working environment safe from crime.**

**Policy S-9.1: Resource Allocation.** Enhance the Police Services Department's crime-fighting strategies by strengthening the distinct resources needed to address traffic safety, transport of hazardous materials, quality of life and code enforcement, and community-based intervention and diversion programs.

**Policy S-9.2: Data Tools and Information Systems.** Support an information technology infrastructure to assist in reducing and preventing crime, and encourage the use of technology to provide access to accurate data and quality information.

**Policy S-9.3: Benchmarks for Public Safety.** Keep crime rates, service response times, and property loss rates at the lowest levels possible, and keep crime clearance rates and property recovery at the highest levels.

**Policy S-9.4: Youth-centered Strategies.** Increase coordination between schools and the City to identify and develop effective approaches to juvenile crime concerns and trends affecting the community's youth. Employ proactive and preventive strategies including support of school-based systems such as school attendance review boards, Family and Youth Intervention Program Strategies.

**Policy S-9.5: Regional Cooperation and Network.** Integrate regional approaches to reduce crime in the city including intergovernmental relations with neighboring police agencies and the Los Angeles County Sheriff’s Department serving unincorporated and surrounding areas.

**Policy S-9.6: Crime Prevention in Project Design.** Incorporate consideration of public safety in the review of new developments such as site planning, lighting, and active transportation, including the implementation of Crime Prevention through Environmental Design principles in the design of private development projects and public facilities.

**Policy S-9.7: Programming.** Promote youth civic engagement, cultural diversity, and drug awareness programs.

*Land Use Element*

**Goal LU-10: Equitable access to and distribution of public facilities.**

**Policy LU-10.1: Joint Use of Land.** Pursue opportunities for the joint use of land devoted to community facilities and services. Such joint use may include combined school and recreation sites, and passive open space uses beneath power transmission rights-of-way and within channels or river floodways.

**Policy LU-10.2: Locations.** Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

**Policy LU-10.3: Community Involvement.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

**Policy LU-10.4: Available Land for Public Uses.** Protect those lands needed for public and quasi-public services which benefit the City as a whole.

*Circulation Element*

**Goal C-6: Street designs that accommodate transportation modes and users of all abilities.**

**Policy C-6.6: Safe Routes to School:** Prioritize safety improvements to intersections, sidewalks, and crosswalks around schools and consult with schools to identify safe and efficient drop off and pick up routes around school sites.

*Open Space and Conservation Element*

**GOAL COS-1: A vibrant park system that meets evolving community needs.**

**Policy OSC-1.1: Parkland Acreage and Access.** Strive to maintain a parkland to population ratio of at least 4.0 acres per 1,000 residents and where all residents live within a 10-minute walk to a park or other recreation facility.

**Policy COS-1.2: Use of Unique Property.** Utilize remnant properties along freeways, utility easements, or other corridors for use as recreational amenities or innovative urban open spaces.

**Policy COS-1.3: Recreational Partnerships.** Promote private/public partnerships in the development of open space and recreational facilities in both private and public projects.

**Policy COS-1.4: New Parkland.** Require that new multi-unit residential development

incorporate common and private open space facilities for its residents.

**Policy COS-1.5: New Park.** Pursue developing a small urban park north of Los Nietos Road to provide a recreational amenity for this disadvantaged community.

**Policy COS-1.6: Maintenance.** Ensure that the parks and recreation system is operated, maintained, and renovated to achieve user safety and security, sustainability elements, and user satisfaction.

**Policy COS-1.7: Joint-Use Facilities.** Promote joint use of school district properties to expand parkland facilities.

**Policy COS-1.8: Facility Assessments.** Evaluate and report periodically on the physical conditions and the quality of the City’s recreational and community services and facilities.

**Policy COS-1.9: Park Improvements.** Ensure park revitalization and improvements are designed to meet the evolving needs of the community over time.

**Policy COS-1.10: Funding.** Seek and leverage grant programs and other available funding sources in the planning, development, maintenance, and acquisition of parkland and open spaces.

**Policy COS-1.11: Industrial and Business Outdoor Space.** Encourage businesses to provide outdoor workspace and employee gathering spaces in the work environment that considers technology needs and weather functionality.

**Policy COS-1.12: New Community/Event Center.** Pursue acquiring land to develop a new community/event center.

**Goal COS-2: Diversity of community services and programming.**

**Policy COS-2.1: Custom Programming.** Assess the educational, cultural, health and wellness, and social needs of the community on a regular basis, and design recreational and social service programs that promote and support the wellbeing and healthy development of all community members.

**Policy COS-2.2: Special Events and Activities.** Operate and expand citywide special events and activities that are popular with the community.

**Policy COS-2.3: Community Relationships.** Provide recreational and social services in a professional, courteous, and ethical manner to strengthen strong relationships between the City and community.

**Policy COS-2.4: Volunteerism.** Foster public volunteerism to assist in staffing community programs and events, particularly targeting teenagers, young adults, and seniors.

**Policy COS-2.5: Health and Wellness.** Design recreational and social service programming and services that consist of health and wellness programs—and specifically those that support healthy physical activities.

**Policy COS-2.6: Low-Income Residents.** Design recreational and social service programming and services that target low-income residents living in disadvantaged communities.

**Policy COS-2.7: Library Services.** Design library services and programming to address changing demographics and technology.

**Policy COS-2.8: Community Gardens.** Expand community gardens programs to ensure all who wish to participate can—and in convenient locations.

**Policy COS-2.9: Collaboration.** Collaborate with non-profit groups and community-based services providers and organizations to strengthen social services that meet community needs.

**Policy COS-2.10: Community Facilities.** Maintain the quality of established community centers and facilities.

#### 4.4.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPTZCU could result in a significant impact if it would:

- A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - i) Fire protection;
  - ii) Police protection;
  - iii) Schools;
  - iv) Parks; and
  - v) Other public facilities.
- B. Cause substantial adverse cumulative impacts with respect to public services.

#### 4.4.4 – IMPACTS AND MITIGATION MEASURES

##### New or Altered Government Services

***Impact PUB-1 – Would the GPTZCU 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:***

##### I. Fire Protection

##### Analysis of Impacts

###### City-wide

By 2040, development within the Planning Area is estimated to result in increases of approximately 4,572 dwelling units, 364,000 square feet of office space, 383,500 square feet of industrial space, and a reduction of 80,000 square feet of commercial space. An estimated increase of approximately 13,890 residents and 4,788 jobs is also projected by the 2040 horizon year. As the City grows, so will its need for fire protection services.

The Santa Fe Springs Fire-Rescue Department has four fire stations serving the City with 19,100 residents (as of 2020) and nine square miles. As outlined in Exhibit 4.15-2, over 90 percent of the City is within a two-mile drive to one or more of these City fire stations. Assuming an average speed of 35 miles per hour, almost the entire City is within a 4-minute response time

from City fire stations. The nation-wide Insurance Services Office (ISO) provides communities with Public Protection Classification (PPC) ratings of urban and suburban fire department protection. The ratings are on a scale of 1 to 10 (with 1 being the best) based on the capabilities of the fire department's services and facilities (e.g., dispatch, water supply, fire suppression equipment, etc.). The City currently has a PPC rating of 2 which is achieved by only two percent of the more than 48,000 fire departments in the country that participate in ISO. At present, all of the City's fire stations are at least 50 years old but are fully staffed and equipped for urban fire service. The City has no plans at this time to construct new fire stations but is planning on refurbishing/rehabilitating its existing fire stations as necessary to achieve the highest level of urban fire protection for its residents and businesses. The City places conditions of approval on new development requiring proper access and fire protection. It does not have an established impact fee for fire protection but the City is currently studying the potential financial impact of development on various city services, including fire protection.

#### Key Opportunity Sites

According to Exhibit 4.15-2, the four key opportunity sites are all within two miles of a City fire station; therefore, they are considered to be adequately served by the City's Fire-Rescue Department. On several recent developments, the City has required a fiscal impact study to determine the impact of the new development on City services.

#### General Plan Update

The Safety Element of the GPTZCU includes goals and policies intended to provide an adequate number of trained and certified emergency and medical technicians to address future increased medical demands due to an increase in residential density and adequate staffing of fire response personnel based upon changing conditions, density, and development type.

Goal S-7 of the Safety Element and its policies address fire protection services. Policy S-7.1 states the City wishes to maintain adequate fire service, response times, etc., while Policy S-7.2 indicates the City will be modernizing their fire stations in the future. Policy S-7.8 indicates the City wishes to achieve the highest protection rating for urban fire departments. Finally, Policies S-7.3 through -7.7 outline various ways the City will coordinate with other agencies and utilize the most appropriate technologies and procedures to protect its citizens and businesses from fire.

Based on the number and location of fire stations within the Planning Area, it is expected that response times would remain within the national standard of five minutes or less for fires and basic life support, and eight minutes or less for advanced life support even with incremental increases in demand for services. For these reasons, the construction or expansion of existing fire facilities would not be required as a result of adoption of the proposed GPTZCU.

Therefore, the proposed GPTZCU would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.



## II. Police Protection

### Analysis of Impacts

#### City-wide

By 2040, development within the Planning Area is estimated to result in increases of approximately 4,572 dwelling units, 364,000 square feet of office space, 383,500 square feet of industrial space, and a reduction of 80,000 square feet of commercial space. An estimated increase of approximately 13,890 residents and 4,788 jobs is also projected by the 2040 horizon year. As the City grows, so will its need for police services.

The City contracts with the Whittier Police Department for law enforcement services. In addition, the Los Angeles County Sheriff's Department (LACSD) provides police service to the unincorporated communities within the City's Sphere of Influence. LACFD Station 25 serves the community of Los Nietos, and LACFD Station 96 serves the community of West Whittier. The City places conditions of approval on new development requiring proper access and fire protection. It does not have an established impact fee for police protection but the City is currently studying the potential financial impact of development on various city services, including police protection. As growth occurs in the City, there will be an incremental need for additional police services.

#### Key Opportunity Sites

According to Exhibit 4.15-1, the four key opportunity sites are beyond two miles of the City's police station, however, the City is patrolled by sworn personnel (Whittier Police Department and City Public Safety Officers), so these sites are considered to be adequately served at present by the City's Police Department. For several recent developments, the City has required a fiscal impact study to determine the impact of the new development on City services.

#### General Plan Update

The Safety Element of the GPTZCU includes goals and policies intended to provide an adequate number of sworn and unsworn personnel to address future increased protection demands due to an increase in residential density and adequate staffing of patrol personnel based upon changing conditions, density, and development type.

Goals S-8 and S-9 of the Safety Element and their policies address police protection services. Goal S-8 addresses ways to improve and strengthen the City's police force. Policy S-8.1 states the City wants to provide its police with adequate resources. Policies S-8.2 through -8.4 indicates the City wishes to emphasize more community-based policing. Policies S-8.5 through -8.8 focus on utilizing the latest practices and technology to provide efficient service, while Policy S-8.9 indicates the City can use code enforcement to reduce community risks and cost of service.

Goal S-9 focuses more on keeping the community safe from crime. Policy S-9.1 also indicates the City wants to provide its police with adequate resources to also address traffic safety, transport of hazardous materials, quality of life and code enforcement, and community-based intervention and diversion programs. Policy S-9.2 indicates the City will use technology to better track, anticipate, and prevent criminal activities, while Policy S-9.3 states the City will establish benchmarks for various crimes and strive to reduce crime rates as much as possible. Policies S-9.4 and S-9.7 indicate the City will strive to utilize more youth-centered strategies to reduce and prevent crime, working with the local school districts and supporting joint programs. Policy S-9.5

states the City will work with other law enforcement agencies as necessary, and Policy S-9.6 encourages Crime Prevention through Environmental Design (CPED) principles in the design of private development projects and public facilities.

At this time the City does not anticipate needing to expand existing or build new police facilities as a result of potential population and land use intensity increases from the proposed GPTZCU. As such, the proposed GPTZCU would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities. Impacts resulting from the proposed GPTZCU would be less than significant.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**III. Schools**

**Analysis of Impacts**

City-wide

Over the next 20 years, development within the Planning Area is estimated to result in an increase of approximately 4,572 dwelling units and 2,057 students<sup>1</sup>. As the City grows, so will its need for school facilities and services. While the proposed GPTZCU could increase the number of students in the Planning Area by 2040, it is possible some of this increase could be absorbed due to declining enrollments in the various serving districts, as shown in Table 4.15-4 (Historical Local School District Enrollments) (LACOE 2016, 2019).

**Table 4.15-4  
Historical Local School District Enrollments**

School District <sup>1</sup>	2015-16 ADA <sup>2</sup>	2018-19 ADA <sup>2</sup>	Difference
Little Lake City ESD	4,255	4,113	-142
Los Nietos ESD	1,658	1,505	-153
S. Whittier ESD	2,953	2,602	-351
Whittier UHSD	11,968	10,745	-1,223
<b>Total</b>	<b>20,834</b>	<b>18,965</b>	<b>-1,869</b> (-9%)

Source: Los Angeles County Office of Education, Financial Reports for 2015-16 and 2018-19

<sup>1</sup> ESD = Elementary School District, UHSD = Union High School District

<sup>2</sup> ADA = Average Daily Attendance which is similar to enrollment but calculated for financial purposes depending on actual attendance

Projects within the Planning Area would also be required to pay school fees to the various school districts serving City residents. Developer Impact Fees help finance the construction and/or reconstruction of school facilities needed to accommodate students coming from new development. Developer Impact Fees may be levied for both residential and commercial

<sup>1</sup> Table 3-2, General Plan Update: Comparison of 2020 and 2040, in Section 3, Project Description

construction, pursuant to Education Code Section 17620 and California Government Code Section 65995. As stated in California Government Code Section 65995, payment of school impact fees in accordance with California Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. For these reasons, impacts related to the need for new school facilities as a result of implementing the proposed GPTZCU would be less than significant.

#### Key Opportunity Sites

The four opportunity sites are proposing mixed-use commercial and residential uses and so will be expected to generate some number of additional students to the various serving school districts depending on location. These developments will pay applicable school impact fees per Education Code Section 17620 and California Government Code Section 65995. Therefore, development of these areas will have less than significant impacts related to schools with payment of established impact fees.

#### General Plan Update

The Land Use Element of the proposed GPTZCU contains Goal LU-10 which strives to maintain equitable access and distribution of public facilities (including schools). Policy LU-10.2 encourages development of public facilities in the most appropriate locations, while Policy LU-10.4 tries to protect land for needed public facilities. Policy LU-10.1 emphasizes the joint use of land for multiple uses, such as school sites for recreation purposes, and Policy LU-10.3 encourages public involvement to prioritize new or rehabilitated public facilities.

In addition, the Circulation Element Goal C-6, Policy C-6.6 indicates the City will prioritize street improvements that contribute to safe walking and bicycling routes to schools.

Although the City is not responsible for directly planning, funding, constructing, or operating schools, the cited General Plan goals and policies will assist local school districts in their efforts to continue providing high quality educational facilities and services to City students. With these goals and policies, potential impacts of the GPTZCU regarding schools will be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **IV. Parks**

##### **Analysis of Impacts**

##### City-wide

With a total population of 18,295 in 2020, Santa Fe Springs currently has 4.7 acres of parkland per 1,000 residents. If no additional parks were added prior to the 2040 planning horizon year for the new general plan., the City's parkland ratio would drop to 2.5 acres per thousand residents based on the 2040 estimated population of 32,185 residents (80.3 acres divided by 32,185 thousand residents).

Using the current parkland ratio (4.7 acres/1000 residents), by 2040, the additional 13,890 residents expected in the Planning Area would require an additional 65.3 acres of new parkland (13,890 residents divided by 1,000 = 13.89 thousand residents times 4.7 acres per thousand residents = 65.3 acres) to maintain the 4.7/1,000 ratio.

According to the Open Space and Conservation Element of the proposed GPTZCU, the City's General Plan Quimby Act parkland standard is at least 4.0 acres per 1,000 residents (Policy OSC-1.1). The City currently has 80.3 acres of parkland and the City's 2020 population is estimated to be 32,185 residents. If the City were to provide 4.0 acres per thousand population by 2040, the City would need at least 128.7 acres of parkland or an increase of 48.4 acres over its existing parkland (roughly a doubling of its current parkland). However, park and recreation planning best practices currently emphasize community participation rather than just acres of parks per thousand population. Parkland service and distribution can now be evaluated by determining how many of their residents live within a 10-minute walk, or one-half mile, of a park. Seventy-seven percent of City residents live within one-quarter mile, or a five-minute walk, of a City or county park, and 91 percent of City residents live within one-half mile, or a 10-minute walk, of a City or county park to allow for more community participation and better access to parks.

Small residential developments along the edges of the City's boundary, including those near Norwalk Boulevard, Slauson Avenue, Greenleaf Avenue, and Carmenita Road are also not within walking distance to a park. These areas represent less than 10 percent of the City's total population and are in areas designated as Disadvantaged Communities.

Residents within adjacent County unincorporated areas appear to have less access to parks, with only 7 percent of residents within a five-minute walk and 15 percent living within one-half mile. Nearly 80 percent of the County residents do not live within one-half mile from a park. West Whittier/Los Nietos and portions of South Whittier Sphere of Influence areas include limited walking access to parks. These areas are also designated as Disadvantaged Communities.

New housing developments under the proposed GPTZCU would be evaluated as part of the City's development review process and, depending on project-specific impacts, would require land dedication, facilities improvements/expansions at existing parks, financial contribution, or some combination thereof to help meet the City's standard of 4 acres per 1,000 population (see Policy OSC 1.1 under Section 4.4.2, above), In addition to Policy OSC 1.1, Policy OSC 1.4 (New Parkland) and Policy OSC 1.8 (Facility Assessments will also help to assure that adequate parklands and facilities are provide to support new development. . Thus potential impact of the GPTZCU related to new development would be less than significant.

#### Key Opportunity Sites

The four opportunity sites are mainly bounded by non-residential uses, although most have at least some residential uses in the immediate vicinity. The Washington Boulevard./Norwalk Boulevard site has residential uses adjacent to the south and north across Washington Boulevard. The Metrolink site has a small area of residential uses to the south, and the MC&C site has residential uses to the west. Finally, the Koontz site has various residential uses to the south and west. These sites are planned to be developed with mixed-use commercial and residential uses or higher density residential uses. Development of these sites would generate an incremental need for parks and recreational services that can be addressed through the City's development review process. and compliance with Policy OSC 1.1.

### General Plan Update

Goal COS-1 of the Open Space and Conservation Element states the City wants a park system that meets the changing needs of its community. Policy COS-1.1 states the City-wide parkland goal is 4.0 acres per thousand residents and Policy COS-1.6 addresses maintenance of park facilities. Policy COS-1.4 requires new multi-family development to provide onsite recreational improvements, while Policy COS-1.5 recommends a new park north of Los Nietos Road to serve that Disadvantaged Community. Policy COS-1.7 recommends joint use of school properties. Policy COS-1.3 recommends private/public partnerships to develop new parks, Policy COS-1.10 addresses alternative funding for parks, and Policy COS-1.2 suggests the use of remnant properties to build recreational facilities in the City.

With implementation of the outlined goals and policies, the proposed GPTZCU will have less than significant impacts related to parks and recreational programs.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

## **V. Other Public Facilities**

### **Analysis of Impacts**

#### City-wide

The City operates one library facility and the William C. Gordon Learning Center, located at the Gus Velasco Neighborhood Center on Pioneer Boulevard. The Santa Fe Springs Public Library, established in 1961, offers a wide range of programs for children, teens, adults, and seniors. Both the library and learning center offer internet access and provide free Wi-Fi.

The residents, employees, and customers of the Planning Area may incrementally increase the use of the City's library services but the increase is not expected to be significant relative to citywide demand due to societal changes in the demand and type of library services needed by the public and the continued expansion of personal information services from the internet. In addition, the prevalence of new technology related to literacy has eased the direct demand on these facilities. It is assumed that the City and responsible parties will assess growth in demand for library services as the City grows and the growth potential from the proposed GPTZCU would not be such that demand for these services would require the provision of new or physically altered facilities. Thus, it is anticipated that existing library services would accommodate any incremental increase in demand due to implementation of the proposed GPTZCU. As such, impacts to other public facilities in the area would be less than significant.

#### Key Opportunity Sites

Development of the four key opportunity sites would incrementally increase the need for other public facilities over the time horizon of the GPTZCU (2040). Specific increases in demand from individual projects will be evaluated at the time of application based on the size and type of development proposed. On several recent developments, the City has required a fiscal impact study to determine the impact of the new development on City services.

### General Plan Update

As part of Goal COS-1 in the Open Space and Conservation Element of the GPTZCU, Policy COS-1.11 indicates the City desires to acquire land for a new community events center. In addition, Goal COS-2 encourages a diversity of community services and is supported by Policy COS-2.1 (custom programming), Policy COS-2.2 (host special events), Policy COS-2.3 (foster community support), and Policy COS-2.6 (outreach to low income residents). Finally, Policy COS-2.7 states the City will Design library services and programming to address changing demographics and technology

The Land Use Element also has Goal LU-10 regarding the equitable access to and distribution of public facilities. Policy LU-10.2 encourages development of public facilities in the most appropriate locations, while Policy LU-10.4 tries to protect land for needed public facilities. Policy LU-10.1 emphasizes the joint use of land for multiple uses, and Policy LU-10.3 encourages public involvement to prioritize new or rehabilitated public facilities.

With implementation of these goals and policies, the proposed GPTZCU will have less than significant impacts regarding libraries and other public facilities.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Cumulative Impacts**

***Impact PUB-2 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to public services?***

### **Analysis of Impacts**

The proposed GPTZCU does not include specific development projects. Development projects in the Planning Area would generally increase the land use intensities in the service areas for the City's Fire Department and the City's Police Services Department, potentially causing incremental and cumulative increases in the number of calls for fire and/or police protection services. Development of residential projects within the boundaries of the various school districts serving City residents would lead to incremental increases in the number of students served by the district. Development of residential projects in the Planning Area would also lead to increases in the number of people who use the City's park and library facilities.

The increase in demand for public services in the City attributable to the GPTZCU would be incremental as growth occurs. On several recent developments, the City has required a fiscal impact study to determine the impact of the new development on City services. Over a period of 20 years, incremental increases in service costs could be offset by new Development Impact Fees. Projects constructed within the Planning Area over the life of the Plan would also be required to be developed in accordance with applicable fire codes and emergency access requirements. Compliance with these requirements (automatic sprinkler systems and fire alarms) would help prevent and/or ameliorate fire emergencies and would help facilitate more expedient emergency response (adequate fire flows, turning radii, width of emergency accesses). Similarly, the GPTZCU has been designed to improve public safety through design practices, enhanced lighting, and updated wayfinding signage. These design practices and

operational practices would lessen the demand for police protection services within the Planning Area.

Regarding school services, the contribution of new students from future projects within the Planning Area would increase demand for such services, including those associated with the key opportunity sites. The increases in student enrollment resulting from future projects that fall within the service areas of the school districts that serve the Planning Area can likely be accommodated within existing facilities, and it is not likely that any new facilities would be required, although payment of established school impact fees is considered full mitigation for potential impacts in this regard. Therefore, the proposed GPTZCU, in combination with other projects in the area, would not result in significant impacts to school facilities.

Potential cumulative impacts with respect to incremental increases in demand for parks would be offset, through the City's development review process, by parkland dedications, construction of new park facilities, monetary contributions, or a combination thereof.

Finally, cumulative impacts to library facilities would be less than significant through continued assessment of demands and improvements in technology that will ease direct demand on these facilities.

Note the conclusions regarding less than significant cumulative impacts on public services from implementation of the GPTZCU also apply to development of the key opportunity sites as well.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

#### 4.4.5 – REFERENCES

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## 4.16 – Recreation

This EIR chapter addresses recreation impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). This chapter will evaluate whether the GPTZCU will: 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. It will also determine whether the GPTZCU will include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

### 4.16.1 – ENVIRONMENTAL SETTING

As shown in Table 4.16-1 (Parks and Recreation Facilities), Santa Fe Springs manages 80.3 acres of parkland across 15 parks and recreational facilities, divided into parks, parkettes, and other recreational facilities.

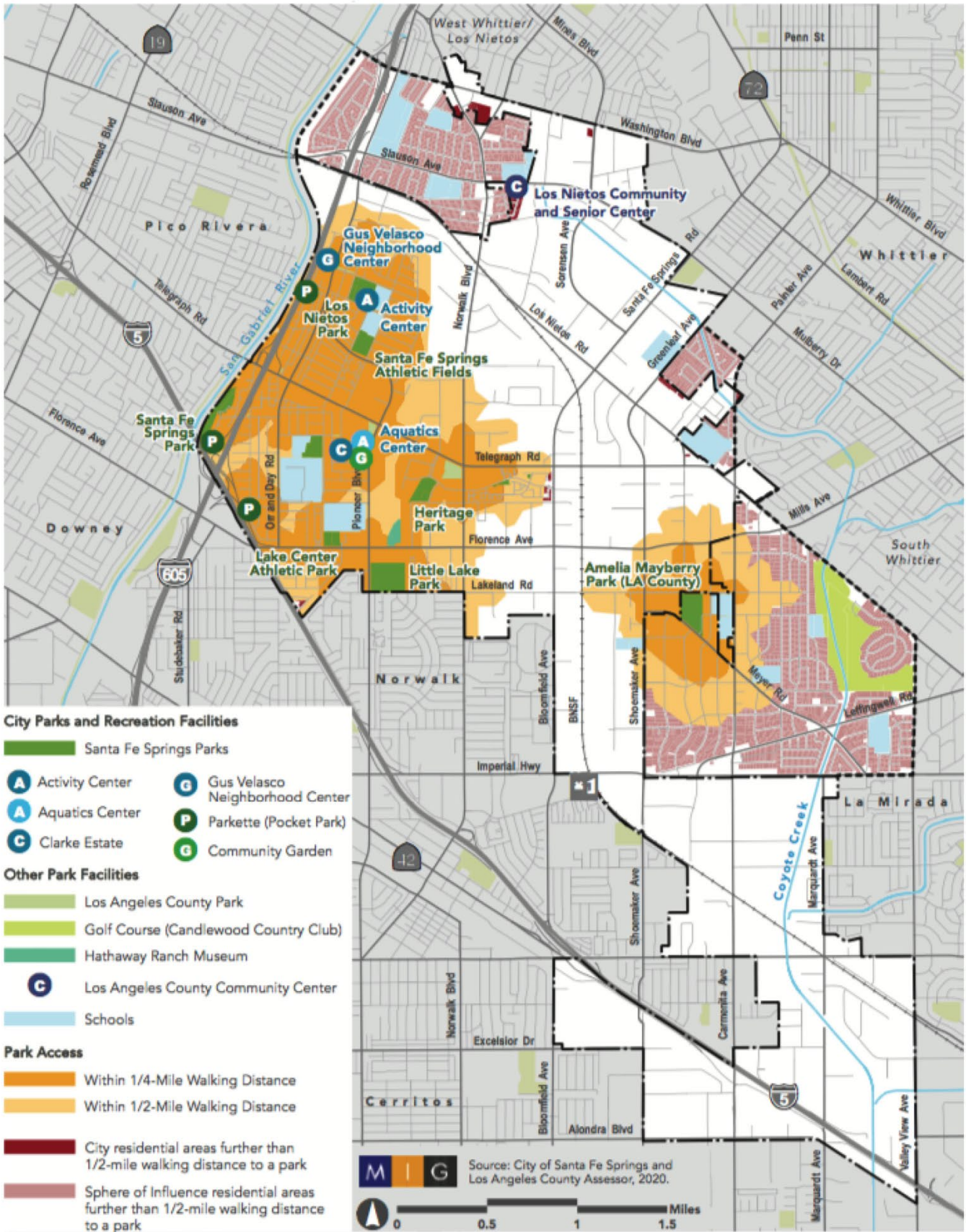
**Table 4.16-1  
Parks and Recreation Facilities**

Facility	Type	Acres	Amenities
<i>Santa Fe Springs Recreation Facilities</i>			
<i>City Parks</i>			
Los Nietos Park	Park	11.0	Athletic fields (baseball/softball), basketball courts, children's play area (playgrounds), equipment for use, handball/racquetball, horseshoe pits, lighted facilities, picnic areas with bbq grills, restrooms, tennis courts, wading pool, child care center
Santa Fe Springs Park	Park	10.8	Athletic fields (baseball/softball), basketball courts, children's play area (playgrounds), equipment for use, handball/racquetball, horseshoe pits, picnic areas with bbq grills, available for rent, playing fields, restrooms, wading pool, parking lot
Santa Fe Springs Athletic Fields	Park	7.0	Athletic fields (baseball/softball), playing fields, playground
Little Lake Park	Park	19.8	Athletic fields (baseball/softball), basketball courts, equipment for use, formal picnic areas, playing fields, children's play area (playgrounds), horseshoe pits, lighted facilities, picnic areas with bbq grills, sheltered picnic area available for rent, wading pool, parking lot
Lake Center Athletic Park	Park	4.5	Baseball/softball fields, basketball courts, play fields, playgrounds, picnic areas
Lakeview Park	Park	6.7	Athletic fields, basketball courts, playground, handball/racquetball, picnic Areas with BBQ grills, restrooms, wading pool

4.16 – Recreation

<i>Parkettes</i>			
Bradwell Avenue Parkette	Parkette	0.2	Playground, turf area, and benches
Davenrich Street Parkette	Parkette	0.1	Playground, turf area, and benches
Longworth Avenue Parkette	Parkette	0.2	Playground, turf area, and benches
<i>Other City Recreational Facilities</i>			
Clark Estate	Historical Site and Events Center	6.0	Historic building, rental facilities
Friendship Park	Passive Green Space	0.2	Monument and passive space
Heritage Park	Historical Site and Passive Green Space	7.5	Carriage Barn Museum, Tankhouse Windmill Building, Plant Conservatory, special event rentals, picnic areas with BBQ grills, restrooms, parking lot
Santa Fe Springs Aquatics Center	Aquatics Facility	2.3	Outdoor swimming pools, indoor swimming pool
Santa Fe Springs Community Garden	Community Garden	2.0	Gardening parcels for rent, equipment for use, picnic area
Facility	Type	Acres	Amenities
Soaring Dreams Plaza	Passive Green Space	2.0	Bronze statues and open lawn
<b>Santa Fe Springs (City) Total</b>		<b>80.3</b>	
<i>Other Recreation Facilities - Sphere of Influence (SOI)</i>			
Amelia Mayberry Park	Los Angeles County Park	14.4	Athletic fields (baseball/softball), basketball courts, senior center, barbecues, playgrounds, community gardens, fitness par courses, fitness zones, formal picnic areas, picnic tables, splash pads
Candlewood Country Club (Private)	Private Golf Course	83.0	Clubhouse and Golfcourse
<b>Other Recreation Facilities (SOI) Total</b>		<b>97.4</b>	

Source: City of Santa Fe Springs, 2020.



## Exhibit 4.16-1 Parks and Recreation Facilities

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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Many agencies now measure parkland service and distribution by evaluating how many of their residents live within a 10-minute walk, or one-half mile, of a park. Seventy-seven percent of City residents live within one-quarter mile—or a five-minute walk—of a City or county park, and 91% of City residents live within one-half mile, or a 10-minute walk. Small residential developments along the edges of the City’s boundary, including those near Norwalk Boulevard, Slauson Avenue, Greenleaf Avenue, and Carmenita Road, are not within walking distance to a park. These areas represent less than 10% of the City’s total population and are in areas designated as Disadvantaged Communities. Residents within adjacent County unincorporated areas appear to enjoy less access to parks, with only 7% of residents within a five-minute walk and 15% living within one-half mile. Nearly 80% do not live within one-half mile from a park. West Whittier/Los Nietos and portions of South Whittier Sphere of Influence areas include limited walking access to parks. These areas are also designated as a Disadvantaged Communities.

### **Parks and Recreation Programs**

The City’s Parks and Recreation Services Division offers a wide range of park and recreation programs for families and community members of all age groups, including community events, aquatics programs, and active, artistic and educational classes. City events and programs are announced in the Santa Fe Springs Activities, Class Schedule & Programs quarterly publication. The City hosts free and low-cost events year-round, which are promoted across multiple channels of communication. The Aquatics Center offers programs and activities during the summer. Programs include aquatic classes, water exercise programs, a junior lifeguard program, and a teen swim party. The Park and Recreation Services Division provides camp opportunities for children year-round. The City’s Family Camp allows families to travel together and enjoy the Lake Arrowhead area. The City also hosts Spring and Summer Camps for youth locally.

The City offers active, artistic, and educational classes aimed to engage the community in new activities. There are classes for all age groups, from very young children to seniors. In its quarterly publication, the City organizes its programs into the following categories: City activities and events, family fun excursions, preschool and child care, city sports, teen programs, youth fitness, fitness and enrichment, the Aquatic Center, family and human services, and older adults 50+. Examples of events and activities typically offered in the City are listed below- however, this list is not comprehensive:

**City Activities and Events.** Annual Pow Wow, Blazing Tees Charity Golf Tournament, Pumpkin Carving and Haunted House, and Fiestas Patrias and Art Fest

- **Family Fun Excursions.** Los Angeles County Fair, End-of-Summer Concert, First Friday, Food and Films from Around the World, Creepy in the Park after Dark, STEAM Storytime and Lego Workshops
- **Preschool and Child Care.** Preschool Storytime at the Library and Bilingual Storytime
- **City Sports.** Adult Softball, Youth Soccer and Nerf Football Clinic
- **Teen Programs.** Family Fajitas, Parent Night and Open House, Rocktober and Halloween
- **Youth Fitness.** Boxing and Gymnastics
- **Fitness and Enrichment.** Beauty Makeup & the Basics, Boot Camp, Piano, Country Line Dancing and Yoga

- **The Aquatic Center.** Adult Lap Swimming and Water Exercise
- **Family and Human Services.** Case Management, Covered California, Legal Services, Gus' Kitchen, The Whole Child, Notary Services and Water Discount Program
- **Older Adults 50+.** Masquerade Dance, Disco Dance, Scare Dare Game Show, Latin Dance Cardio, Movin' N' Groovin', Yoga, Older Adult Painting, Bingo! and Café y Charlas

In response to the 2020 COVID-19 pandemic, the City initiated new programs to provide indoor activities. Parks and recreation services staff rolled out the “Rec N Roll Patrol” program to deliver “Safe at Home” recreation kits and outdoor chalked art areas to City residents.

The City’s Parks and Recreation Division oversees three committees: Parks and Recreation Advisory Committee, Sister City Committee, and Youth Leadership Committee, with all members being City residents. The Parks and Recreation Advisory Committee (PRAC), with 25 members appointed by the City Council, serves as an advisory body for programs, events and services run by the Parks and Recreation Services Division. The PRAC also makes formal recommendations to the City and Council around City policy and projects.

The Sister City Committee provides summer exchanges with Santa Fe Springs’ Sister City of Tirschenreuth, Germany for youth ages 15 to 18. Youth ages 15 to 18 who attend Santa Fe High School, Pioneer High School, or St. Paul High School and maintain a grade point average of 2.5 or higher are eligible to join the “Santa Fe Springs Young Ambassadors Association,” which meets once a month and plans and conducts fundraisers to earn money for their trip to Germany. The trip to Germany takes place every other year on odd years.

The Youth Leadership Committee (YLC) aims to foster greater involvement in the community and municipal government among youth. The YLC provides guidance on youth-related programs and services in Santa Fe Springs. The YLC has 20 members appointed by the City Council.

#### **4.16.2 – REGULATORY FRAMEWORK**

##### **State**

**Quimby Act (1975).** The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland.

**State Public Park Preservation Act (California Public Resource Code Section 5400 – 5409).** The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

##### **Local**

##### **2021 City General Plan Update**

The Open Space and Conservation Element of the proposed GPTZCU contains the following goal and policies relative to parks and recreational programming:

**GOAL COS-1: A vibrant park system that meets evolving community needs.**

**Policy COS-1.1: Parkland Acreage and Access.** Strive to maintain a parkland to population ratio of at least 4.0 acres per 1,000 residents and where all residents live within a 10-minute walk to a park or other recreation facility.

**Policy COS-1.2: Use of Unique Property.** Utilize remnant properties along freeways, utility easements, or other corridors for use as recreational amenities or innovative urban open spaces.

**Policy COS-1.3: Recreational Partnerships.** Promote private/public partnerships in the development of open space and recreational facilities in both private and public projects.

**Policy COS-1.4: New Parkland.** Require that new multi-unit residential development incorporate common and private open space facilities for its residents.

**Policy COS-1.5: New Park.** Pursue developing a small urban park north of Los Nietos Road to provide a recreational amenity for this disadvantaged community.

**Policy COS-1.6: Maintenance.** Ensure that the parks and recreation system is operated, maintained, and renovated to achieve user safety and security, sustainability elements, and user satisfaction.

**Policy COS-1.7: Joint-Use Facilities.** Promote joint use of school district properties to expand parkland facilities.

**Policy COS-1.8: Facility Assessments.** Evaluate and report periodically on the physical conditions and the quality of the City's recreational and community services and facilities.

**Policy COS-1.9: Park Improvements.** Ensure park revitalization and improvements are designed to meet the evolving needs of the community over time.

**Policy COS-1.10: Funding.** Seek and leverage grant programs and other available funding sources in the planning, development, maintenance, and acquisition of parkland and open spaces.

**Policy COS-1.11: Industrial and Business Outdoor Space.** Encourage businesses to provide outdoor workspace and employee gathering spaces in the work environment that considers technology needs and weather functionality.

**Policy COS-1.12: New Community/Event Center.** Pursue acquiring land to develop a new community/event center.

**Local School Districts.** The City maintains agreements with local school districts for certain recreation uses and facilities.. This arrangement expands the supply of specialized park space and benefits local youth. The City is committed to the joint agreement involving maintenance, scheduling, safety and liability. The Planning Area is served by five elementary school districts and two high school districts.

**4.16.3 – SIGNIFICANCE THRESHOLDS**

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPTZCU could result in a significant impact if it would:

#### 4.16 – Recreation

- A. 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. Include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.
- C. Cause substantial adverse cumulative impacts with respect to recreation.

#### 4.16.4 – IMPACTS AND MITIGATION MEASURES

##### Recreational Facilities

***Impact REC-1 – Would the GPTZCU 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?***

***Impact REC-2 - Would the GPTZCU include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?***

##### City-wide

By 2040, development within the Planning Area is estimated to result in an increase of approximately 4,572 dwelling units and 13,890 residents. As the City grows, so will its need for existing and new parks and recreational programs. The City currently manages 80.3 acres of parkland across 15 parks and recreational facilities, divided into parks, parkettes, and other recreational facilities.

The National Park and Recreation Association (NRPA) recommends that a city with a population under 20,000 should provide between 5.2 to 20.8 acres of parkland per 1,000 residents. In Southern California, a more typical figure is three to five acres of park per 1,000 residents. With a total population of 18,295 in 2020, Santa Fe Springs currently has 4.7 acres of parkland per 1,000 residents. If no additional parks were added during that period, the City's parkland ratio would drop to 2.5 acres per thousand residents based on the 2040 estimated population of 32,185 residents (80.3 acres divided by 32.185 thousand residents).

If no new parks were added during this time, it is likely that increased use of existing parks would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Using the current parkland ratio (4.7 acres/1000 residents), by 2040 the additional 13,890 residents expected in the Planning Area would require an additional 65.3 acres of new parkland (13,890 residents divided by 1,000 = 13.89 thousand residents times 4.7 acres per thousand residents = 65.3 acres).

According to the Open Space and Conservation Element of the proposed GPTZCU, the City's General Plan Quimby Act parkland standard is at least 4.0 acres per 1,000 residents (Policy COS-1.1). The City currently has 80.3 acres of parkland and the City's population is estimated to be 32,185 residents (2020). If the City were to provide 4.0 acres per thousand population by 2040, the City would need at least 128.7 acres of parkland or an increase of 48.4 acres over its existing parkland (roughly a doubling of its current parkland). However, park and recreation planning best practices currently emphasize community participation rather than just acres of parks per thousand population. Parkland service and distribution can now be evaluated by



determining how many residents live within a 10-minute walk, or one-half mile, of a park. Seventy-seven percent of City residents live within one-quarter mile, or a five-minute walk, of a City or county park, and 91 percent of City residents live within one-half mile, or a 10-minute walk, of a City or county park to allow for more community participation and better access to parks.

Small residential developments along the edges of the City's boundary, including those near Norwalk Boulevard, Slauson Avenue, Greenleaf Avenue, and Carmenita Road are also not within walking distance to a park. These areas represent less than 10 percent of the City's total population and are in areas designated as Disadvantaged Communities.

Residents within adjacent County unincorporated areas also appear to have less access to parks, with only 7 percent of residents within a five-minute walk and 15 percent living within one-half mile. Nearly 80 percent of residents do not live within one-half mile from a park. West Whittier/Los Nietos and portions of South Whittier Sphere of Influence areas include limited walking access to parks. These areas are also designated as Disadvantaged Communities.

New housing developments under the proposed GPTZCU would be evaluated as part of the City's development review process and, depending on project-specific impacts, would require land dedication, facilities improvements/expansions at existing parks, financial contribution, or some combination thereof to help meet the City's standard of 4 acres per 1,000 population (see Policy OSC 1.1 under Section 4.4.2, above). In addition to Policy OSC 1.1, Policy OSC 1.4 (New Parkland) and Policy OSC 1.8 (Facility Assessments) will also help to assure that adequate parklands and facilities are provided to support new development. Thus potential impact of the GPTZCU related to new development would be less than significant.

#### Key Opportunity Sites

The four opportunity sites are mainly bounded by non-residential uses, although most have at least some residential uses in the immediate vicinity. The Washington Boulevard/Norwalk Boulevard site has residential uses adjacent to the south and north across Washington Boulevard. The Metrolink site has a small area of residential uses to the south, and the MC&C site has residential uses to the west. Finally, the Koontz site has various residential uses to the south and west. These sites are planned to be developed with mixed-use commercial and residential uses or higher density residential uses. Development of these sites would generate an incremental need for parks and recreational services that can be addressed through the City's development review process and compliance with Policy OSC 1.1.

#### General Plan Update

Goal COS-1 of the Open Space and Conservation Element states the City wants a park system that meets the changing needs of its community. Policy COS-1.1 states the City-wide parkland goal is 4.0 acres per thousand residents and Policy COS-1.6 addresses maintenance of park facilities. Policy COS-1.4 requires new multi-family development to provide onsite recreational improvements, while Policy OSC-1.5 recommends a new park north of Los Nietos Road to serve that disadvantaged community. Policy COS-1.7 recommends joint use of school properties, Policy COS-1.3 recommends private/public partnerships to develop new parks, Policy COS-1.10 addresses alternative funding for parks, and Policy COS-1.2 suggests the use of remnant properties to build recreational facilities in the City.

With implementation of the outlined goals and policies, the proposed GPTZCU will have less than significant impacts related to the increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility

#### 4.16 – Recreation

would occur or be accelerated. In addition, the GPTZCU itself would not include any recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.

##### **Level of Significance Before Mitigation**

Less than significant.

##### **Mitigation Measures**

None required.

##### **Cumulative Impacts**

***Impact REC-3 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to recreation?***

##### **Analysis of Impacts**

The proposed GPTZCU does not include specific development projects. However, the increase in demand for parks and recreational service in the Planning Area attributable to the GPTZCU would be incremental as growth occurs over a period of 20 years and would be offset through the development review process and compliance with Policy OSC 1.1.. It should be noted that this conclusion also applies to development of the four key opportunity sites. This condition would also occur in other surrounding jurisdictions as development occurs in the future. However, those jurisdictions, including the County for unincorporated areas, would likely have their own exactions for new development to support additional park facilities, so the proposed GPTZCU will not make a significant contribution to cumulatively considerable impacts regarding regional park facilities and services.

##### **Level of Significance Before Mitigation**

Less than significant.

##### **Mitigation Measures**

None required.

#### **4.16.5 – REFERENCES**

City of Santa Fe Springs. *City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan*. Prepared by MIG. August 2020.

National Recreation and Parks Association (NRPA), 2021. [website accessed June 2021]  
<https://www.nrpa.org/>

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## 4.17 – Transportation

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This EIR chapter addresses transportation and traffic impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are transportation and traffic impacts identified by the CEQA Guidelines: whether the GPTZCU will conflict with a program plan, ordinance or policy addressing the circulation system; will conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b) regarding vehicle miles traveled or VMT; will substantially increase hazards due to a geometric design feature or incompatible uses; or will result in inadequate emergency access.

### 4.17.1 – ENVIRONMENTAL SETTING

This section documents the baseline 2020 transportation system serving the City of Santa Fe Springs, including an inventory of the overall transportation environment for auto, transit, freight, and bicycle and pedestrian networks, and roadway operations analysis. The existing conditions data were compiled from information provided by the City of Santa Fe Springs, available plans and studies, field observations, and field data collection.

#### Existing Transportation System

Santa Fe Springs is located near the confluence of Interstate 5 (I-5) to the south and Interstate 605 (I-605) to the west, with close access to Whittier Boulevard (SR-72) to the north and Rosemead Boulevard (SR-19) to the west (Santa Fe Springs, 2020). Many of the major roadways within the City provide freight access to industrial areas. According to 2017 U. S. Census data, 62% of jobs in the City were in the construction, manufacturing, or wholesale trade industries. These industries tend to rely on freight, delivery, and other larger vehicles to conduct business. The industrial uses form the center core of the City, with residential neighborhoods, schools, and parks generally located along the perimeter. This section describes the planned street classification network as identified in the 1994 General Plan Circulation Element. Planned street classifications are illustrated in Exhibit 4.17-1 (Planned Street Classification).

#### Planned Street Classification

**Freeways.** I-605 runs along the northwestern border of Santa Fe Springs, extending from the cities of Westminster and Seal Beach in Orange County to the south to Baldwin Park in Los Angeles County to the north. Within the City, Telegraph Road, Slauson Avenue, and Washington Boulevard provide primary access to I-605. I-5, on the southwest City boundary, is a major interstate highway providing north-south connectivity to Los Angeles, Anaheim, and Irvine, and as far north as Washington state. Florence Avenue is the primary access roadway to I-5 and the I-605/I-5 interchange. Norwalk Boulevard, Carmenita Road, Valley View Avenue, Pioneer Boulevard, and Bloomfield Avenue also provide access for City residents to area freeways.

**Major Arterials.** Major Arterials are designed to move large volumes of traffic through the community. Most of the arterial roadways have four to six lanes, with a two-way left-turn lane. Telegraph Road has a raised median instead of a dedicated left-turn lane, with turns permitted at specific intersections and driveways. Traffic signals are the primary traffic control on arterials within the City. Major Arterials include:

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- Washington Boulevard
- Slauson Avenue
- Telegraph Road
- Norwalk Boulevard
- Orr and Day Road
- Pioneer Boulevard
- Santa Fe Springs Road--Bloomfield Avenue
- Carmenita Road
- Imperial Highway
- Rosecrans Avenue
- Alondra Boulevard
- Valley View Avenue

**Secondary Arterials.** Secondary roadway's primary function is to provide connectivity between commercial and industrial areas. These roadways are generally located in the eastern part of the City—south of Imperial Highway—and include portions of Leffingwell Road, Shoemaker Road, and Foster Road. These roadways are generally wider, providing mobility for freight vehicles, and are generally one to two lanes in each direction. Secondary Arterials include:

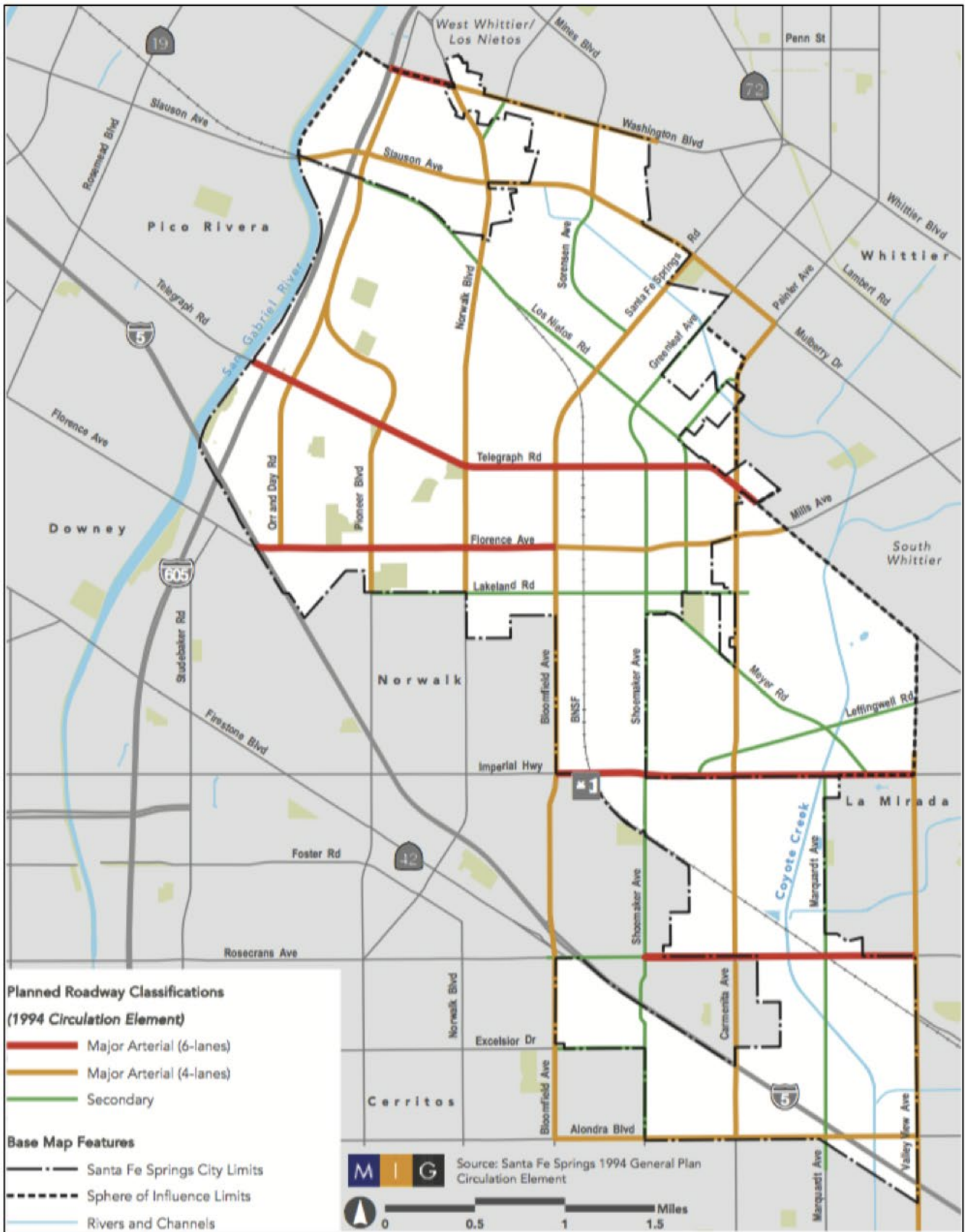
Sorenson Avenue

- Los Nietos Road
- Greenleaf Avenue
- Shoemaker Avenue
- Painter Avenue
- Meyer Road
- Leffingwell Road
- Foster Road
- Lakeland Road
- Marquardt Avenue

**Local Streets.** Local streets provide access to and from residential neighborhoods and generally provide one travel lane in each direction with on-street parking permitted on both sides of the street. These roadways are primarily located on the western and southeastern part of the City. Most local streets have a posted speed limit of 25 mph. There are also many local industrial streets that provide access within the City.

#### Roadway Improvements

**Interstate 5 Freeway Improvement Project.** The California Department of Transportation (Caltrans) is investing \$1.9 billion dollars to improve southern segments of I-5 (the Santa Ana freeway) between the Orange County line and I-605 (the San Gabriel River freeway). Improvements will enhance safety, add traffic lanes, encourage ridesharing through new high occupancy vehicles (HOV) lanes, decrease surface street traffic, and help improve air quality. Construction began in 2016 to improve the Valley View Avenue Interchange, which will add new HOV and mixed-flow lanes on I-5 between Artesia Boulevard and North Fork Creek. Three bridges will be reconstructed as part of the project, including one at Valley View Avenue, which will also incorporate a new railroad overpass. Construction is expected to be completed by late 2022.



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### Exhibit 4.17-1 Planned Street Classifications

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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The Florence Avenue Widening Project, which widens Florence Avenue from Orr and Day Road to Pioneer Boulevard, will provide additional eastbound and westbound travel lanes to accommodate a total of three travel lanes in each direction. Sidewalk, curb ramp, and supportive transit infrastructure will also be improved. Construction is expected to be completed by 2021.

Projects completed as of 2020 include a fourth freeway lane on northbound I-5 from Alondra Boulevard to Orr and Day railroad overpass, Carmenita Road overcrossing expansion, Alondra Boulevard overcrossing expansion, and elements of the Imperial Highway/Pioneer Boulevard project, including HOV expansion on I-5 and Imperial Highway and Pioneer Boulevard undercrossings.

**Planned Roadway Improvements.** The vehicle overpass on Rosecrans Avenue at Marquardt Avenue will allow elevated crossing of the BNSF railway tracks. This intersection was identified by the California Public Utilities Commission as one of the most hazardous crossings in the State. Construction is expected to be complete by 2023 .

### Public Transportation System

The public transportation system in Santa Fe Springs provides non-auto options for commute, utility, and recreational travel, with connections to downtown Los Angeles, LAX, and other regional cities and destinations. This section describes the transit agencies serving Santa Fe Springs and the transit routes and services available to the community.

**Transit Agencies.** The City of Santa Fe Springs is served by a number of bus, commuter rail, and shuttle and paratransit services. The following agencies provide regional connectivity, providing an alternative to driving a personal vehicle:

- **Metrolink.** Metrolink is a commuter rail system that consists of 62 stations operating on 534 miles of rail network throughout Southern California, with key connections to most major cities. Metrolink operates seven different rail lines, with the Norwalk/ Santa Fe Springs Station serving two lines: 91/ Perris Valley Line and Orange County Line. Regular one-way fares range from \$3.50 for destinations within a short distance to \$16.75 for destinations within a longer distance. Discounts can be applied to seniors, disabled, students, and active military personnel.
- **Los Angeles County Metropolitan Transportation Authority (Metro).** Metro provides rail and bus service throughout Los Angeles County, with a number of express and regular bus routes serving Santa Fe Springs. Fare starts at \$1.75 (as of 2020), with daily, weekly, and monthly passes available, and a LIFE monthly low-income pass.
- **Norwalk Transit.** Norwalk Transit provides fixed-route and para-transit service in Santa Fe Springs, Norwalk, Artesia, Bellflower, Cerritos, La Mirada, La Habra, Whittier, and areas of unincorporated Los Angeles County. The agency serves nearly 6,300 passengers each weekday on the six transit routes. Fares start at \$1.25 (as of 2020) with discounts for students/youth and seniors.
- **Montebello Bus Lines.** Montebello Bus Lines provides bus and dial-a-ride services to residents of Montebello and neighboring cities, operating 24 hours a day, seven days a week. The agency operates the Washington Boulevard line with stops at Norwalk Boulevard and Broadway at the Santa Fe Springs northern city limits. Fares start at \$1.10.

### Fixed-Routes Bus Service

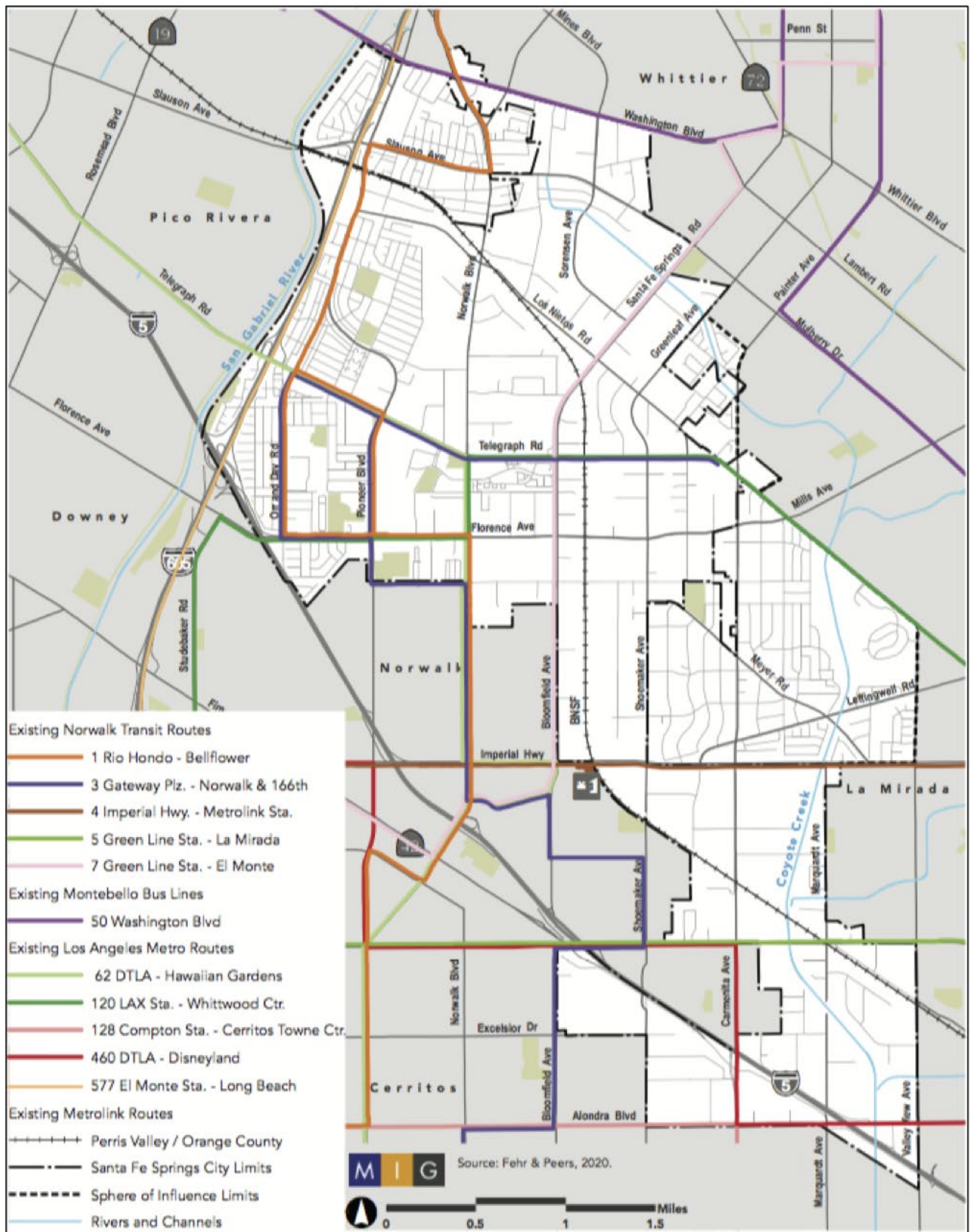
The City is served by the Metro, Foothill Transit, Montebello Bus Lines, and Norwalk Transit System transit agencies. Bus transit generally runs every 30 to 45 minutes during the peak periods, with certain routes such as Norwalk route 7 and Metro routes 62 and 460 running every 25 minutes or better. Generally, transit users prefer reliable wait times of less than 15 minutes when making trip choices. Table 4.17-1 outlines the routes serving Santa Fe Springs and peak transit frequency. Exhibit 4.17-2 (Existing Transit Service (2020)) shows route pathways through Santa Fe Springs and Exhibit 4.17-3 (Existing Bus Ridership by Stop and Route) illustrates daily ridership. As shown in Exhibit 4.17-3, Metro bus stops along Telegraph Road have the highest number of average daily boardings. The corridor serves multiple transit routes, including Norwalk Transit routes 1 and 3, and Metro routes 62 and 120. Additional transfer opportunities are located on Bloomfield Avenue and Telegraph Road, Norwalk Boulevard and Telegraph Road, and Pioneer Boulevard and Orr and Day Road, which have some of the highest ridership stops for Metro and highest daily ridership transit routes within the City. Outside of the Telegraph Road transit corridor, the Alondra Boulevard and Valley View Avenue intersection has a high number of average daily boardings, likely due to the multiple Metro routes serving the intersection.

**Table 4.17-1  
Transit Service in Santa Fe Springs**

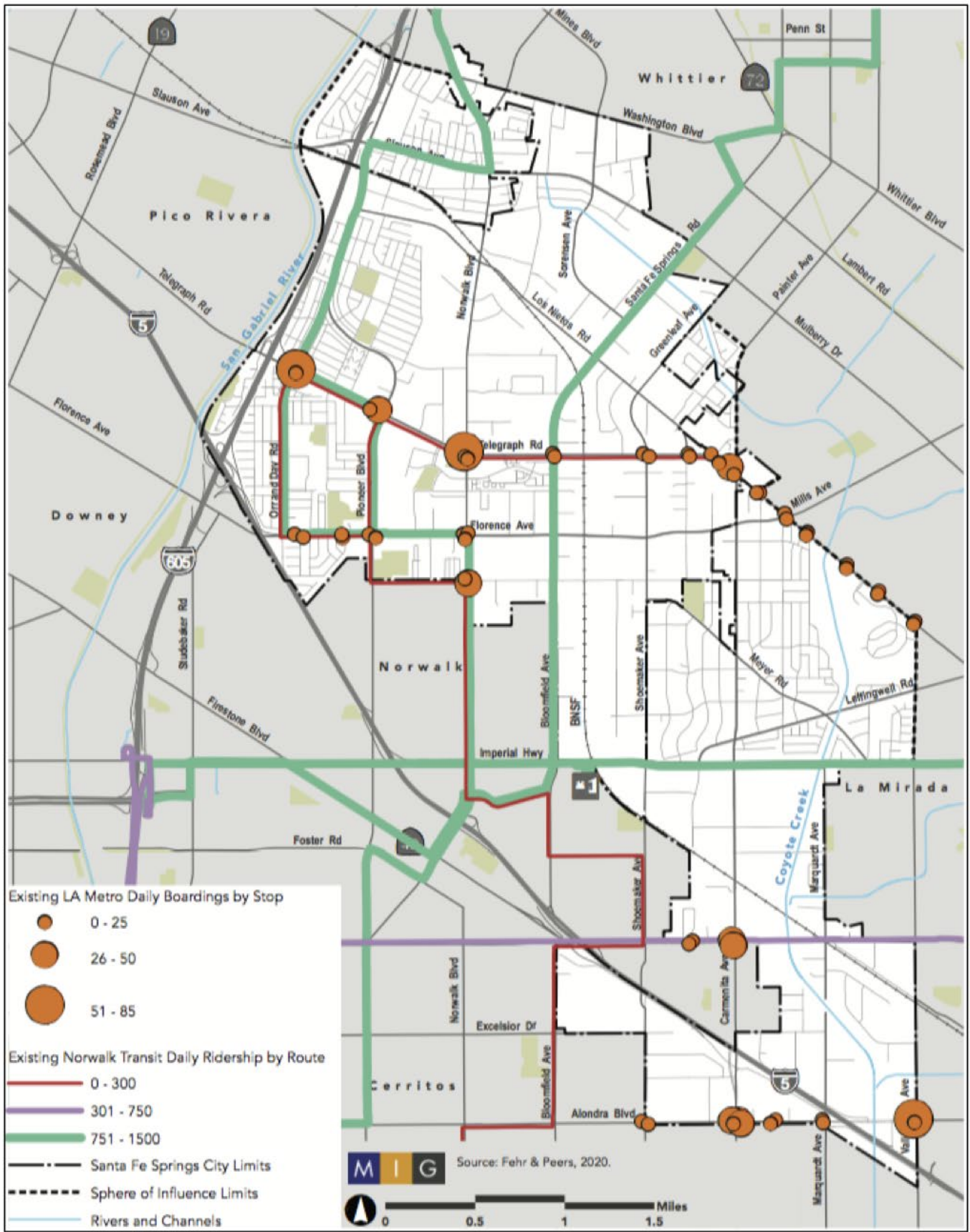
Route	Origin	Destination	Peak Frequency
<b>Metrolink</b>			
Perris Valley Line	Downtown LA	Perris Valley	40 mins
<b>Norwalk Transit</b>			
Route 1	Rio Hondo College	Bellflower	30 mins
Route 3	Gateway Plaza	Norwalk and 166th	60 mins
Route 4	Imperial Highway	Metrolink Station	40 mins
Route 5	Green Line Station	La Mirada	45 mins
Route 7	Green Line Station	El Monte	25 mins
<b>Montebello Bus Lines</b>			
Route 50	Downtown LA	Whittier/La Mirada Center	65 mins
<b>LA Metro</b>			
Route 62	Downtown LA	Hawaiian Gardens	20 mins
Route 120	LAX Station	Whittwood Center	40 mins
Route 128	Compton Station	Cerritos Town Center	40 mins
Route 460	Downtown LA	Disneyland	25 mins
Route 577	El Monte Station	Long Beach	45 mins

Source: Metrolink, Norwalk Transit, LA Metro, 2020.





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## **Metrolink**

Metrolink’s Norwalk/Santa Fe Springs station is located on Imperial Highway east of Bloomfield Avenue. The physical station is located within the City of Norwalk, with a pedestrian bridge crossing over the tracks to connect to a surface vehicle parking lot located in Santa Fe Springs. The station has 630 commuter parking spaces available for Metrolink riders at daily and monthly fees. Metrolink’s fares are based on the total distance travelled determined by a passenger’s origin and destination, with monthly passes and discounted rates for seniors, students/youth, and active military. Long- and short-term bicycle parking is available in bike lockers and racks for users to make the first/last mile to transit without a motor vehicle. The Norwalk Transit System service facilities are located adjacent to the station.

## **Shuttles and Paratransit**

Santa Fe Springs, as of 2020, provides shuttle service to transit-dependent residents for transportation to medical institutions and to deliver meals to residents. Transportation to medical and dental appointments is available to residents age 60 and older, and for persons with disabilities. The coverage area includes areas within Santa Fe Springs, and to Downey, Norwalk, Pico Rivera, and the Bellflower Kaiser medical facility during weekdays. Shuttle service is also provided to assist seniors, youth, and disabled groups with subsidized excursions to attend educational, recreational, or cultural events. Trips funded through this program are open to the general public.

## **Proposed Transit Services**

***Metro Eastside Corridor Phase 2.*** As of 2020, Metro is evaluating the Eastside Transit Corridor Phase 2, an extension of the Metro L Line (Gold) further east from its current terminus at Atlantic Station (Pomona Boulevard/Atlantic Boulevard) in East Los Angeles through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. The proposed line would travel south along Atlantic Boulevard underground from the current Metro L Line (Gold) terminus at Atlantic Boulevard Station to the Citadel Outlets in Commerce. The route would then proceed east along Washington Boulevard via aerial and/or at-grade (street level) configurations ending at Lambert Road in Whittier. The East Transit Corridor Phase 2 extension was originally anticipated to be complete by 2035, but Metro’s Twenty- Eight by ‘28 Initiative identifies the Gold Line Eastside Extension to Santa Fe Springs and Whittier with a 2028 target completion date.

## **Freight**

Freight and delivery vehicles play a critical role in the local economy, with a large portion of employment in manufacturing, wholesale trade, and construction. A large portion of the central land area includes warehouses and industrial uses, with freight and deliveries using the roadways serving these areas.

***Trucks.*** The key arterials of Telegraph Road, Florence Avenue, Carmenita Road, Santa Fe Springs Road, Washington Boulevard, and Pioneer Boulevard provide freight access to and from I-5, I-605, Whittier Boulevard, and Rosemead Boulevard. According to the draft 2020 California Freight Mobility Plan, I-605 is among the highways carrying the highest truck volumes in the region, averaging more than 25,000 trucks per day in 2016. In Santa Fe Springs, arterial roadways have been designed to accommodate freight movement, with lane widths of 11 to 12 feet and intersections are designed with wide curb radii or deceleration lanes to accommodate turning trucks.

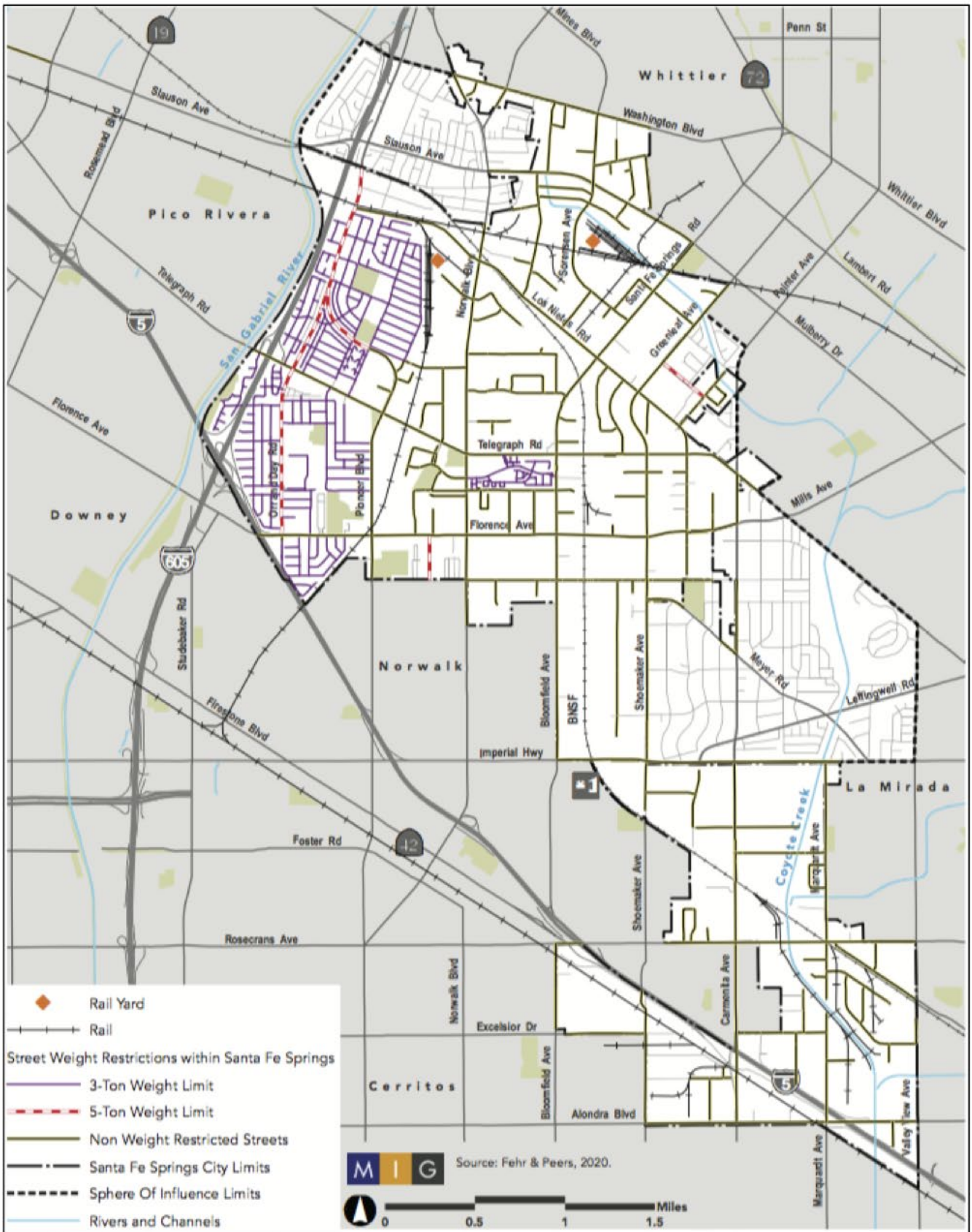
**Rail.** Both the BNSF Railway and Union Pacific railroads operate in Santa Fe Springs, with a Union Pacific rail yard located adjacent to Los Nietos Road and Union Pacific Distribution Services operating the Valla railport on Sorenson Avenue. Rail freight operates within long-established rail easements/rights-of-way that traverse the City, largely at at-grade crossings. Crossings are located primarily at arterial roadways. Exhibit 4.17-4 (Truck Weight Restrictions and Rail Yards) shows roadways and their respective weight restrictions, indicating where certain types of freight are permitted to travel. The at-grade crossings can be a source of congestion, restricting car and truck movement when long freight trains rumble through the City.

### **Bicycle and Pedestrian Facilities**

Santa Fe Springs has sidewalks and crosswalks on most streets. Bicycle movement is accommodated on a developing system of local bikeways that connect to regional facilities.

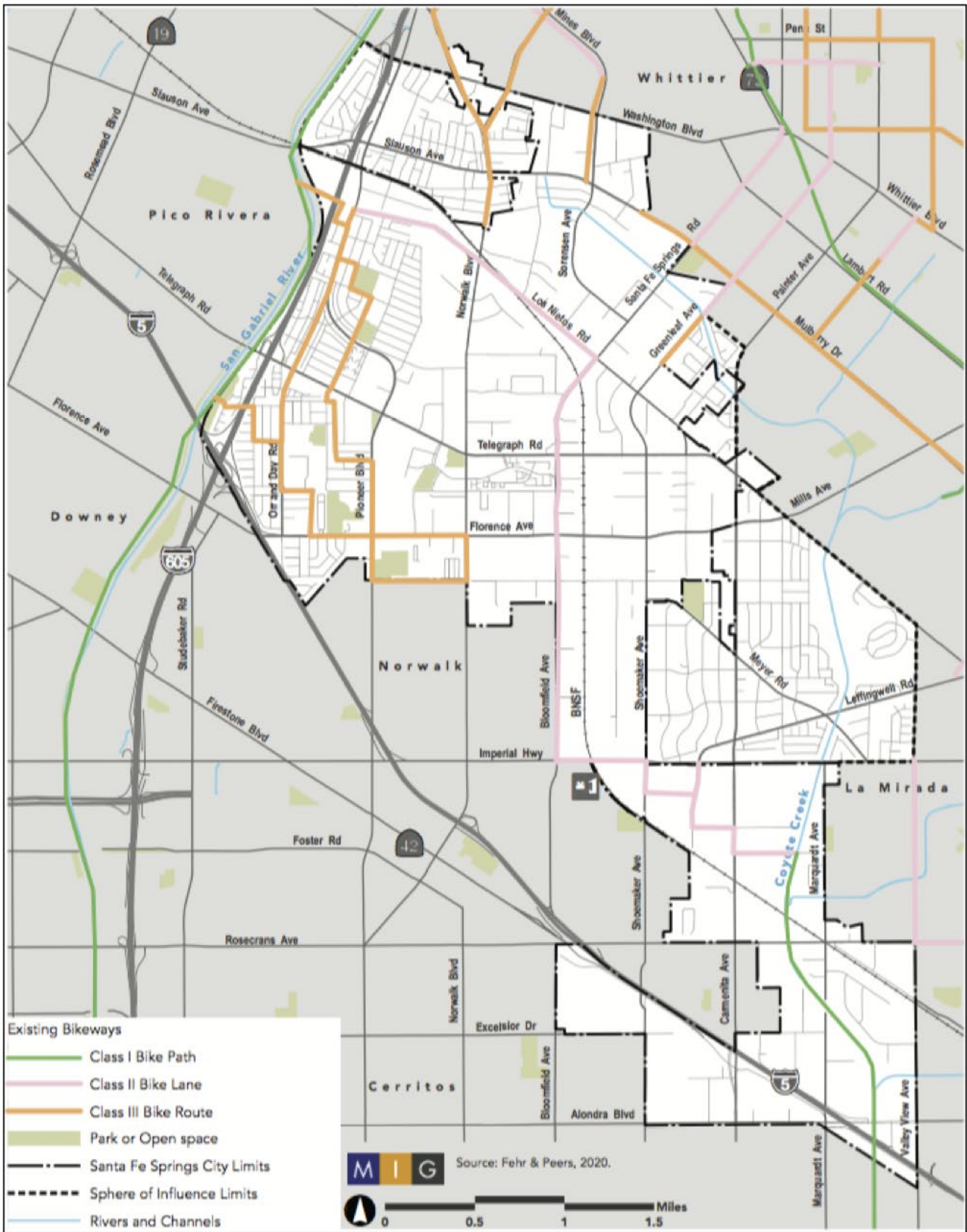
**Bicycles.** The City is served by several local Class I, II, and III routes, with connections to regional facilities such as the San Gabriel River Mid Trail, a Class I pathway that extends 12 miles between the Whittier Narrows Dam/Legg Lake Recreation Area to South Street in Cerritos and the Lakewood border along the San Gabriel River. The Coyote Creek Bikeway, located in the southeastern part of the City, is a 12-mile Class I paved pathway that runs between the cities of Long Beach and La Habra. This trail allows users to travel between cities outside of the roadway right-of-way for commute and recreational trips. Within Santa Fe Springs, Class II bike lanes can be used along Los Nietos Road, Santa Fe Springs Road, Bloomfield Avenue, Imperial Highway, and local roads in the southern portion of the City. The bike lanes generally are striped and located either curbside or adjacent to parking. Gaps exist on parts of Los Nietos Road and Imperial Highway, requiring users to share the roadway with vehicles or ride on the sidewalk if users are uncomfortable sharing roadway space. Other bike facilities include Class III lanes on roadways such as Santa Fe Springs Road, and Greenleaf Avenue that provide signage indicating that the roadway is to be shared with bicycles. Bike routes are also located in the residential areas on Orr and Day Road and Jersey Avenue. Bicycle facilities are shown in Exhibit 4.17-5, Existing Bicycle Facilities (2020).

**Pedestrians.** Pedestrian circulation and access are provided on sidewalks and trails. Sidewalks exist on most roadways, including in residential neighborhoods. However, some sidewalks are missing or only located on one side of the street within many of the industrial and residential areas, as shown in Exhibit 4.17-6 (Sidewalk Inventory (2020)). Crosswalks are primarily located at signalized intersections, while some are located at uncontrolled intersections. Pedestrian call buttons are present at most of the major signalized intersections. Given the long distance between intersections, mid-block crossings can be hazardous for pedestrians who elect not to walk farther to cross at a signalized intersection. While raised medians provide an opportunity for a two-stage crossing in some locations, these roadways are four to five lanes in width and vehicles may be travelling at high speeds, creating an uncomfortable environment for mid-block crossings.



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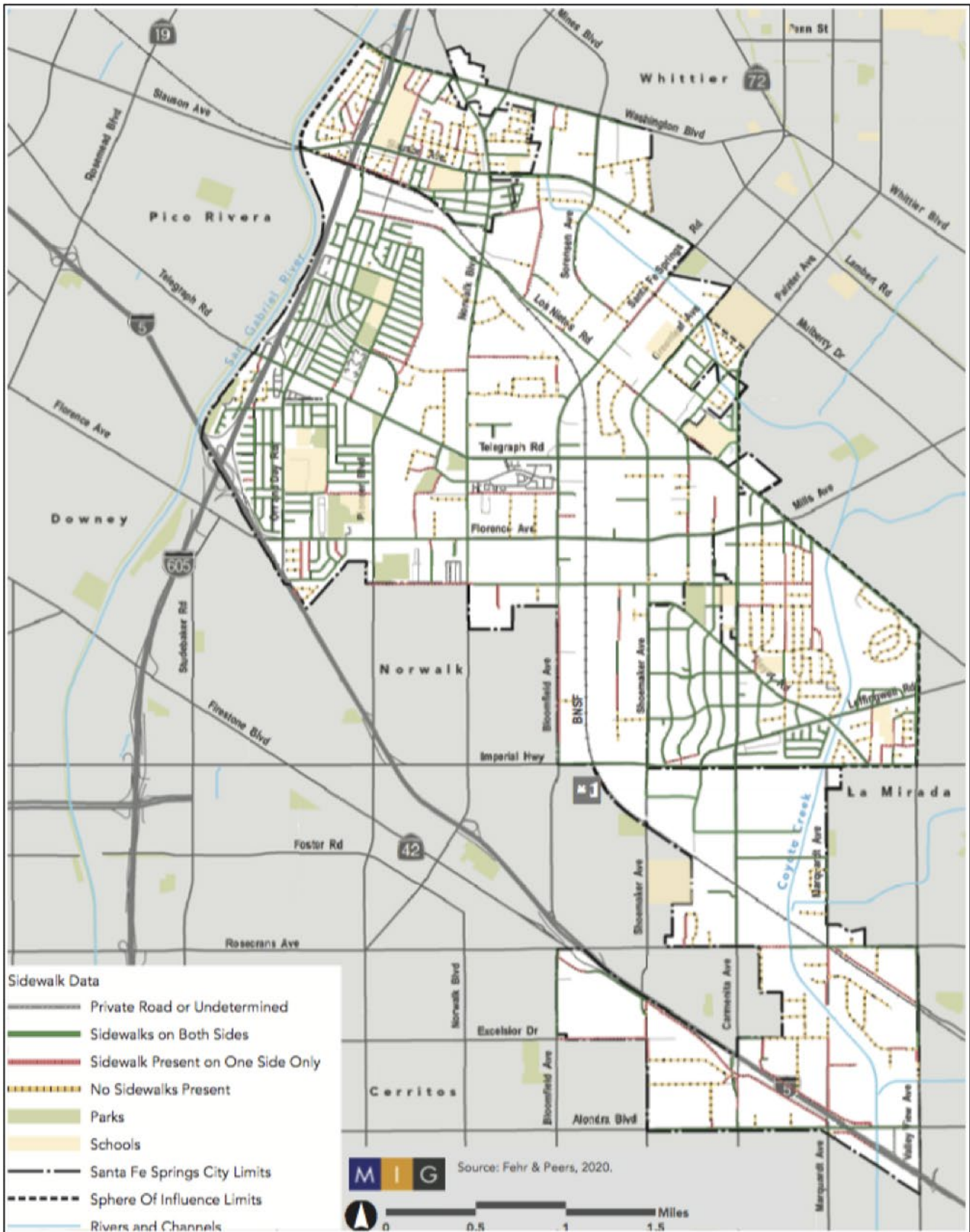
### Exhibit 4.17-5 Existing Bicycle Facilities (2020)

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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## Exhibit 4.17-6 Sidewalk Inventory (2020)

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California



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## 4.17.2 – REGULATORY FRAMEWORK

### Federal

No federal agencies or regulations directly apply to the General Plan’s transportation impacts.

### State

**State of California Department of Transportation (Caltrans).** The State of California Department of Transportation (Caltrans) implements State planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project.

**Senate Bill (SB) 743.** On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of LOS in CEQA documents. Formerly, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). OPR released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. OPR’s regulatory text indicates that the new transportation impact guidelines emphasizing vehicle miles traveled (VMT) instead of Level of Service (LOS) had to be implemented statewide by July 1, 2020.

### Regional

**Southern California Association of Governments (SCAG).** The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) responsible for development of the Regional Transportation Plan (RTP), which presents the vision for transportation throughout most of Southern California, including Los Angeles County. Senate Bill 375 (SB 375) was passed to reduce greenhouse gas emissions from both automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under SB 375, SCAG is tasked with developing a Sustainable Communities Strategy (SCS). The SCS, as a component of the RTP, provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board.

**Long Range Transportation Plan (LRTP).** The Long Range Transportation Plan (LRTP), prepared by Metro, is the long range plan that responds to emerging environmental challenges

through the provision of new initiatives and recommendations that include driving alternatives, mobility improvements, enhanced public transit, expanded rail, and the development of major corridor projects in Los Angeles County.

**Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).** The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by the Southern California Association of Governments (SCAG), has numerous goals to increase mobility for the region’s residents and visitors, and an emphasis on sustainability and integrated planning to collectively improve the region’s mobility, economy, and sustainability. The RTP/SCS must be approved by Federal agencies in order to receive Federal transportation funds. Only projects and programs included in the RTP are eligible for Federal funding. SCAG adopted the 2020-2045 RTP/SCS in February 2020. It should be noted this program is now referred to as “Connect SoCal”.

**SCAG Regional Comprehensive Plan.** The Regional Comprehensive Plan (RCP) is part of an overall regional planning process that is linked directly to SCAG’s Growth Management Plan, the Housing Allocation Process, and the South Coast Air Quality Management District’s Air Quality Management Plan. The last RCP was adopted by SCAG in 2008 and includes elements on Land Use and Housing, Open Space and Habitat, Water, Energy, Air Quality, Solid Waste, Transportation, and Security and Emergency Preparedness.

**Highway Performance Monitoring System (HPMS).** The Highway Performance Monitoring System (HPMS) is a Federally mandated inventory system and planning tool designed to assess the nation’s highway system. HPMS is used as a management tool by the Federal and State governments and local agencies to analyze the system’s condition and performance. The HPMS data are used for allocation of Federal funds, identification of travel trends and future forecasts, Environmental Protection Agency air quality conformity tracking, and biennial reports to the United States Congress on the state of the nation’s highways. The HPMS is administered by Caltrans, with technical data provided by local agencies.

**Access Services.** Access Services is a State-mandated local governmental agency created by Los Angeles County’s public transit agencies to administer and manage the delivery of regional American with Disabilities Act (ADA) paratransit service. Access Services was established by 44 public fixed route transit operators in Los Angeles County. It is governed by a nine-member board appointed by the Los Angeles County municipal fixed route operators, the City of Los Angeles, the County of Los Angeles, the Transportation Corridor Representatives of the Los Angeles branch of the League of Cities, the Los Angeles County Commission on Disabilities, and the Coalition of Independent Living Centers.

## **Local**

**City General Plan.** The Circulation Element of the existing 1994 General Plan is a comprehensive plan for vehicular and non-vehicular circulation and transportation within the City and the Planning Area. The Circulation Element of the General Plan is required by Government Code Section No. 65302(b), which dictates that: ...the General Plan shall have a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public local utilities and facilities, all correlated with the land use element of the General Plan. The Circulation Elements’ Master Plan of Arterial Highways (MPAH) identifies the necessity of providing added capacity on several existing major roadways in the City.

## 2021 General Plan Update

The Circulation Element of the GPTZCU includes the following goals and policies relative to transportation:

### **GOAL C-1: A MULTIMODAL MOBILITY NETWORK THAT EFFICIENTLY MOVES AND CONNECTS PEOPLE, DESTINATION, VEHICLES, AND GOODS**

**Policy C-1.1: Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.

**Policy C-1.2: Complete Streets.** Implement complete streets strategies to accommodate all users of different ages and abilities.

**Policy C-1.3: Street Classification.** Designate a street’s functional classification based upon its current dimensions, land use and urban form context, and priority for various users and transportation options.

**Policy C-1.4: Context-Sensitive Improvements.** Pursue context-sensitive Complete Streets strategies that recognize the City’s various neighborhoods and community character and geographic complexity.

**Policy C-1.5: Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.

### **GOAL C-2: STREETS DESIGNED AND MANAGED TO EASE ACCESS FOR ALL USERS**

**Policy C-2.1: Accessibility.** Identify and evaluate the transportation system for potential improvements to accommodate seniors and disabled persons and to comply with ADA requirements.

**Policy C-2.2: Senior Transportation.** Identify multiple mobility options, including paratransit, to help improve access and connectivity for senior and/or disabled persons.

**Policy C-2.3: Rights-of-Ways.** Use available public rights-of-ways to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.

**Policy C-2.4: Equity.** Plan for the equitable treatment of all transportation users when planning and constructing transportation projects through a transparent and fair process.

**Policy C-2.5: Universal Access:** Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

**Policy C-2.6: Increasing Access of Vulnerable Populations.** Identify strategies and physical improvements to remove mobility barriers and to reduce travel time for vulnerable populations, including low-income households, seniors, and children within all areas of the communities, but also prioritize Disadvantaged Communities areas.

**Policy C-2.7: Micromobility.** Plan for future micromobility within the City by considering use within public right-of-way and parking facilities, address public safety, and utilize pilot programs and demonstrations to evaluate potential systems in the City.

**Policy C-2.8: Community Engagement.** Involve the community and expand education in transportation planning and project design decisions for improving the transportation infrastructure and mobility network.

**Policy C-2.9: Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are preserved and maintained to provide a comfortable, safe, and desirable experience.

**GOAL C-3: ACTIVE TRANSPORTATION NETWORK: CONNECTED STREET NETWORK FOR PEDESTRIANS AND CYCLISTS**

**Policy C-3.1: Promote Walking.** Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

**Policy C-3.2: Pedestrian Design.** Design and operate sidewalks, streets and intersections to maximize pedestrian safety and comfort through a variety of street design and traffic management solutions.

**Policy C-3.3: Pedestrian Priority Zones.** Create pedestrian priority zones around transit stations and along heavy traveled corridors to connect community facilities, commercial centers, and activity areas.

**Policy C-3.4: Connectivity.** Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned street network.

**Policy C-3.5: Innovative Bicycle and Pedestrian Connections.** Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.

**Policy C-3.6: Active Transportation Facilities.** Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.

**Policy C-3.7 Bicycle Facilities.** Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.

**Policy C-3.8: Bicycle Parking.** Establish standards for bicycling parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for commercial developments that provide bicycling parking.

**Policy C-3.9: San Gabriel River.** Improve connectivity to the San Gabriel River Trail, including access to parks and open spaces along the river.

**Policy C-3.10: Wayfinding.** Develop a comprehensive bicycle and pedestrian wayfinding signage and pavement marking system program to guide visual connectivity to destinations such as parks, schools, landmarks, transit stations, community facilities, and activity centers.

**Policy C-3.11: Sidewalks Gaps.** Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the streets or on one side of the street, with added priority in disadvantaged communities.

**Policy C-3.12: Sidewalks Widening.** Evaluate widening sidewalks away from the curb to accommodate pedestrians along major transit routes and around planned and established transit stations.

**Policy C-3.13: Pedestrian and Bicycle Safety.** Prioritize street and sidewalk improvements along streets and intersections with high activity of vehicle collisions involving pedestrians and bicyclists, including those identified in Exhibit 4.17-5.

**Policy C-3.14: Neighborhood Streets.** Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity; emphasize the provision of high-



quality pedestrian and bikeway connections to transit stops/stations, commercial centers, and local schools; and design new streets and consider traffic calming where necessary, to reduce neighborhood speeding.

**GOAL C-4: A COMPREHENSIVE TRANSIT SYSTEM THAT PROVIDES CONVENIENT AND RELIABLE TRANSIT ACCESS TO RESIDENTIAL NEIGHBORHOODS AND ACTIVITY DESTINATIONS**

**Policy C-4.1: Transit Stops and Stations.** Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.

**Policy C-4.2: Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.

**Policy C-4.3: First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.

**Policy C-4.4: Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.

**Policy C-4.5: Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and improvements.

**Policy C-4.6: Metro L Line Expansion.** Consult with Metro during the planning and construction phases of Metro’s L line and station along Washington Boulevard to ensure improvements achieve the City’s connectivity and land use objectives.

**Policy C-4.7: Metro C Line Expansion:** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.

**Policy C-4.8: Light Rail Stations:** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs’ community and culture.

**Policy C-4.9: Transit :** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.

**GOAL C-5: A MULTI-MODAL FREIGHT TRANSPORTATION SYSTEM THAT FACILITATES THE EFFECTIVE TRANSPORT OF GOODS WHILE MINIMIZING NEGATIVE IMPACTS ON THE COMMUNITY.**

**Policy C-5.1: Truck Routes:** Provide primary truck routes on selected arterial streets identified in Exhibit 4.17-4 with direct connections to the freeway system, and where necessary, place restrictions on other streets to minimize the impacts of truck traffic on residential and commercial/retail areas.

**Policy C-5.2: Minimize Community Impacts.** Investigate means to establish buffers such as walls, landscape screening, and/or barriers along truck, rail, and freeway routes, and adjacent to rail yards to minimize noise, vibration, and aesthetics impacts.

**Policy C-5.3: Street Design to Accommodate Trucks.** Require that all new construction or reconstruction of streets or corridors that are designated as truck routes be designed, constructed, and maintained to accommodate projected truck volumes and weights.

**Policy C-5.4: Minimize Truck Maneuvering on Streets.** Implement site design solutions or restrictions on new uses and development to minimize truck maneuvering on streets with substantial traffic during periods of high traffic volumes.

**Policy C-5.5: Minimize Roadway Damage:** Ensure that warehousing, logistic facilities, truck and container yards, and similar truck-heavy uses pay a fair share of the cost of repairing extensive damage and/or the cost of reconstructing established City roads caused by truck trips and excessive container weight.

**Policy C-5.6: Railroad Crossing Improvements** Pursue funding and innovative solutions to improve at-grade crossing safety improvements at all railroad and street/sidewalk crossings, with the goals of minimizing congestion and collisions and enhancing pedestrian and vehicle safety.

**Policy C-5.7: Hazardous Materials Transport:** Provide for the safe and expeditious transport of hazardous and flammable materials.

**Policy C-5.8: Parcel Delivery:** Develop a comprehensive curb management strategy to manage loading/unloading areas for local parcel and package deliveries within areas requiring high delivery demands and to minimize local congestion and illegal parking.

**Policy C-5.9: Residential Parcel Delivery:** Monitor parcel delivery activities within residential neighborhoods to minimize impacts.

#### **GOAL C-6: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES**

**Policy C-6.1: Pedestrian Projects.** Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.

**Policy C-6.2: Street Rehabilitation:** Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented in an equitable manner.

**Policy C-6.3: Crosswalks:** Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

**Policy C-6.4: Context Sensitive Street Design:** Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

**Policy C-6.5: Driveway Access:** Require the driveway access points onto arterial roadways be limited in number and location to ensure the smooth and safe flow of vehicles and bicycles.

**Policy C-6.6: Safe Routes to School:** Prioritize safety improvements to intersections, sidewalks, and crosswalks around schools and consult with schools to identify safe and efficient drop off and pick up routes around school sites.

**Policy C-6.7: Green Streets:** Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

**Policy C-6.8: Streetscape Aesthetics.** Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage.

**Policy C-6.9: Interim Design Strategies.** Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

**Policy C-6.10: Improvement Consultation:** Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

#### **GOAL C-8: A TRANSPORTATION SYSTEM DESIGNED TO REDUCE VEHICLE MILES TRAVELED**

**Policy C-8.1: Reducing Vehicle Miles Traveled:** Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.

**Policy C-8.2: Transportation Management Strategies:** Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.

**Policy C-8.3: Employee Incentives:** Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).

**Policy C-8.4: Air Quality:** Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations.

**Policy C-8.5: Employee Work Hours Variability:** Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.

**Policy C-8.6: Ridesharing:** Promote ridesharing through publicity and provision of information to the public through web-based apps and other approaches through collaboration with other agencies and jurisdictions.

**Policy C-8.7: Caltrans Consultation:** Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.

#### **GOAL C-9: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS**

**Policy C-9.1: Traffic Impacts Mitigation:** Require new development projects to mitigate off-site traffic impacts consistent with City policy and regulations.

**Policy C-9.2: Traffic Impact Analysis:** Require new developments to include a traffic impact analysis.

**Policy C-9.3: Cut-Through Traffic:** Design local and collector streets and apply appropriate enforcement and education programs to discourage cut-through traffic through residential neighborhoods.

**Policy C-9.4: Traffic Signals:** Require new development to install traffic signals at intersections or arterials which, based on individual study, are shown to satisfy traffic signal warrants.

**Policy C-9.5: Jurisdiction Consultation:** Consult with neighboring jurisdictions to ensure that the cumulative traffic impacts of development projects do not adversely impact the City of Santa Fe Springs.

### **GOAL C-11: IMPLEMENTING PROMISING TECHNOLOGICAL ADVANCES AND CHANGES IN USE OF MOBILITY SERVICES**

**Policy C-11.1: Traffic Signal Coordination:** Implement traffic signal coordination on arterial streets to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.

**Policy C-11.2: Mobile Technology.** Encourage the use of mobile or other electronic devices with similar on-demand hailing functions, particularly for seniors, the disabled, and other mobility challenged persons.

**Policy C-11.3: Intelligent transportation Systems.** Implement intelligent transportation systems strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.

**Policy C-11.4: Autonomous Vehicles.** Update, when warranted, existing transportation systems and policies as autonomous and automated vehicles and their attendant facilities are developed locally and regionally.

**Policy C-11.5: Performance Analysis Measures.** Utilize technology to create performance measures to interpret data metrics of vehicles, bicycling, walking, and transit usage within streets, sidewalks, and public facilities.

#### **4.17.3 – SIGNIFICANCE THRESHOLDS**

As identified in Appendix F of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

- A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- B. Conflict or be inconsistent with CEQA Guidelines section 15064.3<sup>1</sup> 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.
- E. Cause substantial adverse cumulative impacts with respect to transportation and traffic.

In addition, the City of Santa Fe Springs has established the following significance thresholds for VMT transportation impacts for several types of land uses in future development projects:

- For land use plans: a Plan exceeds 15% below City and Sphere of Influence (SOI) Existing VMT for Total VMT per service population.
- For residential projects: a Project exceeds 15% below City and Sphere of Influence (SOI) Existing VMT for home-based VMT per capita.
- For office (commercial or light industrial) projects: a Project exceed 15% below City and Sphere of Influence (SOI) Existing VMT for home-based work VMT per employee.

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<sup>1</sup> CEQA Guidelines section 15064.3(c) provides that a lead agency “may elect to be governed by the provisions” of the section immediately; otherwise, the section’s provisions apply July 1, 2020. Here, the City has not elected to be governed by Section 15064.3. Accordingly, an analysis of vehicles miles traveled (VMT) is not necessary to determine whether the GPTZCU would have a significant transportation impact.

- For regional retail projects: a Project results in a net increase in total VMT in comparison to the City + SOI Cumulative Plus-Project VMT
- For mixed-use projects: Evaluate each project land use component separately using the criteria above.

For projects that do not meet any of the screening criteria, a VMT analysis is required and should rely on a reasonable standard of care to develop trip generation and trip length estimates for the project uses. For land use plans (e.g., Specific Plan or General Plan) and projects consisting of residential, office, or retail, the VMT analysis should be conducted using the SCAG regional Travel Demand Model. For other project types, such as a performing arts center or special event venues, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses. This approach should be determined in consultation with City staff.

VMT analysis should include ‘project generated VMT’ for the project Traffic Analysis Zone (TAZ or TAZs) and “project effect on VMT” estimates under the scenarios below - the project should be isolated from other uses within the project TAZ. Project generated VMT shall include the VMT generated by the site compared back to the CEQA threshold of significance, as identified in CEQA Guidelines section 15064.3, subdivision (b). The project effect on VMT is the link based VMT for a geographic region which is more appropriate to review to evaluate how these developments change travel behavior in the region.

#### 4.17.4 – IMPACTS AND MITIGATION MEASURES

##### Conflicts with Plans or Programs

***Impact TRANS-1 – Would the GPTZCU conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.***

This section evaluates if the proposed GPTZCU is generally consistent with the goals and policies of the Circulation Element related to vehicular and non-vehicular circulation. A discussion of Vehicle Miles Traveled (VMT) impacts is presented in Section 4.17 Impact TRANS-2 following this section.

##### Analysis of Impacts

**Congestion Management.** Level of Service (LOS) congestion on local streets and intersections is no longer a CEQA significance threshold; however, the City uses LOS analyses to identify specific improvements that individual projects need to install or contribute to as part of maintaining and improving the overall circulation networks (e.g., road improvements may include sidewalks, bicycle lanes, or transit stops/shelters that improve the non-vehicular circulation network as well). In the past, projects were analyzed to determine if they were consistent with the Los Angeles County Congestion Management Plan (CMP). However, the County has chosen to no longer formally participate in the CMP program.

While the City will still consider the traffic generation and distribution of future development from a planning and engineering perspective, any analysis of LOS is no longer relevant to determining significant traffic impacts under CEQA.

**Non-Vehicular Plan Consistency.** Goal C-1 of the Circulation Element and its policies seek to provide a multi-modal mobility network throughout the City including vehicles and non-vehicular modes of transportation. Goal C-3 and its policies would develop an active access network for pedestrians and bicyclists. Goal C-4 and its policies address various aspects of transit while Goal C-6 focuses on improving pedestrian access. Goal C-5 and its policies address freight and truck movement. In these ways the GPTZCU will help support and encourage non-vehicular access in the Planning Area and surrounding region.

Emphasizing non-vehicular transportation is also a key element of SB 375 and SCAG's 2020-2045 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)(now called "Connect SoCal"). Non-vehicular transportation includes pedestrians (sidewalks, trails), bicycles (on-road lanes or off-road paths), bus transit, and train transit.

**Pedestrian (sidewalks and trails).** Sidewalks are generally available on all major roadways within the City, especially within the future downtown area and connecting to commercial areas. The General Plan envisions that sidewalks will eventually be provided on all roadways where they do not presently exist as development of new uses or redevelopment of existing uses occurs (see previous Exhibit 4.17-6). Goal C-3 and its policies would develop an active access network for pedestrians while Goal C-6 focuses on improving pedestrian access.

**Bicycles.** Bicycle lanes are classified as follows:

Class I – separate off-road bikeway or path dedicated exclusively for bicycles and pedestrians;

Class II – on-road lane or route within the right-of-way with a painted lines and signage; and

Class III – on-road routes for bicycles that are not marked and share the roadway with cars.

The City has a number of existing bicycle lanes on City streets and eventually plans to add on- and off-street bicycle lanes to allow for efficient bicycle movement throughout the City, as shown in the previous Exhibit 4.17-5.

**Transit.** The proposed GPTZCU includes an update of the General Plan Circulation Element. At present there are a number of transit organizations that provide services to the City along major roads and to major destinations within the City, as shown in the previous Exhibits 4.17-2 and 4.17-3. A major goal of the City is for residents and employees of the City to be able to take advantage of these non-vehicular transportation options (i.e., sidewalks, bicycle lanes, or transit) as they so choose, although using them as a replacement for commuting will only be possible if residents and workers in the City live within a convenient distance to their places of employment, schools, commercial centers, entertainment, etc.

The many goals and policies of the Circulation Element cited above clearly indicate the GPTZCU will emphasize non-vehicular modes of transportation and helping maintain the existing network of streets and intersections. The GPTZCU also supports the various transportation-related goals of the 2020-2045 RTP/SCS ("Connect SoCal")(see Table 4.11-4 in Section 4.11, Land Use and Planning). Therefore, the GPTZCU would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts will be less than significant.

### Key Opportunity Sites

Future development of the four key opportunity sites will require an analysis of VMT and other related transportation issues (i.e., pedestrian and bicycle access plus transit) consistent with CEQA and the Connect SoCal program by SCAG.

### General Plan Update

Goal C-1 of the Circulation Element and its policies seek to provide a multi-modal mobility network throughout the City including vehicles and non-vehicular modes of transportation. Goal C-2 and its policies address roads and intersections while Goal C-9 and its policies attempt to minimize congestion on local roadways. Goal C-3 and its policies would develop an active access network for pedestrians and bicyclists. Goal C-4 and its policies address various aspects of transit while Goal C-6 focuses on improving pedestrian access. Goal C-5 and its policies address freight and truck movement. Finally, Goal C-11 and its policies address future use of technology to improve the City's transportation network.

Based on the availability of non-vehicular transportation options outlined in the proposed GPTZCU Circulation Goals C-1 through C-11 and their attendant policies (shown above in Section 4.17.2), the proposed GPTZCU will not conflict with any applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

### **Conflicts with New VMT Thresholds**

***Impact TRANS-2 – Would the GPTZCU conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? [regarding VMT]***

### **Analysis of Impacts**

In the past, the CEQA analysis for traffic impacts focused on LOS which measures congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well (i.e., were not congested past a certain point) and allowed for efficient movement of vehicles.

In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. SB 743 requires that congestion or delay-based metrics such as roadway capacity and Level of Service (LOS) will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as Vehicle Miles Traveled (VMT) will be used.

For planning and engineering purposes, the GPTZCU Traffic Study focuses on LOS to identify congestion changes at local intersections and on local roadways as a result of traffic generated by future development in the Planning Area under a number of time-based scenarios (e.g., existing conditions, existing conditions plus GPTZCU, General Plan Buildout, etc.). However, as noted above the CEQA thresholds of significance for transportation and traffic impacts is to

#### 4.17 – Transportation

encourage non-vehicular or active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit the increase in VMT by City residents and workers.

VMT growth associated with land use and transportation projects is part of the adopted regional transportation plans (RTPs), regional transportation plans/sustainable communities strategies (RTP/SCSs), and general plans. These plans typically consider the acceptability of VMT growth at a cumulative or programmatic level. Additional VMT reduction may be achieved at the project level especially through transportation demand management (TDM) strategies, which are not fully accounted for in regional level travel forecasting models.

Although VMT is focused on auto travel, the goal of a zero-or-less per capita VMT growth rate leads to an emphasis on the effects of development patterns (e.g., land use mix and density) together with pedestrian, bicycle, and transit infrastructure, given that all of these factors have an impact on the number and length of vehicle trips.

A detailed VMT analysis for the GPTZCU was prepared by Fehr & Peers in July 2021 (F&P 2021) consistent with the City's latest requirements.

The methodology for determining LOS transportation impacts in the City is contained in its previous General Plan, last updated in 1994, and are consistent with 1997 LA County Traffic Impact Analysis Guidelines. The City is currently in the process of developing revised Transportation Study Guidelines (TSG) which outline the following process for performing a VMT analysis:

- Determine if VMT analysis is necessary by comparing project characteristics for each land use to the County's screening criteria.
- If a project component does not meet any of the screening criteria, perform VMT analysis for only the component that does not meet the screening criteria to determine that component's VMT (using the appropriate metric based on land-use type).
- Compare the project component VMT to the significance criteria to determine if there is VMT transportation impact.
- If there is an impact, identify mitigation measures to reduce the project impact.

The Southern California Association of Government (SCAG) Regional Travel Demand Model (hereinafter, "SCAG Model") was used to estimate VMT in the City. VMT is presented in numerous different forms depending on the analysis being conducted. "Home-Based VMT" per capita is used for residential projects and "Home-Based Work VMT" per employee for office projects. For general plans, Total VMT per service population or Total VMT is used to determine potential impacts.

Pursuant to OPR and Santa Fe Springs's TSG, this VMT analysis includes 'project generated VMT' for the project TAZs and 'project effect on VMT' estimates under the following conditions.

- The Cumulative Base 2040 Conditions represent the 2016-2040 SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). Cumulative Baseline VMT per Service Population is found in Exhibit 4.17-7 (2040 Cumulative Baseline VMT per Service Population).
- The Cumulative Plus Project 2040 Conditions represent the General Plan housing scenario. The amended General Plan land use is represented in the assumed growth of the cumulative year socioeconomic input data in the model. This is shown in Exhibit 4.17-8 (2040 Cumulative Plus-Project VMT per Service Population).



**Project-Generated VMT.** Project-generated VMT were extracted from the SCAG model by multiplying the origin-destination trip matrix by the final assignments under the Cumulative Plus Project 2040 Conditions. The summarized project generated VMT per service population is compared back to the thresholds of significance selected by the City of Santa Fe Springs. Santa Fe Springs’s TSG provides that “Home-Based VMT” per capita to be prepared for residential projects and “Home-Based Work VMT” per employee for office projects, therefore this section also presents these two metrics along with Total VMT per service population, which are summarized in Table 4.17-2 (VMT Summary by Scenario).

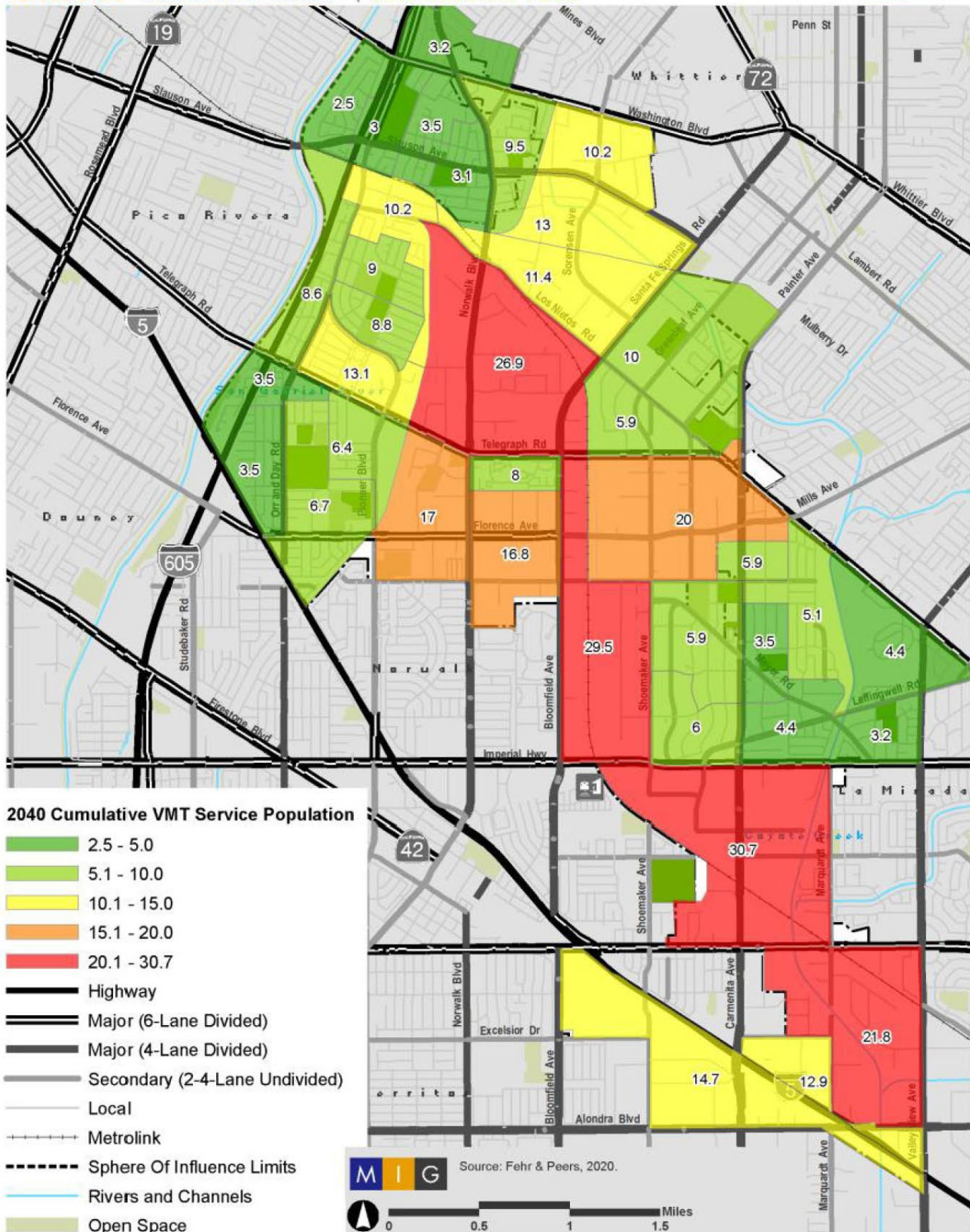
Under Existing Conditions, the service population of 103,150 in the City and Sphere of Influence generates 3,414,318 vehicle miles traveled (VMT), including auto and trucks. This results in 33.1 VMT per service population, 17.2 Home-Based VMT per capita for residential land uses, and 18.1 Home-Based Work VMT per employee for employment land uses.

Under Cumulative Base 2040 Conditions, the service population of 112,084 shows a decrease in total VMT to 3,294,172. This results in 29.4 VMT per service population, 15.1 VMT per resident for residential land uses, and 17.2 VMT per employee for employment land uses.

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# 2040 Cumulative VMT per Service Population

RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN



**Exhibit 4.17-7 2040 Cumulative Baseline VMT per Service Population**



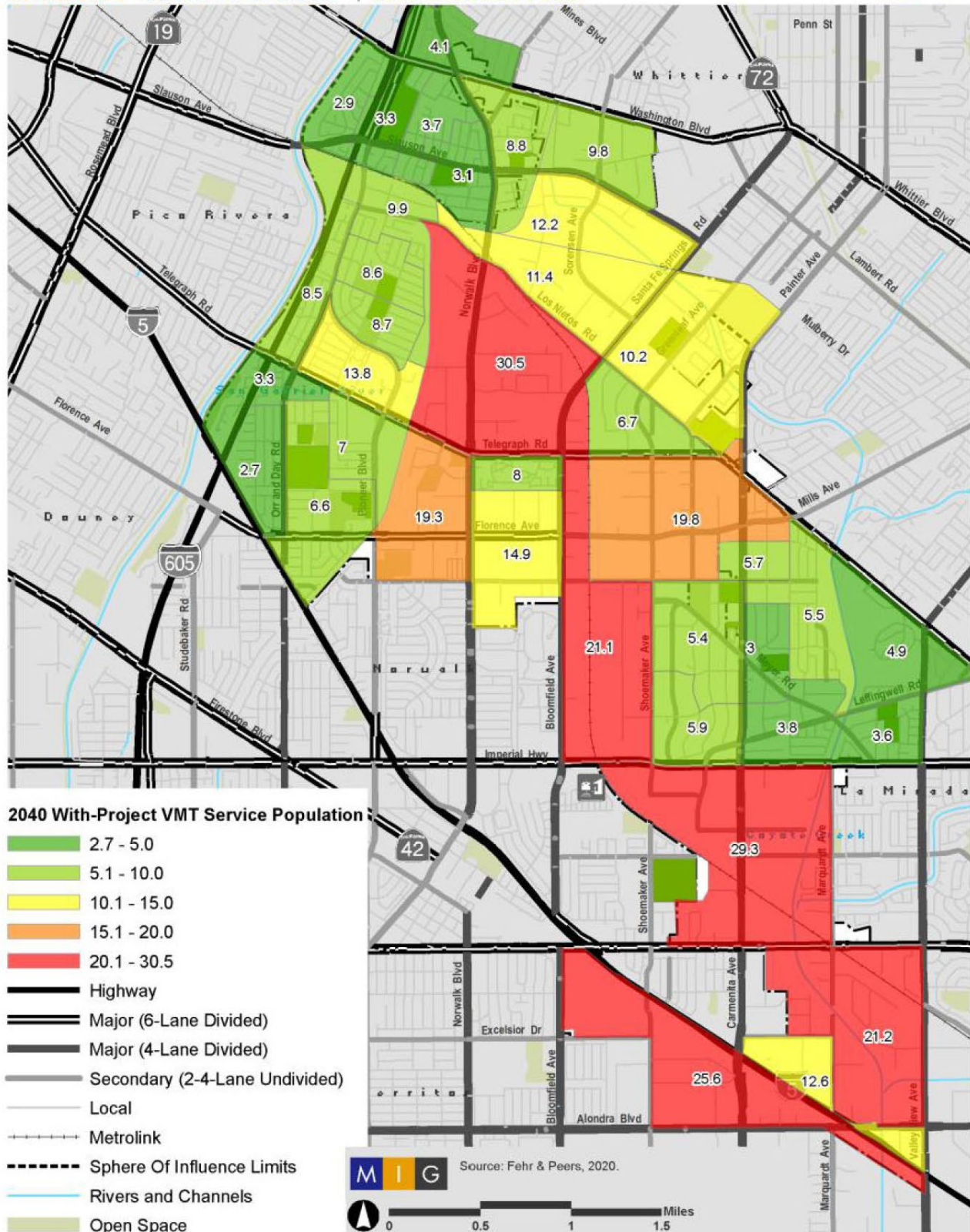
Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California

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# 2040 Cumulative Plus-Project VMT per Service Population

RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN



**Exhibit 4.17-8 2040 Cumulative Plus Project VMT per Service Population**



Santa Fe Springs General Plan and Targeted Zoning Code Update  
 Santa Fe Springs, California

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Under the Cumulative Plus Project 2040 Conditions, VMT increases to reflect additional development in the City of Santa Fe Springs. The service population of 117,761, generates 3,345,193 total VMT. This results in 29.5 VMT per service population, 15.8 VMT per resident for residential land uses, and 17.3 VMT per employee for employment land uses.

**Table 4.17-2  
VMT Summary by Scenario**

SED/VMT Metrics	2020 Existing Conditions	Cumulative Base 2040 Conditions	Cumulative Plus Project 2040 Conditions
Population	46,915	53,350	59,005
Employment	56,235	58,734	58,756
Service Population	103,150	112,084	117,761
Total VMT (Include Auto and Trucks)	3,414,318	3,294,172	3,475,193
Home-Based VMT (Production)	806,373	806,463	933,259
Home-Based Work VMT (Attraction)	1,029,560	1,009,706	1,015,470
Total VMT per Service Population	33.1	29.4	29.5
Home-Based VMT per Capita	17.2	15.1	15.8
Home-Based Work VMT per Employee	18.3	17.2	17.3

Source: Table 1, Fehr & Peers, 2021

Project-effect on VMT were estimated using the City of Santa Fe Springs and Sphere of Influence boundary and extracting the total link-level VMT for the Cumulative Base 2040 Conditions and the Cumulative Plus Project 2040 Conditions. This method is comparing how the project changes VMT on the network looking at citywide VMT per service population comparing it to the no project condition.

As shown in Table 4.17-3 (Total Link-Level Boundary VMT by Scenario), additional auto VMT is generated in the City of Santa Fe Springs because of intensified new development anticipated by 2040. However, regional VMT is reduced because of the infill nature of this development and its proximity to high quality transit, which allows people more modal travel choices and shortens trip lengths.

**Table 4.17-3  
Total Link-Level (Boundary) VMT by Scenario**

Scenario	Santa Fe Springs and SOI (Auto)	Santa Fe Springs and SOI (Truck)
2040 Cumulative Baseline	3,329,563	738,432
2040 Cumulative Plus-Project	3,475,193	715,440
% Change	1.8%	-3.1%

Source: Table 2, Fehr & Peers, 2021

The estimated Project VMT was calculated based on the City of Santa Fe Springs and Sphere of Influence boundary, but the TAZs originally drawn in the SCAG model do not fully align with the Santa Fe Springs and Sphere of Influence boundary, with six TAZs split by the border. For three of these TAZs, the Sphere of Influence portion of the data continued to be assigned to the

original TAZ, and the rest of the data was added onto an adjacent TAZ outside the Sphere of Influence. For the other three TAZs, the non-Sphere of Influence data was retained in the original TAZ, and the rest of the data was added onto an adjacent TAZ within the Sphere of Influence. The exact splits were based on a variety of factors, with some from census data, others just based on the area inside and outside the Sphere of Influence. Table 4.17-4 (VMT Impact Thresholds) shows the 15% threshold targets when applied to existing VMT levels.

**Table 4.17-4  
VMT Impact Thresholds**

Scenario	Existing	Threshold
Total VMT per (SOI) Service Population	33.1	28.1
Home-Based VMT Per Capita	17.2	14.6
Home-Based Work VMT per Employee	18.3	15.6

Source: Table 3, Fehr & Peers, 2021

Overall, the analysis shows that the SCAG model predicts VMT per capita to decrease in the future due to increased development densities and transportation patterns. However, VMT per capita in California has continued to increase over the last several years and it is uncertain how much this trend will change over time.

Analysis of VMT per service population provides a coarse assessment of how trips, which are not all home-based, affect reported VMT efficiency. Precise methodologies for calculating this metric in traffic impact studies are still being developed and are therefore less reliable. The per service population metric includes all per capita trips, but also includes all trips into or out of the City, even if these do not originate from a home in the City. The per capita metric provides a measure of travel efficiency and helps depict whether people are traveling by vehicle more or less over time and can also be used to compare the VMT efficiency of different areas.

**At this time, the City of Santa Fe Springs cannot demonstrate that VMT will be reduced to the degree that it meets state goals related to VMT reduction.** VMT reduction depends on a variety of factors, such as demographic change, household preferences for housing types and locations, the cost of fuel, and the competitiveness of regional transit relative to driving, which relates to congestion along vehicular commute routes that are not under the City's jurisdiction, and transit provided by agencies other than the City.<sup>2</sup> Further, the California Air Resources Board (CARB), who has led much of the progress towards achieving emission reductions from the transportation sector, has not gathered sufficient data to determine the effectiveness of the assumed reductions. The feasibility and effectiveness of VMT mitigation measures such as a local or regional VMT impact bank or exchange is unknown at this time. Although the findings for the Project impacts indicates the Project is beneficial for VMT efficiency and meets is expected to produce VMT at a rate that would not result in a significant impact, as discussed above the model is not sensitive to many of the factors identified above that affect VMT per person. Given that this information, and the information presented by CARB related to the trend of VMT growth across the state (going up when the regional models predict that it should be decreasing) points to the uncertainty of the model in predicting VMT, therefore, the VMT impact is considered **significant and unavoidable**.

<sup>2</sup> "Travel behavior is influenced by a number of factors including personal income, the costs of owning and operating a vehicle, mobility options, the time cost of travel, urbanization, and highway capacity... Therefore, new mobility pricing policies are necessary to encourage more efficient driving behavior, including legislation to remove barriers for MPOs and locals to implement pricing." For more information, please see California Air Resources Board (CARB) 2018 (February). SB 375 Target Update Staff Report. Available: [https://ww3.arb.ca.gov/cc/sb375/sb375\\_target\\_update\\_final\\_staff\\_report\\_feb2018.pdf](https://ww3.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf).



### Future Project Mitigation

Future projects consistent with the Housing Element will not require further VMT analysis, pursuant to the tiering provisions of CEQA. However, the significance threshold of 24.7 VMT/service population can be used for future land use amendments or other projects not within the scope of the EIR analysis. CEQA Guidelines Section 15064.3(b) allows lead agencies discretion to determine, in the context of a particular project, whether to rely on a qualitative analysis or performance-based standards. CEQA Guidelines Section 15064.7(b) allows lead agencies the discretion to select their own thresholds and allow for differences in thresholds based on context. Lead agencies also may need to balance multiple goals, such as accommodation of housing needs that may also contribute to VMT increases. Adding more impact mitigation costs to suburban housing projects may be counter to land use diversity and adequate/affordable housing goals.

The types of mitigation that affect VMT are those that reduce the number of single-occupant vehicles generated by the project. This can be accomplished by changing the land uses being proposed or by implementing Transportation Demand Management (TDM) strategies. TDM strategies have been determined to be among the most effective VMT impact mitigators. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes.

The effectiveness of identified TDM strategies is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, 2010). The strategies described in the Table 4.17-5 (Transportation Demand Management Strategies) are a sample of the options most effective in areas like the City of Santa Fe Springs.

The CAPCOA document contains detailed equations on applying these TDM reductions given the land use type and built environment context. In addition, some TDM strategies have complementary benefits on reducing VMT and need to be considered in combination and not individually. Although SB 743 does not give guidance for assessing truck VMT and reduction strategies, Table 4.17-5 presents city-level TDM strategies that can help minimize VMT impacts.

Specific VMT mitigation strategies will need to be tailored to the project characteristics and their effectiveness needs to be analyzed and documented as part of the environmental review process to determine if impacts could be mitigated or if they would remain significant and unavoidable. Given that research on the effectiveness of TDM strategies is continuing to evolve, feasible mitigation measures should be considered based on the best data available at the time a project is being considered by the City and documented accordingly in the Transportation Study Guidelines. TDM strategies and their relationship to VMT reduction is found in Attachment D of the F&P 2021 Traffic Study (DEIR Appendix G).

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**Table 4.17-5  
Transportation Demand Management Strategies**

Strategy	Description	VMT Impact	Expected VMT Reduction	Estimated Total Cost <sup>3</sup>	Estimated Cost to the City	Estimated Cost to Developers	Applicability to VMT Metrics <sup>4</sup>
<b>Adopted Plans</b>							
Provide Pedestrian Network Improvements	Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT.	Encourages people to walk within and to a Project.	CAPCOA <sup>5</sup> : 0%-2%  Adjusted <sup>6</sup> : 0.5%-5.7%	High <sup>7</sup>	High	High	Total VMT per Service Population  Home-Based VMT per Capita  Home-Based Work VMT per Employee
Provide Traffic Calming Measures	Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Project design will include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements.	Encourages people to walk or bicycle, especially for shorter trips.	CAPCOA: 0.25%-1%  Adjusted: 0%-1.7%	Low	Low	Low	Total VMT per Service Population  Home-Based VMT per Capita  Home-Based Work VMT per Employee

<sup>3</sup> Cost: Low if cost is thousands; Medium if cost is hundreds of thousands; High if cost is millions.

<sup>4</sup> means the strategy is applicable to the VMT metrics.

<sup>5</sup> Expected VMT reduction based on: *Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association (CAPCOA), 2010.

<sup>6</sup> Adjusted expected VMT reduction based on new research conducted since publication of CAPCOA guidance in 2010.

<sup>7</sup> For Pedestrian Network Improvements, other improvements associated to rebuilding and providing sidewalks - such as lighting, landscape - may add up to the cost.

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Agency Coordination							
Expand Transit Network	Expanding the local transit network by adding or modifying existing transit service to enhance the service near the project site.	Reduction in vehicle trips due to increased transit service hours or coverage. Low end of reduction is typical of project-level implementation.	CAPCOA: 0.1%-8.2%  Adjusted: 0.1%-10.5%	High	High	Low	Total VMT per Service Population  Home-Based VMT per Capita  Home-Based Work VMT per Employee
Provide a Bus Rapid Transit System	Providing a Bus Rapid Transit (BRT) system with design features for high quality and cost-effective transit service.	Encourages people to use public transit and therefore reduce VMT.	CAPCOA: 0.02%-3.2%	High	High	Low	Total VMT per Service Population  Home-Based VMT per Capita  Home-Based Work VMT per Employee
Increase Transit Service Frequency/Speed	Reducing transit-passenger travel time through more reduced headways and increased speed and reliability.	Reduction in vehicle trips due to increased transit service hours or coverage. Low end of reduction is typical of project-level implementation.	CAPCOA: 0.02%-2.5%  Adjusted: 0.3%-6.3%	Medium/High <sup>8</sup>	Medium/High	Low	Total VMT per Service Population  Home-Based VMT per Capita  Home-Based Work VMT per Employee

<sup>8</sup> Low/Medium cost, or Medium/High cost would depend on the program scale.

Programs and Policies							
Implement Commute Trip Reduction Programs - Voluntary	Implementing a voluntary Commute Trip Reduction (CTR) program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. This strategy does not require monitoring, reporting, or established performance standards.	Encourages alternatives to commuting in single-occupancy vehicles.	CAPCOA: 1%-6.2% Adjusted: 1%-6.0%	Medium	Medium	Low	Total VMT per Service Population Home-Based VMT per Capita Home-Based Work VMT per Employee
Implement Commute Trip Reduction Programs – Required Implementation/ Monitoring	Implementing a Commute Trip Reduction (CTR) ordinance. The intent of the ordinance will be to reduce drive-alone travel mode share and encourage alternative modes of travel. The critical components of this strategy are: <ul style="list-style-type: none"> <li>Established performance standards (e.g. trip reduction requirements)</li> <li>Required implementation</li> <li>Regular monitoring and reporting</li> </ul>	Commute VMT reduction due to employer-based mode shift program with required monitoring and reporting.	CAPCOA: 4.2%-21.0%	Medium	Medium	Low	Total VMT per Service Population Home-Based VMT per Capita Home-Based Work VMT per Employee
Implement Subsidized or Discounted Transit Program	Providing subsidized/discounted daily or monthly public transit passes or providing free transfers between all shuttles and transit to participants. These passes can be partially or wholly subsidized by the employer, school, or development. Many entities use revenue from parking to offset the cost of such a project.	1] Reduction in vehicle trips in response to reduced cost of transit use, assuming that 10-50% of new bus trips replace vehicle trips.  2] Reduction in commute trip VMT due to employee benefits that include transit.  3] Reduction in all vehicle trips due to reduced transit fares system-wide, assuming 25% of new transit trips would have been vehicle trips.	CAPCOA: 0.3%-20%  Adjusted: 1] 0.3%-14% 2] 0-16% 3] 0.1%-6.9%	Low	Low	Low	Total VMT per Service Population Home-Based VMT per Capita Home-Based Work VMT per Employee

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Provide Employer-Sponsored Vanpool/Shuttle	Implementing an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers.	<p>1] Reduction in commute vehicle trips due to implementing employer-sponsored vanpool and shuttle programs.</p> <p>2] Reduction in commute vehicle trips due to vanpool incentive programs.</p> <p>3] Reduction in commute vehicle trips due to employer shuttle programs.</p>	<p>CAPCOA: 0.3%-3.4%</p> <p>Adjusted:</p> <p>1] 0.5%-5.0%</p> <p>2] 0.3%-7.4%</p> <p>3] 1.4%-6.8%</p>	High on the Provider side.	<p>High if Public Provider.</p> <p>Low if Private provider.</p>	<p>Low if Public Provider.</p> <p>High if Private provider.</p>	<p>Total VMT per Service Population</p> <p>Home-Based VMT per Capita</p> <p>Home-Based Work VMT per Employee</p>
Encourage telecommuting and Alternative Work Schedules	Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered start times, flexible schedules, or compressed work weeks.	Reduces the number of days employees need to work and/or shifts commute time outside of peak periods to avoid adding congestion.	<p>CAPCOA: 0.07%-5.5%</p> <p>Adjusted: 0.2%-4.5%</p>	Low IF less than 0.25% of current employees in Santa Fe Springs participate. Medium IF 0.25%-2.5% employees participate. High if >2.5% employees participate.	Depending on the program eligibility	Depending on the program eligibility	<p>Total VMT per Service Population</p> <p>Home-Based VMT per Capita</p> <p>Home-Based Work VMT per Employee</p>
<b>Parking Policy/Pricing</b>							
Limit Parking Supply	Projects can change parking requirements and types of supply within the Project site to encourage "smart growth" development and alternative transportation choices by project residents and employees.	Encourages alternatives to the use of single-occupancy vehicles.	<p>CAPCOA: 5%-12.5%</p> <p>Adjusted: 5%-30%<sup>9</sup></p>	Low	Low	Low	<p>Total VMT per Service Population</p> <p>Home-Based VMT per Capita</p> <p>Home-Based Work VMT per Employee</p>

<sup>9</sup> Newer research shows that VMT reductions for residential land use could be up to 30% in suburban locations. VMT reduction in the City of Santa Fe Springs would depend on local factors such as land use, built environment, and parking policies.

<p>Unbundle Parking Costs from Property Cost</p>	<p>Unbundling separates parking from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost.</p>	<p>Reduction in VMT, primarily for residential uses, based on a range of elasticities for vehicle ownership in response to increased residential parking fees. Does not account for self-selection. Only applies if the city does not require parking minimums and if on-street parking is priced and managed (i.e., residential parking permit districts).</p>	<p>CAPCOA: 2.6%-13% Adjusted: 2%-12%</p>	<p>Low</p>	<p>Low</p>	<p>Low/Medium depending on specific parking policy.</p>	<p>Total VMT per Service Population Home-Based VMT per Capita Home-Based Work VMT per Employee</p>
<p><i>Supportive Infrastructure</i></p>							
<p>Increase Transit Accessibility</p>	<p>Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT.</p>	<p>1] VMT reduction when a transit station is provided within 1/2 mile of development (compared to VMT for sites located outside a 1/2 mile radius of transit). 2] Reduction in vehicle trips due to implementing Transit Oriented Development (TOD).</p>	<p>CAPCOA: 0.5%-24.6% Adjusted: 0%-5%.</p>	<p>Low</p>	<p>Low</p>	<p>Low</p>	<p>Total VMT per Service Population Home-Based VMT per Capita Home-Based Work VMT per Employee</p>
<p>Implement Bike-Sharing Programs</p>	<p>Establishing a bike sharing program with stations at regular intervals throughout the project site. The number of bike-share kiosks throughout the project area should vary depending on the density of the project and surrounding area.</p>	<p>Has minimal impacts when implemented alone. This strategy's effectiveness is heavily dependent on the location and context. Should be combined with Bike Lane Street Design and Improve Design of Development.</p>	<p>Grouped strategy</p>	<p>Medium/High</p>	<p>Medium/High</p>	<p>Low</p>	<p>Total VMT per Service Population Home-Based VMT per Capita Home-Based Work VMT per Employee</p>

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<p>Provide Ride-Sharing Programs</p>	<p>Promoting ride-sharing programs through a multi-faceted approach such as:</p> <ul style="list-style-type: none"> <li>• Designating a certain percentage of parking spaces for ride sharing vehicles;</li> <li>• Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles;</li> <li>• Providing an app or website for coordinating rides.</li> </ul>	<p>Increasing the vehicle occupancy by ride sharing will result in fewer cars driving the same trip, and thus a decrease in VMT.</p>	<p>CAPCOA: 1%-15%</p> <p>Adjusted: 2.5%-8.3%</p>	<p>High on the Provider side.</p>	<p>High</p>	<p>Low</p>	<p>Total VMT per Service Population</p> <p>Home-Based VMT per Capita</p> <p>Home-Based Work VMT per Employee</p>
<p>Implement Commute Trip Reduction Marketing</p>	<p>Implementing marketing strategies to reduce commute trips through new employee orientation of trip reduction and alternative mode options, event promotions and publications.</p>	<p>1] Vehicle trips reduction due to CTR marketing.</p> <p>2] Reduction in VMT from institutional trips due to targeted behavioral intervention programs.</p>	<p>CAPCOA: 0.8-4.0%</p> <p>Adjusted: 1] 0.9%-26%</p> <p>2] 1%-6%</p>	<p>Low</p>	<p>Low</p>	<p>Low</p>	<p>Total VMT per Service Population</p> <p>Home-Based VMT per Capita</p> <p>Home-Based Work VMT per Employee</p>
<p>Implement Car-Sharing Program</p>	<p>Implementing car-sharing programs allows people to have on-demand access to a shared fleet of vehicles on an as-needed basis, as a supplement to trips made by non-SOV modes. Transit station-based programs focus on providing the “last-mile” solution and link transit with commuters’ final destinations. Residential-based programs work to substitute entire household based trips. Employer-based programs provide a means for business/day trips for alternative mode commuters and provide a guaranteed ride home option. The reduction shown here assumes a 1%-5% penetration rate.</p>	<p>Reduces need to own a vehicle or the number of household vehicles.</p>	<p>CAPCOA: 0.4%-0.7%</p> <p>Adjusted: 0.3%-1.6%</p>	<p>High on the provider side.</p>	<p>Low</p>	<p>High</p>	<p>Total VMT per Service Population</p> <p>Home-Based VMT per Capita</p> <p>Home-Based Work VMT per Employee</p>



### Key Opportunity Sites

As future development projects, the four key opportunity sites will require an analysis of VMT and other related transportation issues (i.e., pedestrian and bicycle access plus transit) consistent with CEQA and the Connect SoCal program by SCAG.

### General Plan Update

Goal C-8 of the Circulation Element and its policies will support the City's efforts in the future to reduce and minimize additional VMT within the City and surrounding areas. Policy C-8.1 will help integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions. Policy C-8.2 will identify the most appropriate transportation management strategies to reduce VMT. Policy C-8.3 will encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking). In addition, Policy C-8.4 will encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations. Policy C-8.5 encourages employee work hour variability, Policy C-8.6 encourages ridesharing, and Policy C-8.7 requires the City to consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.

Based on the availability of non-vehicular transportation options outlined in the proposed GPTZCU Circulation Goals C-1 through C-11 and their attendant policies (shown above in Section 4.17.2), the proposed GPTZCU will help reduce VMT within the City and Planning Area to the greatest extent feasible at this time. In the future, specific mitigation implemented on specific development projects may ultimately help reduce the City's VMT to below regional thresholds. However, at this time for this programmatic CEQA level analysis, the GPTZCU will conflict and be inconsistent with CEQA guidelines section 15064.3, subdivision (b) because it will not reduce City-wide VMT below regional thresholds. Therefore, impacts are potentially significant and unavoidable.

### **Level of Significance Before Mitigation**

Significant and Unavoidable (programmatic level).

### **Mitigation Measures**

None feasible at programmatic level.

### **Level of Significance After Mitigation**

Significant and Unavoidable (programmatic level).

### **Design Feature Hazards**

***Impact TRANS-3– Would the GPTZCU substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

### **Analysis of Impacts**

The City's street and intersection network is laid out in a grid pattern with a hierarchy of roadways by width and purpose. An overarching goal of the General Plan is to protect the health and safety of its residents and workers. The Circulation Element supports this effort by maintaining safe and efficient streets and intersections. Where traffic safety issues are

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identified, the City works to correct any structural deficiencies in a timely manner to the degree practical. New housing projects under the GPTZCU would be required to comply with CEQA, and one of the transportation issues that must be addressed is to identify traffic hazards due to geometric design. The EIR for the GPTZCU has been prepared at a programmatic level, but future housing projects would be required to prepare project-level CEQA documentation. At that time any specific traffic hazards due to geometric design around the housing project site would be identified and mitigated to the extent possible or practical under CEQA.

##### Key Opportunity Sites

Future development of the four key opportunity sites will require an analysis of transportation issues including access and if there are any street or intersection geometrics that affect public safety.

##### General Plan Update

Goal C-1 of the Circulation Element and its policies seek to provide a safe mobility network throughout the City including vehicles and non-vehicular modes of transportation. Goal C-2 and its policies address roads and intersections while Goal C-9 and its policies attempt to minimize congestion on local roadways.

The City's development review process will also assure that future development under the GPTZCU will be consistent with these policies and thus prevent a significant increase in traffic hazards.

Based on the availability of non-vehicular transportation options outlined in the proposed GPTZCU Circulation Goals C-1 through C-11 and their attendant policies (shown above in Section 4.17.2), the proposed GPTZCU will help minimize street or intersection geometries that cause risks to public health or safety. Therefore, the GPTZCU will not substantially increase hazards due to any geometric design features. Impacts are less than significant in this regard.

##### **Level of Significance Before Mitigation**

Less than significant.

##### **Mitigation Measures**

None required.

##### **Emergency Access**

##### ***Impact TRANS-4 – Would the GPTZCU result in inadequate emergency access?***

##### **Analysis of Impacts**

##### City-wide

As outlined in Impact TRANS-3 above, the City's streets and intersections are laid out in a grid pattern with a hierarchy of roadways by width and purpose. An overarching goal of the General Plan is to protect the health and safety of its residents and workers, which includes efficient access for emergency vehicles. The Circulation Element supports this effort by maintaining safe and efficient streets and intersections.

New housing projects under the GPTZCU would be required to comply with CEQA and one transportation issue (as outlined above) is to determine if the project would result in inadequate emergency access. The EIR for the GPTZCU has been prepared at a programmatic level, but

future housing projects would be required to prepare project-level CEQA documentation. At that time, any specific improvements needed to maintain adequate emergency access would be identified and required of the development to the extent possible or practical under CEQA.

#### Key Opportunity Sites

Future development of the four key opportunity sites will require an analysis of transportation issues including regular and emergency access and if there are any street or intersection limitations that could affect public safety.

#### General Plan Update

Goal C-1 of the Circulation Element and its policies seek to provide a safe mobility network throughout the City including vehicles and non-vehicular modes of transportation. Goal C-2 and its policies address roads and intersections while Goal C-9 and its policies attempt to minimize congestion on local roadways.

The City's development review process will also assure that future development under the GPTZCU will be consistent with these policies and thus allow for adequate emergency access.

Based on the proposed GPTZCU Circulation Goals C-1 through C-11 and their attendant policies (shown above in Section 4.17.2), the proposed GPTZCU will help maintain adequate emergency access to future development, including the four key opportunity sites. Therefore, the GPTZCU will not result in inadequate emergency access. Impacts are less than significant in this regard.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Cumulative Impacts**

#### ***Impact TRANS-4 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to transportation and traffic?***

#### **Analysis of Impacts**

Future development under the GPTZCU will add housing in a jobs rich area but may nonetheless contribute additional traffic on local and regional networks and hinder compliance with the state and regional VMT reduction goals outlined in SCAG's RTP/SCS ("Connect SoCal") as outlined in Impact TRANS 2 above. Future regional transportation network improvements and transportation demand management (TDM) factors that SCAG has assumed for 2040 will incrementally help reduce regional VMT in the coming years as the SCAG RTP/SCS are implemented at the local level, including the City of Santa Fe Springs. For example, increased Metrolink transit opportunities will help support a mode shift from autos to transit. In addition, SCAG's RTP/SCS assumes that several TDM factors, such as increased auto ownership costs, shifts to telecommuting, and further implementation of regional trip reduction strategies, will help contribute to this mode shift as well.

However, Impact TRANS-2 above did conclude the GPTZCU could have significant and unavoidable VMT impacts and there were no feasible programmatic mitigation measures that were applicable to the GPTZCU at this time. To the degree practical, VMT mitigation measures

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as appropriate will be applied to specific development projects in the future, including the four key opportunity sites. With this future site-specific mitigation, the GPTZCU will not make a significant contribution to any cumulatively considerable transportation impacts, including VMT.

##### **Level of Significance Before Mitigation**

Significant and Unavoidable (increased VMT).

##### **Mitigation Measures**

Significant and Unavoidable (increased VMT).

#### **4.17.5 – REFERENCES**

City of Santa Fe Springs. City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan. Prepared by MIG. August 2020.

Fehr & Peers (F&P 2021). Santa Fe Springs General Plan Update, Transportation Report. Fehr and Peers, June 25, 2021.

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## 14.18 – Tribal Cultural Resources

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This section addresses potential impacts to Tribal Cultural Resources (TCR) associated with the General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are impacts to Native American sites, features, places, cultural landscapes, sacred places, and objects with cultural value to Native American tribes that are identified within CEQA Guidelines: whether the GPTZCU will cause a substantial adverse change in the significance of a tribal cultural resources, or objects with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, or a resources determined by the Lead Agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

### 4.18.1 – ENVIRONMENTAL SETTING

Tribal Cultural Resources are the physical artifacts associated with the spiritual and religious lives of Native people that ties them together with their environment, each other, and their place in the universe. Before the arrival of Spanish settlers in the 1700s, the area that would later become Santa Fe Springs consisted of Tongva People that inhabited a village called Sejatnga near the current City of Whittier and the San Gabriel River. By 1806, the Tongva were providing labor for Spanish missions. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills. Puente Hills, located in the largely unincorporated area just north of the City of Whittier, contains archaeological and paleontological resources that pre-date Spanish and Mexican land grants, dating back thousands of years and reflecting Native American settlement patterns (Santa Fe Springs, 2020). Given the long history of Native American settlement in the region, there is a high probability of finding archaeological resources in the Planning Area.

### 4.18.2 – REGULATORY FRAMEWORK

#### Federal

**National Historic Preservation Act of 1966.** Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings.

**Section 106 of the Federal Guidelines.** Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. The Section 106 process also gives

Federally recognized Native American Tribes the chance to consult and comment on the project before it can be finalized.

**Native American Graves Protection and Repatriation Act of 1990.** The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

#### **State**

**Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991.** Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

**California Native American Graves Protection and Repatriation Act of 2001.** Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to “provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

**California Assembly Bill 52.** AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

**Senate Bill (SB) 18.** California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission’s SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

## Local

### 2021 General Plan Update

The GPTZCU contains the following goals and policies to help identify and protect tribal cultural resources within the Planning Area:

#### *Land Use Element*

**Goal LU-12: City’s historical and cultural assets are protected, preserved, and celebrated.**

**Policy LU-12.3: Archaeological Resources.** Assure that all development properly addresses the potential for subsurface archeological deposits by requiring archaeological surveys during the development review process as appropriate.

**Policy LU-12.4: Cultural Resources.** Review all development and redevelopment proposals for the possibility of cultural resources, including the need for individual cultural resource studies, including subsurface investigations.

### 4.18.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

- A. Causes 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:
  - i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

- B. Would the project cause substantial adverse cumulative impacts with respect to tribal cultural resources.

#### 4.18.4 – IMPACTS AND MITIGATION MEASURES

***Impact TRC-1 – Would the GPTZCU 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: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k),***

##### **Analysis of Impacts**

###### City-wide

The definition for a Tribal Cultural Resource (TCR) is described in Section 4.18.3, above. There are no known TCRs in the City of Santa Fe Spring that are not archaeological in nature. This means that there are no landscapes, places that are not archaeological sites, or other non-archaeological features that could be a TCR within the Planning Area. Analysis, therefore, will consider impacts to TCRs in a similar way as to prehistoric archaeological resources.

Prior to European contact, the Planning Area was inhabited by the Gabrieleño Indian Tribe for many thousands of years. Development began in the Santa Fe Springs area in the first half of the 19<sup>th</sup> century, but the surrounding area is known to contain archaeological resources that pre-date Spanish and Mexican land grants. Additionally, the Planning Area is located adjacent to the modern route of the San Gabriel River. The river in prehistory changed its course with winter floods and would have flowed over the alluvial soils in the planning area. Native Americans would have used the natural resources of the San Gabriel River and its tributaries as a source of water and food. It is almost certain the planning area would have been utilized heavily by the indigenous people living in this area for thousands of years.

Much of the City is heavily developed, greatly reducing the potential for the discovery of TCRs. Areas that could have potential for discovery include undeveloped land, and prior development with shallow foundations.

###### Key Opportunity Sites

Three of the four opportunity sites are developed and all are in urbanized settings - only the MC&C site is currently vacant. None of these sites contain any identified archaeological or tribal cultural resources. Due to their past level of disturbance, it is unlikely that development of the sites would require cultural resource assessments. However, due to the long history of Native American occupation in the Los Angeles basin, developers of these sites should enter into grading monitoring agreements with the appropriate Native American tribal representatives.

###### Native American Consultation

Native American Consultation is required per SB18 when a General Plan, or General Plan Update is prepared, and must be conducted before the General Plan Update is adopted. On February 17, 2021, the City sent notices to the following nine (9) Native American Tribes/Tribal Representatives for both SB 18 and AB 52 to determine if they wished to consult with the City regarding the GPTZCU:



**Native American Tribal Group**

Gabrieleno Band of Mission Indians - Kizh Nation  
 Gabrieleno/Tongva San Gabriel Band of Mission Indians  
 Gabrielino /Tongva Nation  
 Gabrielino Tongva Indians of California Tribal Council  
 Gabrielino-Tongva Tribe  
 Juaneno Band of Mission Indians - Acjachemen Nation  
 Santa Rosa Band of Cahuilla Indians  
 Soboba Band of Luiseno Indians  
 Soboba Band of Luiseno Indians

**Tribal Representative**

Andrew Salas, Chairperson  
 Anthony Morales, Chairperson  
 Sandonne Goad, Chairperson  
 Robert Dorame, Chairperson  
 Charles Alvarez  
 Matias Belardes, Chairperson  
 Lovina Redner, Tribal Chair  
 Scott Cozart, Chairperson  
 Joe Ontiveros

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and only the Gabrieleno Band of Mission Indians - Kizh Nation initially indicated a desire to consult with the City on the GPTZCU. However, upon learning there was no specific ground disturbance proposed, Ms. Brandy Salas with that tribe indicated in an email to Mrs. Anh Wood with the City dated May 11, 2021 that they no longer needed to consult regarding the GPTZCU but would want to consult with the City on any future actions that did result in ground disturbance. This information is also included in Section 4.5 (Cultural Resources).

**General Plan Update**

Even with the heavily developed nature of the City, the Land Use Element of the proposed GPTZCU does contain Goal LU-12 which emphasizes protecting and preserving the City’s cultural heritage. Its supporting Policy LU-12.3 will assure that all development addresses the potential for subsurface archeological deposits (which may or may not be tribal cultural resources) by requiring archaeological surveys during the development review process when appropriate.

In addition, Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works or other City-sponsored project, to comply with state law if human remains are found during excavation.

The General Plan Update goals and policies serve to protect existing tribal resources by analyzing all proposed projects for the need for cultural resources surveys at the proposal stage. With these goals and policies, the City’s development requirements to review CEQA documents for impacts to archaeological resources and required AB52 consultation for Negative Declarations, Mitigated Negative Declarations, and EIRs, potential impacts to tribal cultural resources by future development within the Planning Area, including the four key opportunity sites, will be less than significant.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None Required.

### Change TCR Significance

***Impact TRC-2 – Would the GPTZCU 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: (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

### Analysis of Impacts

#### City-wide

The definition for a Tribal Cultural Resource (TCR) is described in Section 4.18.3, above. This includes all cultural resources, with cultural value to a California Native American tribe that meets the criteria for inclusion on the California Register of Historical Resources (CRHR).

This definition excludes cultural resources that ordinarily would be ineligible for inclusion on the CRHR. This impact considers TCRs that are not eligible for inclusion on the CRHR (i.e., if there is not a demonstrable public interest in that information, it does not possess a special and particular quality such as being the oldest of its type or the best available example of its type, and it is not directly associated with a scientifically recognized important prehistoric event or person).

#### Key Opportunity Sites

Three of the four opportunity sites are developed and all are in urbanized settings - only the MC&C site is currently vacant. None of these sites contain any identified archaeological or tribal cultural resources. Due to their past level of disturbance, it is unlikely that development of the sites would require cultural resource assessments. However, due to the long history of Native American occupation in the Los Angeles basin and the nearby Puente Hills, developers of these sites should enter into grading monitoring agreements with the appropriate Native American tribal representatives.

#### General Plan Update

Even with the heavily developed nature of the City, the Land Use Element of the proposed GPTZCU does contain Goal LU-12 which emphasizes protecting and preserving the City's cultural heritage. Its supporting Policy LU-12.3 will assure that all development addresses the potential for subsurface archeological deposits (although they may or may not be the same as tribal cultural resources) by requiring archaeological surveys during the development review process when appropriate.

In addition, Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works project, to comply with state law if human remains are found during excavation.

Native American consultation, as prescribed by SB18 and AB52 helps prevent impacts to cultural resources that are ordinarily not eligible for protection under CEQA. Additionally, Public Resources Code section 5024.1, ensures that the lead agency shall consider the significance of the resource to a California Native American tribe.

The General Plan Update goals and policies serve to protect existing resources by analyzing proposed projects for the need for cultural resources surveys at the proposal stage. By following these goals and policies, complying with existing regulations in Public Resources Code section 5024.1, potential impacts to tribal cultural resources within the Planning Area will be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Cumulative Impacts**

***Impact TCR-3 - Would the GPTZCU cause substantial adverse cumulative impacts with respect to tribal cultural resources?***

#### **Analysis of Impacts**

Prior to European contact, the Planning Area was inhabited by the Gabrieleño Indian Tribe for many thousands of years. The Planning Area is located adjacent to the modern route of the San Gabriel River. The river in prehistory changed its course with winter floods and would have flowed over the alluvial soils in the Planning Area. Native Americans would have used the natural resources of the San Gabriel River and its tributaries as a source of water and food. It is almost certain the Planning Area would have been utilized heavily by the indigenous people living in this area for thousands of years.

There is a potential for archaeological/Tribal Cultural Resources (TCRs) to exist within the Planning Area, particularly in the few remaining undeveloped areas of the City, or where existing older foundations are shallow, and where archaeological resources, including human remains, could remain below the prior level of disturbance. Therefore, it is possible that earthwork within the City or surrounding jurisdictions may disturb Native American tribal cultural or archaeological resources. State law requires local jurisdictions, including the City, to consult with local Native American tribal representatives when development or public works projects may affect tribal cultural resources (i.e., SB 18 and AB 52). This government-to-government consultation process is critical to identifying actions that could have significant impacts on tribal cultural resources before any ground disturbance occurs in the surrounding region.

On a cumulative level, impacts to tribal cultural resources from both the Planning Area and the surrounding jurisdictions (i.e. the cities of Norwalk, Downey, Pico Rivera, Whittier, La Mirada, Cerritos, and unincorporated Los Angeles County) should be considered. These jurisdictions contain TCRs which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying TCRs results in a permanent loss of resources that can never be replaced, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to TCRs.

The Land Use Element of the proposed GPTZCU contains Goal LU-12 and its Policy LU-12.3 which will identify, preserve, and protect the City's TCRs and ensure that potential resources are analyzed and protected (as outlined in Impacts TCR-1 and TCR-2).

#### 4.18 – Tribal Cultural Resources

Existing regulations ensure that the City considers the significance of all cultural resources which have cultural value to a Native American tribe. Incorporating this regulation into the development process helps ensure that TCRs are protected where they would otherwise not be by CEQA.

Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

By adopting the General Plan Update goals and policies, following required laws and regulations, and continuation of the City's required CEQA review of all development projects, the potential cumulative impacts to cultural resources will be minimized, and future development in the City of Santa Fe Springs under the GPTZCU will not make a significant contribution to any cumulative regional impacts on cultural resources.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **4.18.5 – REFERENCES**

California Health and Safety Code, Section 7050.5.

Public Resources Code section 5024.1

California Public Resources Code Section 5097.

California State Parks, 2021. *California Register of Historical Resources*.  
<https://ohp.parks.ca.gov/ListedResources/> website (accessed March 12, 2021)

City of Santa Fe Springs, 1994. *The General Plan of Santa Fe Springs, Open Space Conservation Element*.  
(<https://www.santafesprings.org/civicax/filebank/blobdload.aspx?blobid=7152> website accessed March 12, 2021).

City of Santa Fe Springs, 2020. Public Draft *City of Santa Fe Springs Existing Conditions Technical Report 2040 General Plan*.  
([https://www.reimaginesantafesprings.org/files/managed/Document/69/SFS\\_GenPlan\\_Exist\\_CondsRprt\\_08-2020.pdf](https://www.reimaginesantafesprings.org/files/managed/Document/69/SFS_GenPlan_Exist_CondsRprt_08-2020.pdf) website accessed March 12, 2021).

National Park Service, 2021. *National Register of Historic Places*  
<https://www.nps.gov/subjects/nationalregister/database-research.htm> website (accessed March 12, 2021)

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## 4.19 – Utilities and Service Systems

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This EIR chapter addresses utilities and service systems impacts associated with the proposed General Plan and Targeted Zoning Code Update (GPTZCU). Issues of interest are utilities and service systems impacts identified by the CEQA Guidelines: whether the GPTZCU will require or result in the relocation or construction of new or expanded water, wastewater treatment, or other facilities; will have sufficient water supplies; will result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's demand in addition to existing commitments; will generate solid waste in excess of standards; and will comply with regulations related to solid waste.

### 4.19.1 – ENVIRONMENTAL SETTING

This section addresses how water and sewer service and flood control infrastructure are provided through public utilities and contract services.

#### Water Service

Five water providers/districts serve the Planning Area, as shown in Exhibit 4.19-1, Water Facilities, and described in detail below.

**City of Santa Fe Springs Water Utility Authority.** The City of Santa Fe Springs Water Utility Authority is the retail water supplier that provides service for most of the City, covering approximately 90% of the land area within the City. The service area is approximately 85% commercial and industrial, and 15% residential. The City's historical water supply sources include local groundwater pumped from City wells, treated groundwater through the Water Quality Protection Program, treated imported water purchased from Metropolitan Water District through Central Basin Municipal Water District (CBMWD), and recycled water supplies provided by CBMWD.

**Golden State Water Company.** Golden State Water Company is a public utility water company that serves primarily residential customers in unincorporated portions east of the City (within the Sphere of Influence).

**Orchard Dale Water District.** The Orchard Dale Water District primarily serves residential customers in unincorporated neighborhoods east of the City. Most water is drawn from aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin.

**San Gabriel Valley Water Company.** The San Gabriel Valley Water Company is an investor-owned water utility that provides water service to the northern section of the City and adjacent unincorporated areas.

**Suburban Water Systems.** Suburban Water Systems is a public utility water company that provides water service primarily to residential customers in unincorporated areas east of the City. Most water is drawn from groundwater through the City of Whittier from active deep wells located in the Whittier Narrows area.

Service providers serving Santa Fe Springs and surrounding unincorporated areas also receive groundwater from the Central Basin Water Quality Protection Program facility located in the

Central Basin, and surface water distributed by Metropolitan Water District of Southern California sourced from the Colorado River and the State Water Project in Northern California. Recycled water is used within the City's service area for landscape irrigation at parks, schools, athletic fields, roadway medians, and business complexes, and for industrial purposes.

Since the majority of the Planning Area is built out, the Urban Water Management Plans of the water service providers do not anticipate significant population growth and demand increases. The City's 2015 Urban Water Management Plan indicates sufficient water supply for projections through 2040, based on the existing general plan. Planned infrastructure improvements include a water treatment facility to treat iron, manganese, hydrogen sulfite and water color, and to reintroduce a City well that has not been in use since 2014 due to contaminants. Planned capacity improvements within Santa Fe Springs are primarily to update existing infrastructure and maintain adequate fire flows. To promote water conservation, the City encourages replacing existing lawn with drought-tolerant landscaping and other modes of water conservation.

### **Groundwater**

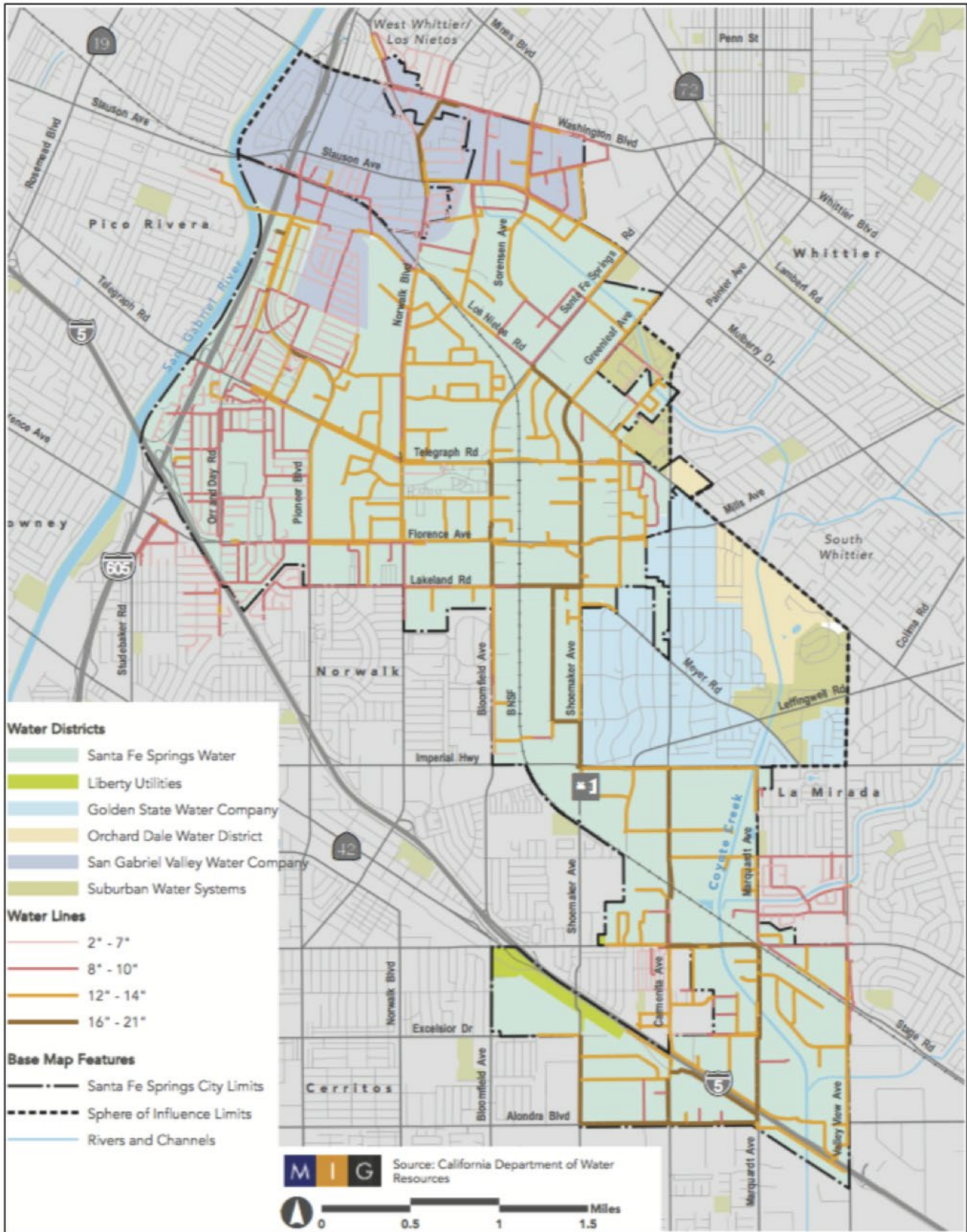
Santa Fe Springs is located over the Central Basin groundwater basin. On its north, the Central Basin is bounded by the Hollywood Basin, and that boundary runs through the City of Los Angeles. The remainder of the northern boundary of the Central Basin extends along the Merced Hills, across Whittier Narrows, and then along Puente Hills. The Central Basin consists of four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. The California Department of Water Resources does not identify the Central Basin as being in overdraft (as of 2020). The City owns three wells: Wells No. 1, 2, and 12. Well No. 1 was placed on standby in 2014 as a result of poor water quality. Well No. 2 has been on standby since 2008 due to water quality problems. Well No. 12 was drilled in 2013 and has been inactive since 2013 due to water quality issues. Wells No. 2 and No. 12 have production capacities of 1,900 and 2,000 gallons per minute, respectively. Water treatment facilities are planned for Wells No. 2 and No. 12. The City produced groundwater from the Central Basin from 2009 to 2014 from Well No. 1. The City has not pumped any groundwater from its wells since 2015.

### **Wastewater**

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD) and maintained by Consolidated Sewer Maintenance District (CSMD). The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions, as shown in Exhibit 4.19-2, Wastewater Facilities. Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant (LCWRP) and Long Beach Water Reclamation Plant (LBWRP); after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River.

### **Stormwater**

The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD) which conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries, such as Coyote Creek. Exhibit 4.19-3 shows the stormwater facilities.



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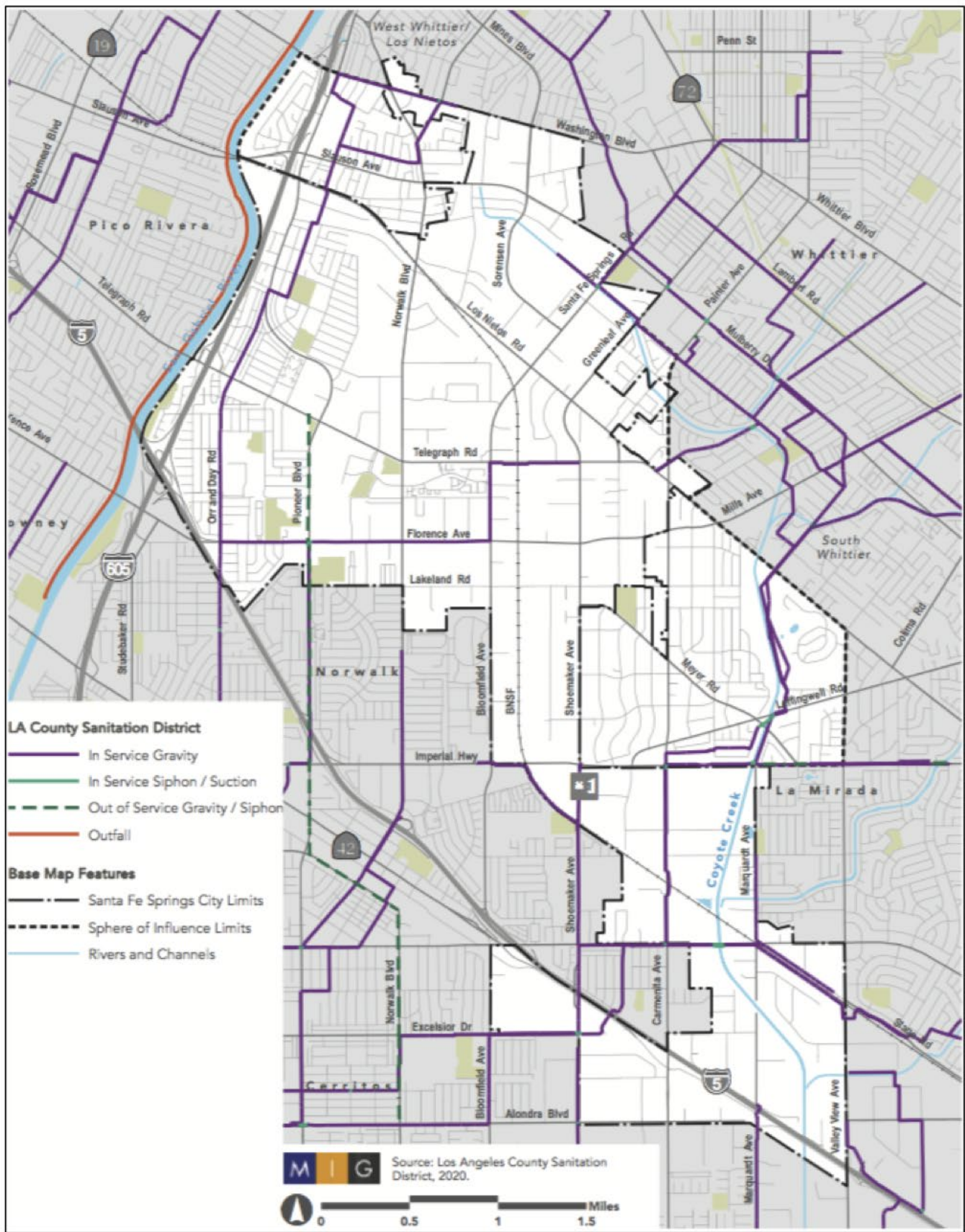
## Exhibit 4.19-1 Water Facilities

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California

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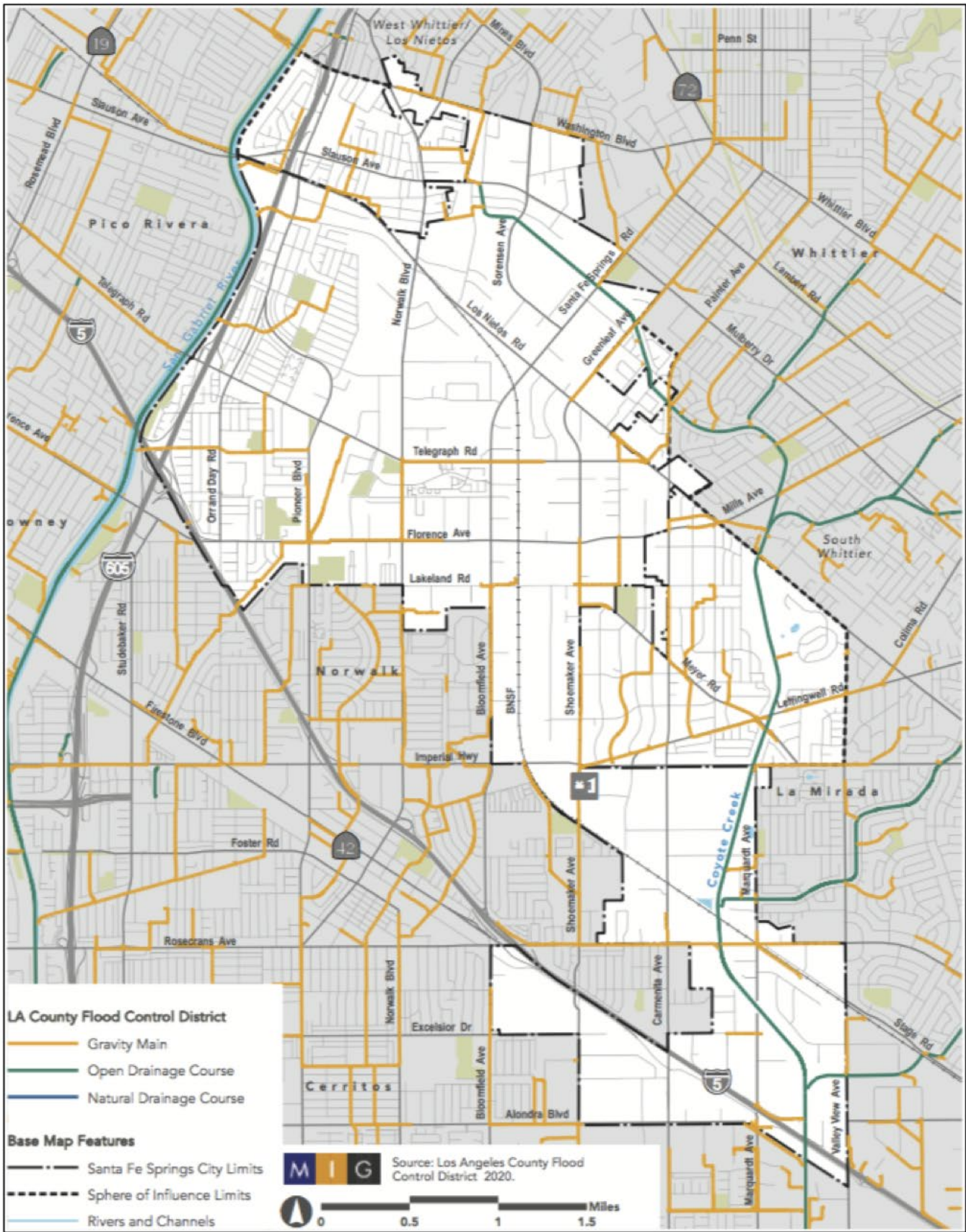


## Exhibit 4.19-2 Wastewater Facilities

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California

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### Exhibit 4.19-3 Stormwater Facilities

Santa Fe Springs General Plan and Targeted Zoning Code Update

Santa Fe Springs, California

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High concentrations of impervious surfaces in intensive urban areas, like Santa Fe Springs and surrounding vicinities, have contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The San Gabriel River is impaired by pollutants, including selenium and metals, such as copper, lead, and zinc. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials, such as galvanized steel, that are exposed to rain.

Santa Fe Springs, along with 12 other local cities and the LAFCD, formed the Lower San Gabriel River Watershed Management Group. The group attained a Los Angeles County National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit in 2013 and created a Watershed Management Program in 2015 to implement watershed control measures and reduce discharge of stormwater pollutants. In accordance with the Watershed Management Program, Santa Fe Springs set a final compliance milestone to capture and treat 2.1 acre-feet of stormwater in the Coyote Creek Watershed and 4.9 acre-feet of stormwater in the San Gabriel River Watershed by 2026.

**National Pollutant Discharge Elimination System (NPDES) Compliance.** The National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the federal Clean Water Act, the NPDES permit program authorizes state governments to perform many permitting, administrative, and enforcement aspects of the program. To comply with the NPDES permit and reduce stormwater pollution, the City has implemented the following measures detailed below as part of their Gateway Proposition 84 Project:

- Plan Review and Implementation of Construction and Post-Construction Water Quality Best Management Practices (BMPs) for Development and Redevelopment;
- Low Impact Development (LID);
- Regenerative Street Sweeping; and
- Participation in the Gateway Region of Los Angeles LID BMP Program (installation of two tree box filters on the eastside of Norwalk Boulevard, south of Hawkins street, and on Shoemaker Avenue, north of Sandoval Street).

**Best Management Practice for Water Pollution.** Best management practices (BMPs) is a term used to describe a type of water pollution control. Stormwater management BMPs are control measures taken to mitigate changes to both quantity and quality of urban runoff caused through changes to land use. Generally, BMPs focus on water quality problems caused by increased impervious surfaces from land development. BMPs are designed to reduce stormwater volume, peak flows, and/or nonpoint source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. Types of BMPs include infiltration basin, bioretention, constructed wetlands, cistern, bioswales, green roof, and porous pavement. The City is evaluating opportunities to install regional water quality BMPs within the Coyote Creek Watershed, utility corridors, parks, and schools in the City.

### **Solid Waste and Recycling Services**

Solid waste collection, disposal, and recycling services in the Planning Area are provided under contract to the City by CR&R Environmental Services for residential uses and Republic Services and Serv-well Disposal for non-residential uses. These franchise haulers are responsible for collection, transfer/sorting, recycling, and ultimately disposal at Los Angeles County landfill

facilities. A major goal of the City's waste management programs is to reduce the volume of waste dumped in our local landfills and to conserve our natural resources. CR&R services allow local residents to significantly help decrease the amount of trash buried in local landfills and to help the City comply with the state's strict recycling laws. CR&R also allows the City to recycle many types and quantities of recyclable items and yard waste, instead of dumping it in landfills.

The Savage Canyon Landfill is located north of the Planning Area in the Puente Hills. Savage Canyon Landfill is approximately 129 acres and has a maximum permitted capacity of 19,337,450 cubic yards (CY), a maximum permitted daily throughput of 3,350 tons per day, and remaining capacity of 9,510,833 CY. The Savage Canyon Landfill has an estimated closure date of December 31, 2055 (CalRecycle, 2020).

### **Energy Services**

Electrical services to the Planning Area are provided by Southern California Edison (SCE) while natural gas is supplied by the Southern California Gas Company (SCGC).

### **Telecommunications Service**

Telecommunication services are provided by Time Warner, Charter Spectrum, AT&T, Verizon, or other service providers in the area.

## **4.19.2 – REGULATORY FRAMEWORK**

### **Federal**

**Clean Water Act (CWA).** The CWA is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

**National Pollution Discharge Elimination System (NPDES).** This is a program created for consistency with the Clean Water Act. The Act prohibits discharging "pollutants" through a "point source" into a "water of the United States" unless they have an NPDES permit. The permit contains limits on what can be discharged, creates monitoring and reporting requirements, and other provisions to ensure the discharge does not diminish water quality and/or people's health.

### **State**

**California Safe Drinking Water Act.** The Safe Drinking Water Act (SDWA), administered by EPA in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

**California Department of Resources, Recycling, and Recovery (CalRecycle).** CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and

non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016 (see below).

**Assembly Bill 939 (AB 939) (Public Resources Code 41780).** The California Integrated Waste Management Act Requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

**Senate Bill (SB) 1016.** This requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

**Senate Bills 610 and 221, Water Supply Assessment and Verification.** Senate Bills (SB) 610 and 221 amended State law to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to city and county decision-makers prior to approval of specified large development projects (projects greater than 500 dwelling units, or an equivalent water demand). Both statutes require this detailed information to be included in the administrative record. Under SB 610, WSAs must be furnished to local governments for inclusion in the environmental document for certain projects, as defined in Water Code 10912, subject to the California Environmental Quality Act (CEQA). Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. The City's General Plan does not require WSAs but individual future projects within the City that are subject to SB 610 and SB 221 will require WSAs.

**Statewide Water Conservation Act of 2009 (Senate Bill X7-7).** In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including Senate Bill (SB) X7-7 addressing water conservation. In general SB X7-7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their Urban Water Management Plans (UWMPs). SB X7-7 also requires certain agricultural water supplies to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

**State Water Resources Control Board.** The SWRCB, in coordination with nine Regional Water Quality Control Boards, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

**Title 22 of California Code of Regulations.** Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping,

and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

**Urban Water Management Planning Act.** In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an urban water management plan at least once every five years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the State, until the urban water management plan (UWMP) is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

### **Regional**

**Los Angeles Basin MS4 Permit.** Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the “maximum extent practicable” and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin RWQCB has other programs in place to address nonpoint sources. The MS4 Permit also contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. The stormwater management programs have been guided by the following principles:

- 1) Utilize existing municipal departments/programs to meet Permit requirements whenever possible.
- 2) Minimize duplication of effort through coordinated Permittee compliance actions.
- 3) When necessary, develop new or enhanced stormwater management programs that are both cost-effective and acceptable to the public.

The MS4 permit requires developments and redevelopments to implement Best Management Practices (BMPs) to control pollution in runoff from permitted sites. The BMPs that are required include the following programs:

- Litter, debris and trash control
- Incident response investigation and reporting
- New development and redevelopment
- Private construction activities
- Permittee activities (for sewage, streets and roads, and MS4 facilities)
- Public education and outreach
- Implementation of Total Maximum Daily Loads
- Reporting Requirements and Notifications



**Los Angeles Countywide Integrated Waste Management Plan.** Pursuant to AB939, the County prepared the 1996 Countywide Integrated Waste Management Plan (CIWMP) in collaboration with its cities to ensure a coordinated effort at solid waste reduction and landfilling. The CIWMP, is comprised of five key elements, the Countywide Summary Plan, the Countywide Siting Element, the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE) and the Non-Disposal Facility Element (NDFE).

- Countywide Summary Plan: The Countywide Summary Plan contains goals and policies, and a summary of issues faced by the County and its cities. The Summary Plan provides steps needed for all cities to do to meet the 50% diversion mandate.
- Countywide Siting Element: The Siting Element provides evidence that there is at least 15 years of remaining capacity to hold waste for the County and its cities. If there is not adequate capacity, the Siting Element contains discussion of alternative disposal sites and additional diversion programs.
- Source Reduction and Recycling Element (SRRE): The SRRE provides analysis of the local waste stream to determine where to focus diversion efforts.
- Household Hazardous Waste Element (HHWE): The HHWE details programs that assist in recycling, treatment and disposal practices for Household Hazardous Waste programs.
- Non-Disposal Facility Element (NDFE): The NDFE goal is to identify existing and proposed waste management facilities that would require a solid waste permit to be operationally compliant.

## Local

### 2021 General Plan Update

The GPTZCU contains the following goals and policies related to utilities:

#### *Circulation Element*

#### **Goal C-12: A sustainable and reliable water supply.**

**Policy C-12.1: Adequate Water Supply:** Ensure adequate sources of water supply sufficient to serve existing and future development, and consider long-term climate change impacts to water demand and supply.

**Policy C-12.2: Water Conservation.** Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.

**Policy C-12.3: Reclaimed Water:** Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.

**Policy C-12.4: Water Rates:** Derive water rates that are fair and equitable to make certain financial sufficiency to fully fund operating and capital costs and meet water reserve requirements.

**Policy C-12.5: Water Quality.** Comply with all applicable water quality standards.

**Policy C-12.6: Water Mains Repair:** Maintain a program to replace leaking water mains and test and replace old water meters as needed.

**Policy C-12.7: Urban Water Management Plan:** Update the Urban Water Management Plan in accordance with the California Urban Water Management Planning Act.

**Policy C-12.8: Water Infrastructure:** Identify and prioritize capital improvements to construct new and replace wells, pumping plants, and reservoirs consistent with applicable master plans.

**Policy C-12.9: Water Conservation:** Promote cost-effective conservation strategies and programs that increase water use efficiency.

**Policy C-12.10: Emergency Water Connections:** Maintain emergency connections with local and regional water suppliers in the event of delivery disruption or natural disaster.

**Goal C-13: A sanitary sewer system with capacity to accommodate future growth.**

**Policy C-13.1: Wastewater Capacity:** Monitor and analyze wastewater systems capacity and determine costs to construct relief wastewater systems as needed.

**Policy C-13.2: Sanitation District Consultation:** Consult with Los Angeles County Sanitation Districts to ensure all trunk sewers are maintained.

**Policy C-13.3: Industrial Waste Inspection:** Maintain an Industrial Waste Inspection and Regulation Program with all costs paid by industrial waste dischargers.

**Policy C-13.4: Unacceptable Waste Discharge.** Prevent unacceptable wastes from being discharged into the wastewater system.

**Policy C-13.5: Wastewater Technology.** Explore new technologies that treat and process wastewater onsite to reduce overall capacity needs of the centralized wastewater system.

**Goal C-14: A sustainable and resilient stormwater system.**

**Policy C-14.1: Green Infrastructure.** Promote green infrastructure projects that capture stormwater for reuse, improved water quality, and reduced flooding risk, including but not limited to permeable pavements, rain gardens, bioswales, vegetative swales, infiltration trenches, green roofs, planter boxes, and rainwater harvesting/rain barrels or cisterns for public and private projects.

**Policy C-14.2: Storm Drain.** Expand and maintain local storm drain facilities to accommodate the needs of existing and planned development and with capacity to withstand more frequent and intense storms and extreme flooding events; prioritize areas that have known drainage capacity issues.

**Policy C-14.3: Storm Drain Pollution.** Implement all appropriate programs and requirements to reduce the amount of pollution entering the storm drain system and waterways.

**Policy C-14.4: Surface Water Infiltration.** Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

**Policy C-14.5: Permeable Surfaces.** Utilize permeable materials and similar approaches to reduce expansive asphalt and impervious surface area, such as parking areas, enforcing low-impact development and best management practices treatment methods, and increasing greenery, and increasing the City's inventory of green spaces.

**Goal C-15: Modernized communication systems that meet the community needs.**

**Policy C-15.1: Wi-Fi at Public Spaces.** Encourage wi-fi connectivity at community facilities, public spaces, and parks to promote and encourage and expand internet access.

**Policy C-15.2: Telecommunications Partnerships.** Partner with service providers to ensure access to a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies.

**Policy C-15.3: Modernization.** Pursue technological modernization of City operations, equipment, and facilities to improve efficiencies and services, as feasible.

**Policy C-15.4: Broadband.** Expand and modernize broadband and related infrastructure for all areas in the City.

*Open Space and Conservation Element*

**Goal COS-4: Clean Surface Water, Drainages, and Groundwater**

**Policy COS-4.1: Groundwater Supply Remediation:** Work with appropriate agencies and seek funding as appropriate to clean local groundwater to safe conditions.

**Policy COS-4.2: Contaminated Soils.** Coordinate with responsible agencies to avoid threats that contaminated soils pose to groundwater quality.

**Policy COS-4.3: Groundwater Contamination.** Evaluate all proposed non-residential development plans, activities, and uses for their potential to create groundwater contamination hazards from point and non-point sources and confer with other appropriate agencies to assure adequate review.

**Policy COS-4.4: Runoff Pollution Prevention.** Require that new developments incorporate features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include additional landscape areas, parking lots with bio-infiltration systems, permeable paving designs, and stormwater detention basins.

*Safety Element*

**Goal S-1: A community well-prepared to respond to earthquakes.**

**Policy S-1.7: Infrastructure Resiliency.** Establish City plans and work with utility providers to ensure programs and systems are in place for continued functionality of water, sewer, electric power, natural gas, and communications infrastructure during and after a major earthquake.

**Goal S-2. Protection from Flood and Dam Inundation Hazards**

**Policy S-2.1: Storm Drainage System.** Consult with Los Angeles County Public Works to ensure that existing and future regional storm drain facilities within and adjacent to Santa Fe Springs are designed, operated, and maintained to accommodate projected drainage needs associated with major storm events and climate change effects.

**Policy S-2.2: Localized Ponding Mitigation.** Require developers to address localized ponding, where it may exist, as part of site improvements.

**Policy S-2.3: Dam Inundation.** Consult with appropriate agencies and monitor the upgrade/retrofit of the Whittier Narrows Dam to protect the community against catastrophic damage that could result from a combination of an extreme weather, seismic, and/or climate change event.

**Policy S-2.4: Shelters.** Seek ways to enhance the City's sheltering facilities outside of the potential dam inundation area, including places of worship, schools, and public buildings.

### 4.19.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPTZCU could result in a significant impact if it would:

- A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- B. 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.
- F. Would the project cause substantial adverse cumulative impacts with respect to utilities and service systems.

### 4.19.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to utilities and service systems which could result from the implementation of the GPTZCU and recommends mitigation measures as needed to reduce significant impacts.

#### **New or Expanded Facilities**

***Impact UTIL-1 – Would the GPTZCU require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

#### **Analysis of Impacts**

##### City-wide

The GPTZCU includes the potential for population growth resulting primarily from future residential and mixed-use developments. This growth would require the expansion of existing infrastructure along with the likely development of new facilities related to utility infrastructure. This GPTZCU does not include any specific proposals for new facilities, although new facilities would result from the projected population growth associated with implementation of the plan. All future implementing developments and/or infrastructure projects subject to CEQA would be required to undergo environmental review with respect to their discrete impacts at the time of their proposal.

**Water.** The implementation of the GPTZCU would likely result in both new and expanded water supply and distribution facilities. The City's water supply comes from five different water

purveyors which include both groundwater and imported surface water supplies. The City of Santa Fe Springs Water Utility Authority serves the largest number of City residents.

According to the City's Urban Water Management Plan (UWMP), the City provides water service to an area with a 2015 population of about 14,700. The UWMP also estimated the City was projected to have a population of approximately 18,000 by 2040 (note the actual 2020 population is already estimated at 18,292 persons). The estimated future population for the City's service area was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2015). The UWMP indicated these population estimates were used to prepare its water consumption estimates (p. 3-5, CSFS 2017).

Table 3-2 in Section 3, Project Description, provides a comparison of existing City characteristics from 2020 and those estimated for 2040. Table 3-2 estimates the City's population will increase to 30,351 by 2040 which is far in excess of that estimated in the 2015 UWMP to adequately supply future growth. In addition, Table 3-2 estimates the total population of the Planning Area will be on the order of 60,808 persons by 2040. Since most of the City's water supply comes from groundwater sources, the growth represented by the proposed GPTZCU exceeds that upon which the UWMP was developed. Therefore, groundwater supply is a potentially significant impact that requires mitigation.

Since the last UWMP update in 2015, southern California's urban water demand has been largely shaped by water conservation efforts to comply with the SBx7-7. This law requires all California retail urban water suppliers serving more than 3,000 acre-feet per year (AFY) or 3,000 service connections to achieve a 20 percent water demand reduction (from a historical baseline) by 2020. The City had been actively engaged in efforts to reduce water use in its service area to meet the 2015 interim 10 percent reduction and the 2020 final water use target. Meeting this target is critical to ensure the City's eligibility to receive future state water grants and loans.

In April 2015 Governor Brown issued an Emergency Drought Mandate as a result of one of the most severe droughts in California's history, requiring a collective reduction in statewide urban water use of 25 percent by February 2016, with each agency in the state given a specific reduction target by DWR.

Even with recent water conservation efforts, long-term local groundwater supply is a potentially significant impact that requires mitigation.

In addition to overall groundwater supply, there is also a plume of groundwater contamination of PCE and TCE beneath the region including the City that has significantly affected local groundwater quality (i.e., the City had to cease operation of its potable water wells). Since local wells are not being used for potable water service, this further restricts the amount of readily available local groundwater that can be used by the City.

Future development within the Planning Area under the GPTZCU may also result in increased runoff and pollutant contributions to local groundwater supplies. As stated above, the 1994 General Plan did not contain any specific policies relating to actions to avoid substantially degrading groundwater supply. However, the 1994 General Plan did reference the continuation of several other regulatory/agency mechanisms by which the surface and groundwater are protected by law and policy (See Section 4.10.2). Since 1994, many of these laws and policies have been updated or given additional support to provide more stringent measures to protect

surface and groundwater supplies given the historic droughts that have occurred in California since the last City General Plan.

Future development under the GPTZCU will comply with the following: General Plan goals and policies regarding water supply and quality; state and regional regulatory requirements; the City's development review process; and City Municipal Code requirements. Even with this compliance, long-term local groundwater supply is a potentially significant impact that requires mitigation due to the expected level of growth by 2040.

**Mitigation Measure UTL-1** is recommended to help assure there will be adequate groundwater supplies for future City and Planning Area residents.

#### Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may incrementally use additional water supplies and reduce runoff and groundwater recharge, and contribute urban pollutants to local groundwater over both the short- and long-term. However, compliance with General Plan goals and policies regarding water supply and quality and continued adherence to state and regional regulatory requirements, will assure that future development in these sites will not have significant groundwater supply/quality impacts.

#### General Plan Update

The infrastructure portion of the Circulation Element contains Goal C-12 which indicates the City's desire for a sustainable and reliable water supply. Policy C-12.1 emphasizes maintaining an adequate water supply including resilience against climate change conditions. Policies C-12.2 and 12.9 encourage water conservation, while Policy C-12-7 supports updating local UWMPs as needed to accommodate planned growth. Policy C-12-3 focuses on expanding the use of reclaimed water to free up potable supplies, and Policies C-12.6 and 12.8 require the City to maintain and upgrade its water infrastructure as necessary for future growth. Water conservation helps reduce overall water consumption and reduce potential urban contamination that reaches the groundwater.

By helping remediate existing groundwater contamination, the City will help secure its groundwater supply in the future. The Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-4 which strives to achieve clean groundwater supplies. In support of that goal, Policy COS-4.1 focuses on helping clean up the groundwater contamination plume currently beneath the City, while Policies COS-4.2 and COS-4.3 address cleaning up contaminated soils and regulating future land uses to help improve future groundwater quality. Policy COS-4.4 requires that new development incorporate water quality features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events which will also help improve groundwater quality.

Safety Element Goal S-1 and its supporting Policy S-1.7 indicates the City will strive to maintain its utility infrastructure including its water lines.

With implementation of **Mitigation Measure UTL-1** and these General Plan goals and policies, and continued regulatory compliance with state and regional water quality standards, development within the Planning Area under the GPTZCU, including the key opportunity sites, will not result in significant impacts related to groundwater supply.

### **Level of Significance Before Mitigation**

Potentially significant.

### **Mitigation Measures**

**UTL-1 Water Demand Management.** New developments under the GPTZCU that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Management Plans for the involved local water providers.

### **Level of Significance After Mitigation**

Less than significant.

**Wastewater.** The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD) and maintained by Consolidated Sewer Maintenance District (CSMD). The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions. Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant (LCWRP) and Long Beach Water Reclamation Plant (LBWRP); after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River. It is possible that anticipated population growth under the GPTZCU may require incrementally expanded or modified wastewater facilities or treatment processes to adequately meet the demand from anticipated population growth.

### Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may generate an incremental amount of wastewater that must be conveyed and treated. However, compliance with General Plan goals and policies regarding wastewater and the local sewer system, compliance with state and regional regulatory requirements, and compliance with the City's development review process and Municipal Code requirements will assure that future development in these sites will not have significant impacts regarding wastewater treatment or disposal.

### General Plan Update

The Infrastructure portion of the Circulation Element contains Goal C-13 which indicates the City desires a sewer system that can accommodate future growth. Policy C-13.1 directs the City to monitor and identify costs to provide adequate sewer service in the future. Policy C-13.2 encourages the City to coordinate with the County relative to regional wastewater treatment. Policies C-13.3 and -13.4 focus on industrial wastes and unacceptable waste discharges. Policy C-13.5 calls for the City to explore new technologies that can treat and process wastewater onsite to reduce overall capacity needs of the centralized wastewater system.

Safety Element Goal S-1 and its supporting Policy S-1.7 indicates the City will strive to maintain its utility infrastructure including its sewer lines. Goal S-2 and its policies S-2.1 through S-2.4 strive to protect the City from flooding and inundation from dam collapse.

In addition, the Circulation Element of the GPTZCU contains Goal C-12 and its Policies C-12.2 and 12.9 that encourage water conservation which decreases water demand in the Planning Area and contributes to a wastewater system that supports growth in the future.

Therefore, with continued implementation of fees to fund wastewater infrastructure expansion, the proposed GPTZCU would not directly require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. Impacts to wastewater facilities from new development, including the key opportunity sites, will be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

**Stormwater.** The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD), and conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries, such as Coyote Creek. Development within the Planning Area would result in an increase in impermeable surfaces leading to the potential for increased stormwater runoff.

The GPTZCU does not include any specific development or project that would substantially alter existing drainage patterns in the Planning Area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, future development will be assessed at a site-specific project-level when proposed. Any future projects within the Planning Area under the GPTZCU would be required to adhere to local, state, and federal law and policy (See Section 4.10.2) regulating impacts to streams, rivers, and drainage patterns through the area that may also lead to the increase in impervious surfaces. Any impacts would be required to be analyzed in subsequent project-level CEQA documentation, wherein any potentially significant impacts would be required to be mitigated to less than significant level.

The Planning Area is characteristically flat and highly developed and non-developed areas include City parks, school fields, and landscaping around buildings. There is no significant anticipated risk of erosion resulting from steep slopes or from wind and rain in areas of exposed soils within the Planning Area. Future development resulting from implementation of the GPTZCU has the potential to expose surficial soils and, as a result, local soils may be subject to erosion or loss of topsoil during development as a result of the GPTZCU. Development may also increase downstream runoff by increasing impervious surfaces on specific sites.

The Regional Water Quality Control Board (RWQCB) regulates the discharge of storm water from municipalities and activities within their jurisdiction including construction. The City is a signatory of the Los Angeles County Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge. The requirements include guidance and regulations for construction related erosion control, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects which would disturb one or more acres. The requirements also include appropriate best management practices (BMPs) that should be included to help prevent substantial soil erosion or the loss of topsoil.

In addition, the City's development review process examines potential increases in runoff from development sites and requires post-development runoff to not exceed pre-development levels through project design such as the use of detention basins. With these protections potential impacts are less than significant and no mitigation is required.



### Key Opportunity Sites

Similar to the rest of the City, the four opportunity sites are flat and subject to the same state and regional water quality regulations including prevention of increased downstream runoff. Through the City's development review process development on these four sites will comply with the various requirements regarding erosion and flood control. Impacts would be less than significant.

### General Plan Update

The Infrastructure section of the Circulation Element contains Goal C-14 which addresses the local storm drain system. Policies C-14.1 through C-14.5 all focus on different aspects of maintaining and improving the local storm drain system to achieve adequate capacity and minimize surface and groundwater quality impacts, including using the most current best management practices (BMPs) and storm water control project designs to minimize runoff.

In addition, the Open Space and Conservation Element of the proposed GPTZCU contains Goal COS-4 and Policy COS-4.4 which requires new development to incorporate design features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

Safety Element Goal S-1 and its supporting Policy S-1.7 indicates the City will strive to maintain its utility infrastructure including its storm drain lines. Goal S-2 and its policies S-2.1 through S-2.4 strive to protect the City from flooding and inundation from dam collapse.

In addition, the City's Municipal Code, Chapter 154.17 ensures the City will review all project plans and impose conditions as required to maintain adequate storm drain capacity and to safeguard water quality and erosion control prior to the issuance of either a building permit or grading plan approval. The City's development review process will evaluate proposed development against established BMPs and other water quality-related guidelines, many of which are designed to control runoff and erosion.

With implementation of this General Plan goal and policy, continued regulatory compliance with state and regional water quality standards, and guidelines for erosion control in the Municipal Code, development within the Planning Area under the GPTZCU, including the key opportunity sites, will not result in significant impacts related to the local storm drain system.

### **Level of Significance Before Mitigation**

Less than significant.

### **Mitigation Measures**

None required.

**Electric Power, Natural Gas and Telecommunications.** There are no plans at present to relocate or expand electric power, natural gas, and telecommunication facilities within the City. However, implementation of the GPTZCU would lead to demand-driven expansion of facilities and, subsequently, the possibility of physical environmental impacts covered under CEQA. These projects would be subject to environmental review at the time of proposal. These facilities are provided by private organizations and the infrastructure would be covered by service fees.

The GPTZCU contains Safety Element Goal S-1 and its supporting Policy S-1.7 which indicates the City will strive to maintain its utility infrastructure including its electric, natural gas, and communications lines during and after a major earthquake. Goal S-2 and its policies S-2.1

through S.2-4 strive to protect the City from flooding and inundation from dam collapse. Any impacts from new development, including the key opportunity sites, will be less than significant.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

None required.

#### **Water Supplies**

***Impact UTIL-2 – Would there be sufficient water supplies available to serve reasonably foreseeable future development in the Planning Area during normal, dry and multiple dry years?***

#### **Analysis of Impacts**

##### City-wide

The availability of water supplies is discussed in Impact UTL-1. The implementation of the GPTZCU would likely result in both new and expanded water supply and distribution facilities. The City's water supply comes from five different water purveyors which include both groundwater and imported surface water supplies. The City of Santa Fe Springs Water Utility Authority serves the largest number of City residents.

According to the City's Urban Water Management Plan (UWMP), the City provides water service to an area with a 2015 population of about 14,700. The UWMP also estimated the City was projected to have a population of approximately 18,000 by 2040 (note the actual 2020 population is already estimated at 18,292 persons). The estimated future population for the City's service area was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2015). The UWMP indicated these population estimates were used to prepare its water consumption estimates (p. 3-5, CSFS 2017).

Table 3-2 in Section 3, Project Description, provides a comparison of existing City characteristics from 2020 and those estimated for 2040. Table 3-2 estimates the City's population will increase to 30,351 by 2040 which is far in excess of that estimated in the UWMP to adequately supply future growth. In addition, Table 3-2 estimates the total population of the Planning Area will be on the order of 60,808 persons by 2040. Since most of the City's water supply comes from groundwater sources, the growth represented by the proposed GPTZCU exceeds that upon which the UWMP was developed. Therefore, groundwater supply is a potentially significant impact that requires mitigation.

Since the last UWMP update in 2015, Southern California's urban water demand has been largely shaped by water conservation efforts to comply with the SBx7-7. This law requires all California retail urban water suppliers serving more than 3,000 acre-feet per year (AFY) or 3,000 service connections to achieve a 20 percent water demand reduction (from a historical baseline) by 2020. The City has been actively engaged in efforts to reduce water use in its service area to meet the 2015 interim 10 percent reduction and the 2020 final water use target. Meeting this target is critical to ensure the City's eligibility to receive future state water grants

and loans. Even with recent water conservation efforts, long-term local groundwater supply is a potentially significant impact that requires mitigation.

In addition to overall groundwater supply, there is also a plume of groundwater contamination of PCE and TCE beneath the City that has significantly affected groundwater quality (i.e., the City had to cease operation of its potable water wells). Since local wells are not being used for potable water service, this further restricts the amount of readily available local groundwater that can be used by the City.

Future development within the Planning Area under the GPTZCU may also result in increased runoff and pollutant contributions to local groundwater supplies. The 1994 General Plan did not contain any specific policies relating to actions to avoid substantially degrading groundwater supply. However, the 1994 General Plan did reference the continuation of several other regulatory/agency mechanisms by which the surface and groundwater are protected by law and policy (See Section 4.10.2). Since 1994, many of these laws and policies have been updated or given additional support to provide more stringent measures to protect surface and groundwater supplies given the historic droughts that have occurred in California since the last City General Plan in 1993. One of the most specific regarding groundwater, is the Sustainable Groundwater Management Act signed into law in 2014.

Future development under the GPTZCU will comply with the following: General Plan goals and policies regarding water supply and quality; state and regional regulatory requirements; the City's development review process; and City Municipal Code requirements. Even with this compliance, long-term local groundwater supply is a potentially significant impact that requires mitigation.

**Mitigation Measure UTL-1** is recommended to help assure there will be adequate groundwater supplies for future City and Planning Area residents.

#### Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may incrementally use additional water supplies and reduce runoff and groundwater recharge, and contribute urban pollutants to local groundwater over both the short- and long-term. However, compliance with General Plan goals and policies regarding water supply and quality, compliance with state and regional regulatory requirements, compliance with the City's development review process and Municipal Code requirements, and implementation of Mitigation Measure UTL-1 will assure that future development on these sites will not have significant impacts regarding groundwater supplies or quality.

#### General Plan Update

The Infrastructure portion of the Circulation Element contains Goal C-12 which indicates the City desires a sustainable and reliable water supply. Policy C-12.1 emphasizes maintaining an adequate water supply including resilience against climate change conditions. Policies C-12.2 and 12.9 encourage water conservation, while Policy C-12-7 supports updating local UWMPs as needed to accommodate planned growth. Policy C-12-3 focuses on expanding the use of reclaimed water to free up potable supplies, and Policies C-12.6 and 12.8 require the City to maintain and upgrade its water infrastructure as necessary for future growth. Water conservation helps reduce overall water consumption and reduce potential urban contamination that reaches the groundwater.

By helping remediate existing groundwater contamination, the City will help secure its groundwater supply in the future. The Open Space and Conservation Element of the proposed

GPTZCU contains Goal COS-4 which strives to achieve clean groundwater supplies. In support of that goal, Policy COS-4.1 focuses on helping clean up the groundwater contamination plume currently beneath the City, while Policies COS-4.2 and COS-4.3 address cleaning up contaminated soils and regulating future land uses to help improve future groundwater quality. Policy OSC-6.4 requires that new development incorporate water quality features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events which will also help improve groundwater quality.

Safety Element Goal S-1 and its supporting Policy S-1.7 indicates the City will strive to maintain its utility infrastructure including its water lines. Goal S-2 and its policies S-2.1 through S-2.4 strive to protect the City from flooding and inundation from dam collapse.

With implementation of **Mitigation Measure UTL-1**, the new General Plan goals and policies, and continued regulatory compliance with state and regional water quality standards, development within the Planning Area under the GPTZCU, including the key opportunity sites, will not result in significant impacts related to groundwater supply.

#### **Level of Significance Before Mitigation**

Potentially significant.

#### **Mitigation Measures**

**UTL-1 Water Demand Management.** New developments under the GPTZCU that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Management Plans for the involved local water providers.

#### **Level of Significance After Mitigation**

Less than significant.

#### **Wastewater Treatment**

***Impact UTIL-3 – Would the GPTZCU 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?***

#### **Analysis of Impacts**

##### City-wide

As mentioned in Impact UTIL-1 above, anticipated population growth under the GPTZCU would be substantial and may require expanded wastewater facilities to meet the demand from anticipated population growth. The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD) and maintained by Consolidated Sewer Maintenance District (CSMD). The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions. Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant (LCWRP) and Long Beach Water Reclamation Plant (LBWRP); after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River. It is possible that anticipated population growth under the GPTZCU may require incrementally expanded or modified wastewater facilities or treatment processes to adequately meet the demand from anticipated population growth.

Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may generate an incremental amount of wastewater that must be conveyed and treated. However, compliance with General Plan goals and policies regarding wastewater and the local sewer system, compliance with state and regional regulatory requirements, and compliance with the City's development review process and Municipal Code requirements will assure that future development on these sites will not have significant impacts regarding wastewater treatment or disposal.

General Plan Update

The Infrastructure portion of the Circulation Element contains Goal C-13 which indicates the City desires a sewer system that can accommodate future growth. Policy C-13.1 directs the City to monitor and identify costs to provide adequate sewer service in the future. Policy C-13.2 encourages the City to coordinate with the County relative to regional wastewater treatment. Policies C-13.3 and C-13.4 focus on industrial wastes and unacceptable waste discharges. Policy C-13.5 suggests the City explore new technologies that can treat and process wastewater onsite to reduce overall capacity needs of the centralized wastewater system.

Safety Element Goal S-1 and its supporting Policy S-1.7 indicates the City will strive to maintain its utility infrastructure including its sewer lines. Goal S-2 and its policies S-2.1 through S-2.4 strive to protect the City from flooding and inundation from dam collapse.

In addition, the Circulation Element of the GPTZCU contains Goal C-12 and its Policies C-12.2 and C-12.9 that encourage water conservation which decreases water demand in the Planning Area and contributes to a wastewater system that supports growth in the future.

Therefore, with continued payment of fees to fund wastewater infrastructure expansion, the proposed GPTZCU would not directly require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. Impacts to wastewater facilities from new development, including the key opportunity sites, will be less than significant.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**Solid Waste**

***Impact UTIL-4 – Would the GPTZCU 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?***

**Analysis of Impacts**City-wide

By 2040, development within the Planning Area is estimated to result in an increase of approximately 4,572 dwelling units and 13,890 residents during the 20-year period. As the City grows, so will its need for solid waste services. Under the GPTZCU, the Planning Area is

expected to accommodate more residential, commercial, mixed use, industrial, public uses, and open space/recreation land uses. In order to estimate solid waste generation under the GPTZCU, per-capita waste generation rates for the City were used (pounds per day per resident).

It is estimated the additional 13,890 residents would generate an additional 138,900 pounds or 69.5 tons of inorganic waste per day in 2040 based on an average rate of 10 pounds per person per day for residential uses (CIWMB 2020). This estimate does not take into account recent organic waste mandates or the additional businesses, employees, or students in the Planning Area by 2040. This additional amount of inorganic solid waste (65.9 tons) represents 2 percent of the Savage Canyon Landfill's maximum permitted daily throughput of 3,350 tons per day (CalRecycle 2020). It should be noted the City has a Material Recycling Facility (MRF) and a transfer station within its boundaries.

#### Key Opportunity Sites

Similar to city-wide conditions, future development of the four opportunity sites may generate an incremental amount of solid waste which must be conveyed and disposed of at a local landfill. However, compliance with General Plan goals and policies regarding solid waste reduction and recycling, compliance with state and regional regulatory requirements, and compliance with the City's development review process and Municipal Code requirements will assure that future development on these sites will not have significant impacts regarding solid waste conveyance or disposal.

#### General Plan Update

The GPTZCU has no specific goals or policies related to solid waste management. However, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and must coordinate with Los Angeles County regarding solid waste disposal. Compliance with these laws and regulations help control the amount of waste produced within the Planning Area over the life of the GPTZCU and reduce potential impacts to less than significant levels.

#### **Level of Significance Before Mitigation**

Less than significant.

#### **Mitigation Measures**

No mitigation is required.

#### ***Impact UTIL-5 – Would the GPTZCU comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

#### **Analysis of Impacts**

Any future project completed under the proposed GPTZCU would be required to comply with all applicable Federal, State, and Local statutes and regulations related to solid waste management and reduction. The City will continue to comply with established laws and regulations regarding solid waste minimization and recycling. Therefore, the proposed GPTZCU will not interfere with the City's compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. This includes any future development on the four key opportunity sites as well.

The GPTZCU does not contain any goals or policies that specifically address solid waste management. However, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and minimization (e.g., AB 939).

**Level of Significance Before Mitigation:**

Less than significant.

**Mitigation Measures**

No mitigation is required.

**Cumulative Impacts**

***Impact UTIL-6 – Would the GPTZCU cause substantial adverse cumulative impacts with respect to utilities and service systems?***

**Analysis of Impacts**

Development that results from the proposed GPTZCU, in combination with other cumulative development in neighboring areas would increase the demand for utilities. Utilities can be potentially impacted by increased population, especially when new facilities are not built to meet population increases or when existing facilities are not adequately maintained. Alternatively, impacts may also occur when new facilities are built, resulting in physical impacts to existing resources. Overall, the GPTZCU accounts for both these scenarios. The GPTZCU includes policies to mitigate potential negative environmental impacts. Additionally, new facilities are subject to both the provisions of the GPTZCU and compliance with CEQA, when required. Environmental review would identify site-specific conditions and physical changes resulting from utility services expansion. Typical impacts associated with new facilities include short-term construction activities related to air quality pollutant emissions, temporary traffic detours, changes in traffic distribution, and noise.

It was determined that water supply may not be adequate for the full implementation of the GPTZCU in the future but implementation of Mitigation Measure UTL-1 reduced the potential impact to a less than significant level.

The growth projections of the proposed GPTZCU are different than those of the 1994 General Plan, and it is possible the increases in projected housing and population and changes in non-residential development may have adverse impacts on water demand but are not expected to have significant impacts on sewer/wastewater, storm drainage, energy, telecommunications, or solid waste infrastructure and service providers in the region. All of the local jurisdictions within the surrounding region have goals and policies similar to the City of Santa Fe Springs regarding the maintenance and, when necessary, the expansion of utility systems to accommodate growth.

Once the GPTZCU is adopted, its growth projections will be incorporated as appropriate into the various master plans of the agencies and companies providing utility services to the City. In addition, the City will implement Mitigation Measure UTL-1 to help limit future water demand on local water serving agencies. Therefore, the proposed GPTZCU will not have cumulative impacts on regional utility services.

**Level of Significance Before Mitigation**

Less than significant (except for water supply).

### **Mitigation Measures**

With the inclusion of **Mitigation Measure UTL-1**, any regional cumulative impacts related to water supply would be reduced to less than significant levels.

### **Level of Significance After Mitigation**

Less than significant.

### **4.19.5 – REFERENCES**

California Department of Resources Recycling and Recovery (CalRecycle). 2021. Solid Waste Facilities, Sites, and Operations. California Integrated Waste Management Board (CIWMB) Web: <https://www.calrecycle.ca.gov/SWFacilities/>. [Website accessed June 2021].

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United States Environmental Protection Agency (USEPA), 2020. Section 10 of the Rivers and Harbors Appropriation Act of 1899. Available at: <https://www.epa.gov/cwa-404/section-10-rivers-and-harbors-appropriation-act-1899>. Accessed December 2020.



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## **4.20 – Wildfire**

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This section describes the potential for wildfire on lands located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire Protection (CAL FIRE). In addition, it discusses potential impacts of the proposed General Plan and Targeted Zoning Code Update (GPTZCU) on wildfire hazards, including: emergency response/evacuation, project exacerbation of wildfire risks, exposure to pollutant concentrations from a wildfire; exacerbation of fire risk from infrastructure improvements, to significant risks of runoff, post-fire slope instability, or drainage changes.

### **4.20.1 – ENVIRONMENTAL SETTING**

#### **Climate**

The Planning Area is located between the Los Angeles Basin to the south and the San Gabriel Valley to the north and maintains a Mediterranean climate characterized by hot summers and mild winters. Los Angeles County and the broader Los Angeles Basin are defined by a semi-arid, Mediterranean climate with mild winters and warm summers. The various mountains that bound the Basin, and regular temperature inversions, trap ambient air and pollutants within the Basin. The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the basin are dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This pattern is occasionally interrupted by extremely hot temperatures during the summer, Santa Ana winds during the fall, and storms from the Pacific Northwest during the winter. In addition to the basin's topography and geographic location, El Niño and La Niña patterns also have large effects on weather and rainfall received between November and March.

The City's average temperatures range from a high of 89.7 degrees Fahrenheit (°F) in August to a low of 47.2 degrees °F in December. Annual precipitation is approximately 14.33 inches, falling mostly from December through March (WRCC, 2020). The Planning Area is relatively flat with elevations ranging from 60 feet above mean sea level (AMSL) in the southern portion of the Planning Area to 170 feet AMSL in the northern portion of the Planning Area.

#### **Wind Patterns**

The Pacific high-pressure system drives the prevailing winds in the basin. The winds tend to blow onshore in the daytime and offshore at night. High winds can cause property damage and pose health risks, especially during the fire season. In addition to the typical regional wind patterns in the region, Santa Ana winds represent a particularly strong, dry wind hazard. Santa Ana winds are katabatic meaning they develop as winds descend through mountain passes where they accelerate, dry out, and heat up. This occurs in the Planning Area which is located between the Los Angeles Basin to the south and the San Gabriel Valley to the north. This area experiences strong Santa Ana winds due to its topography and location relative to the San Gabriel Mountains to the north and the San Bernardino Mountains to the east.

### **Fire Hazards Severity Zones**

There are no Very High Fire Hazard Severity Zones in the City, as identified by the California Department of Forestry and Fire Protection (CAL FIRE), therefore, there are no wildfire hazards in the City (Santa Fe Springs, 2020).

### **State Responsibility Areas**

State Responsibility Areas (SRA) designate those areas where CAL FIRE has responsibility for wildland fire protection. SRAs do not include lands that are within City boundaries or within federally owned lands. SRAs are present in the Puente Hills approximately four miles northeast of the Planning Area.

## **4.20.2 – REGULATORY FRAMEWORK**

### **State**

**California Fire Code.** The City has adopted the most current California Fire Code issued by the California Building Standards Commission with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

### **Local**

#### **2021 General Plan Update**

The Planning Area is fully urbanized and does not contain any Very High Fire Hazard Severity Zones or State Responsibility Areas, hence there are no wildfire risks. However, the Safety Element of the proposed GPTZCU does contain the following goals and policies related to its urban fire protection activities.

**Goal S-6: A community working together to avoid injury and loss of life resulting from a large disaster.**

**Policy S-6.1: Community Emergency Response and Preparedness.** Support active participation by residents and businesses through volunteer programs focused on emergency preparedness and response and recovery from an emergency event, including specialized programs to address special needs and vulnerable populations.

**Policy S-6.2: Emergency Preparedness Plans.** Regularly review and update emergency preparedness and operation plans to create up-to-date disaster management systems. Include in the plans evacuation planning approaches that respond to a multitude of emergency conditions and locations.

**Goal S-7: A fire department skilled at responding effectively to the needs of the community.**

**Policy S-7.1: Adequate Fire Suppression Resources.** Ensure that the City has adequate Fire Department resources to meet response time standards, keep pace with growth, and provide a high level of service.

**Policy S-7.2: Fire Stations Modernization.** Evaluate the need to replace, upgrade, and/or modernize existing fire stations.

**Policy S-7.3: Fire Technology.** Continue to seek technological and information system

advances which will enhance the efficiency and effectiveness of the Fire Department.

**Policy S-7.4: Inter-Agency Coordination.** Seek the highest levels of intra-city and inter-agency coordination of fire scene operations.

**Policy S-7.5: Urban Fire Enforcement.** Enforce fire standards and regulations in the review of building plans and conduct of building inspections.

**Policy S-7.6: Fire Suppression Systems.** Regulate and enforce the installation of fire protection water system standards for new construction projects, including the installation of fire hydrants providing adequate fire flow, fire sprinklers, and suppression systems.

**Policy S-7.7: Fire Prevention Services.** Provide effective fire prevention services through the review of proposed development projects, evaluation of industrial operations and facilities, examination of the transport of hazardous materials, and identification of oil and gas pipeline networks.

**Policy S-7.8: Highest Standardization Rating.** Maintain the highest possible International Organization for Standardization (ISO) rating for the City's Fire Department.

#### 4.20.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of CEQA, the General Plan Update has the potential to result in significant impacts if the following thresholds are exceeded.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the GPTZCU:

- 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.
- E. Cause substantial adverse cumulative impacts with respect to wildfire.

#### 4.20.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to wildfires which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

## **Emergency Response Plans**

### ***Impact Wil-1 – Would the GPTZCU substantially impair an adopted emergency response plan or emergency evacuation plan?***

#### **Analysis of Impacts**

##### City-wide

The Planning Area is fully urbanized and does not contain any Very High Fire Hazard Severity Zones or State Responsibility Areas, hence there are no wildfire risks. However, the following information is relative to urban fires within the City and adopted emergency response plans and emergency evacuations.

As shown in the Los Angeles County Department of Public Works Disaster Route Maps, several major public streets serve as principal evacuation routes in the City including: Washington Boulevard, Norwalk Boulevard, Telegraph Road, Florence Avenue, Imperial Highway, Carmenita Road, and Interstate I-5 -the Santa Ana Freeway. (Los Angeles County Department of Public Works, 2008). These principal access ways are all well-maintained and capable of supporting an evacuation function. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident.

##### Key Opportunity Areas

The four opportunity sites are converting largely industrial land uses or vacant land (MC&C site) to mixed-use or residential uses which would generally reduce potential safety concerns regarding hazards and hazardous conditions relative to emergency response plans.

The Washington/Norwalk site has direct local and regional access from Washington Boulevard, Norwalk Boulevard, and Broadway. The Metrolink site has direct access from Imperial Highway and Bloomfield Avenue. The MC&C site has direct access from Bloomfield Avenue and Telegraph Road. The Koontz site has direct access from Florence Avenue and Norwalk Boulevard. All four opportunity sites have direct local and regional access so development of these sites will not have significant impacts on emergency evacuation plans and routes.

##### General Plan Update

Safety Element Goal S-6 encourages the entire community to work together to avoid injury, death, or building damage from large disasters. In addition, Policies S-6.1 and 6.2 support residents and businesses becoming active in planning for and recovering from major disasters.

While it is possible that there may be temporary and limited circulation changes required during discrete periods of time associated with specific construction projects, these changes would be temporary and would be of a nature that would still allow evacuation in the event of an emergency. Emergency access would be maintained to all properties during construction. Therefore, development under the GPTZCU, including the four key opportunity areas, will have no impacts in this regard.

#### **Level of Significance Before Mitigation**

No impact.

#### **Mitigation Measures**

None required.

## Prevailing winds

***Impact Wil-2 – Would the GPTZCU result in impacts due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

### Analysis of Impacts

#### City-wide

The Planning Area is fully urbanized and does not contain any Very High Fire Hazard Severity Zones or State Responsibility Areas, hence there are no wildfire risks. Since there are no significant slopes, strong prevailing winds, or other factors that could cause or exacerbate wildfire risks, it is unlikely the GPTZCU would expose Planning Area residents to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

#### Key Opportunity Sites

The four opportunity sites are converting largely industrial land uses or vacant land (MC&C site) to mixed-use or residential uses which may be subject to potential urban fires but would not be subject to wildfires. Therefore, there are no impacts relative to prevailing winds and increased pollutant exposure.

#### General Plan Update

There are no General Plan goals or policies related to wildfires as the Planning Area is only subject to urban fires. Development under the GPTZCU will have no impacts relative to prevailing winds and increased pollutant exposure, including the four key opportunity areas.

### Level of Significance Before Mitigation

No impact.

### Mitigation Measures

None required.

## Maintenance of Infrastructure

***Impact Wil-3 – Would the GPTZCU require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

### Analysis of Impacts

#### City-wide

The Planning Area is fully urbanized and does not contain any Very High Fire Hazard Severity Zones or State Responsibility Areas, hence there are no wildfire risks. New urban development in the Planning Area as a result of the GPTZCU will not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, there are no impacts in this regard.

### Key Opportunity Sites

The four opportunity sites are converting largely industrial land uses or vacant land (MC&C site) to mixed-use or residential uses which may be subject to potential urban fires but would not be subject to wildfires. Therefore, there are no impacts relative to prevailing winds and increased pollutant exposure.

### General Plan Update

There are no General Plan goals or policies related to wildfires as the Planning Area is only subject to urban fires. Since there are no significant slopes, strong prevailing winds, or other factors that could cause or exacerbate wildfire risks, it is unlikely the GPTZCU would expose Planning Area residents to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. There would be no impacts, including for the four key opportunity areas.

### **Level of Significance Before Mitigation**

No impact.

### **Mitigation Measures**

None required.

### **Expose People or Structures to Risk**

***Impact Wil-4 – Would the GPTZCU expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

### **Analysis of Impacts**

#### City-wide

The Planning Area is fully urbanized and does not contain any Very High Fire Hazard Severity Zones or State Responsibility Areas, hence there are no wildfire risks. Since there are no significant slopes or large areas with unchannelized runoff within the Planning Area, strong prevailing winds, or other factors that could cause or exacerbate slope instability or drainage constraints under post-fire conditions.

### Key Opportunity Sites

The four opportunity sites are converting largely industrial land uses or vacant land (MC&C site) to mixed-use or residential uses which may be subject to potential urban fires but would not be subject to wildfires. Therefore, there are no impacts relative to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

### General Plan Update

There are no General Plan goals or policies related to wildfires as the Planning Area is only subject to urban fires. Development under the GPTZCU have no impacts relative to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

### **Level of Significance Before Mitigation**

No impact.

**Mitigation Measures**

None required.

**Cumulative Impacts**

***Impact Wil-5 - Would the GPTZCU cause substantial adverse cumulative impacts with respect to wildfires?***

**Analysis of Impacts**

Based on the analysis in Impact Wil-1 through Wil-4, the proposed GPTZCU could not have a cumulative impact on the ability of local agencies to protect residents, workers and structures from wildfires (i.e., the City is only subject to urban fires). Development within the Planning Area under the GPTZCU could increase the population and/or activities and ignition sources within urban areas which in turn may increase the number of people and structures exposed to risk of loss, injury, or death from (urban) fires.

The region surrounding the Planning Area is also heavily urbanized and does not face any area-wide threats from wildfires, although as previously stated the City and surrounding areas do face threats from urban fires.

Due to the level of urban development and lack of natural slopes with native vegetation, the proposed GPTZCU would not make a significant contribution to any cumulatively considerable wildfire impacts in the surrounding region.

**Level of Significance Before Mitigation**

Less than significant.

**Mitigation Measures**

None required.

**4.20.5 – REFERENCES**

California State Geoportal. California Fire Hazard Severity Zone Viewer. Web: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. [Accessed October 2020].

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## 5.0 – Alternatives To The Proposed General Plan And Targeted Zoning Code Update

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Section 15126.6 of the CEQA Guidelines requires an EIR to *"describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."* The section also states that *"the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly."*

Pursuant to Section 15126.6, this chapter describes three alternatives to the General Plan and Targeted Zoning Code Update (Project), including the CEQA-mandated No Project Alternative, and compares the impacts of each alternative to the Project. The ability of each alternative to meet the basic project objectives is also described, and the "environmentally superior" alternative among the three is identified, as required by the CEQA Guidelines.

### 5.1 – RATIONALE FOR ALTERNATIVE SELECTION

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice that meets most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

1. **Healthy and Safe Neighborhoods.** Promote healthy and safe neighborhoods with comprehensive approaches that consider best practices around land use, mobility, housing, environmental justice, community services, and design.
2. **Economic Strength and Local Businesses.** Strengthen the City's industrial and office sectors while increasing and diversifying commercial businesses.
3. **Diversified Economy.** Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.
4. **Downtown.** Strive for a downtown that showcases our rich history, celebrates local entrepreneurship, features our civic institutions, and encourages downtown living within a vibrant gathering place for the community.
5. **Active and Diverse Transportation.** Create an interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for pedestrians, cyclists, transit users, and motorists to move around the City with convenience and ease.
6. **Environmental Justice and Community Safety.** Improve environmental conditions, noise conditions, and air and water quality for all residents and people working in the City by minimizing the impacts of industrial businesses, truck and commuter traffic, and contaminated lands.

7. **Clean and Sustainable Environment.** Insist upon remediation of contaminated land and take steps to prevent pollution from the different processes involved in industrial business operations. Improve local air quality and make rational use of natural resources to support environmental responsibility and the collective health of residents, employees, and visitors.
8. **Equitable and Inclusionary.** Engage residents and stakeholders in ensuring equitable and inclusive processes, policies, investments, and service systems. Our residents in disadvantaged communities have access to healthy foods, parks, mobility options activity, public programs, and safe homes.
9. **Adaptive and Resilient Community.** Protect people, infrastructure, and community assets from evolving climate threats and vulnerabilities, and from natural and human-caused hazards.
10. **Technology.** Embrace technology and innovative practices where digital technology and intelligent design can be harnessed to create smart, sustainable cities and adaptable infrastructure systems.

In addition, although not directly included in the formal General Plan Update objectives, one of the objectives of the GPTZCU Project is to accommodate, within the framework of the City's General Plan, the State-mandated Regional Housing Needs Allocation (RHNA) goal for the City, which is a total of 952 dwelling units. Therefore, for each alternative, the extent to which the RHNA would be achieved (referred to as the "RHNA Objective") was also analyzed.

While selecting alternatives to be considered for analysis, the City focused on analyzing those alternatives which could potentially reduce the significant unavoidable effects related to the Project and which would also achieve project objectives.

## 5.2 – ALTERNATIVES CONSIDERED

The following alternatives have been evaluated in comparison to the General Plan and Targeted Zoning Code Update (Project):

- Alternative 1: No Project/Existing General Plan
- Alternative 2: Reduced Mixed-Use Alternative
- Alternative 3: Reduced Residential Alternative

In accordance with CEQA Guidelines Section 15126.6(d), the discussion of impacts associated with the alternatives is less detailed than the evaluation included in Chapters 4.1 through 4.20 of the impacts associated with implementation of the Project. Table 5-1 shows the development assumptions of each alternative. Table 5-2 shows how impacts associated with the implementation of the alternatives compare to the impacts associated with implementation of the Project; the reader is advised to refer to the accompanying text for a fuller explanation.

**Table 5-1  
Land Use Alternatives Development Assumptions**

Planning Area Land Uses	Existing 2020 Conditions	Net Change 2040			
		Proposed GPTZCU	Alternatives		
			1. No Project Existing General Plan <sup>(a)</sup>	2. Reduced (-25%) Mixed-Use Alternative	3. Reduced (-50%) Residential Alternative
Residential (units)	12,152	16,724	12,638	15,581	14,438
Population (persons)	46,918	60,808	48,795	57,336	53,863
Non-Residential Building <sup>(b)</sup>	78.1 MSF	79.6 MSF	81.2 MSF	79.2 MSF	79.6 MSF
Employees	56,070	60,858	58,313	59,661	60,858

Source: Table 3-2, DEIR Project Description, MIG, 2021 MSF = million square feet (rounded off)  
<sup>(a)</sup> Source: Extrapolated +4% from existing conditions based on current vacant land and existing GP land uses  
<sup>(b)</sup> Includes commercial, hotel/motel, industrial, and public facilities/institutional land uses

**Table 5-2  
Alternatives' Impacts Compared to Project Impacts**

Impact/Resource	Alternative 1: No Project Existing General Plan	Alternative 2: Reduced (-25%) Mixed-Use Alternative	Alternative 3: Reduced (-50%) Residential Alternative
<b>Air Quality</b>	<b>Similar SU</b>	<b>Reduced SU</b>	<b>Similar SU</b>
<b>Biological Resources</b>	Similar LTS	Similar LTS	Similar LTS
<b>Cultural Resources</b>	Similar LTS	Similar LTS	Similar LTS
<b>Energy</b>	Similar LTS	Reduced LTS	Similar LTS
<b>Geology and Soils</b>	Similar LTS	Similar LTS	Similar LTS
<b>Greenhouse Gas Emissions</b>	<b>Similar SU</b>	<b>Reduced SU</b>	<b>Similar SU</b>
<b>Hazards and Hazardous Materials</b>	Similar LTS	Similar LTS	Similar LTS
<b>Hydrology and Water Quality</b>	Similar LTS	Similar LTS	Similar LTS
<b>Land Use</b>	Similar LTS	Similar LTS	Similar LTS
<b>Noise</b>	Similar LTS	Reduced LTS	Reduced LTS
<b>Population and Housing</b>	Reduced LTS	Reduced LTS	Similar LTS
<b>Public Services</b>	Similar LTS	Reduced LTS	Similar LTS
<b>Recreation</b>	Reduced LTS	Reduced LTS	Similar LTS
<b>Transportation (VMT)</b>	<b>Similar SU</b>	<b>Reduced SU</b>	<b>Similar SU</b>
<b>Tribal Cultural Resources</b>	Similar LTS	Similar LTS	Similar LTS
<b>Utilities and Service Systems</b>	Similar LTS	Reduced LTS	Similar LTS

Source: MIG, 2021  
LTS= Less Than Significant Impact  
SU= Significant and Unavoidable Impact

## 5.3 – ALTERNATIVE 1: NO PROJECT/EXISTING 2008 GENERAL PLAN

### 5.3.1 – Principal Characteristics

The No Project/Existing General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area, but only development anticipated under the 1994 General Plan. Development assumptions for this alternative are shown in Table 5.-1. For this alternative, it is assumed there would be a significant reduction in residential development and a significant increase in non-residential development when compared to the Project. Additionally, no new policies, goals, or development standards associated with the Project would be implemented; the standards, goals, and policies associated with the 1994 General Plan would be applicable. This alternative would not meet the City's current Regional Housing Needs Allocation (RHNA) allocation.

### 5.3.2 – Analysis of No Project/Existing General Plan Alternative

The potential impacts associated with the No Project Alternative are described below.

a. *Air Quality.* The Project would result in significant unavoidable air quality impacts. While this alternative would result in a reduction in the amount of residential development compared to the Project, there would still be some additional housing units plus a significant increase in non-residential development compared to the Project. This alternative would likely not be consistent with SCAG forecasts for the City as population and housing growth exceeds the 2020-2045 RTP/SCS population and employment projections for the City (See Chapter 4.11); as such, this alternative would likely not be consistent with the SCAQMD 2016 Air Quality Management Plan (2016 AQMP) and would also exceed SCAQMD regional pollutant thresholds and thereby obstruct implementation of the AQMP. While no specific air quality modeling was undertaken for the alternative, it is likely that air quality mitigation measures needed for the Project would also be required for this alternative. The significant air quality impacts associated with the Project would be similar under this alternative.

b. *Biological Resources.* The Planning Area is completely urbanized and almost entirely built out with few vacant properties located throughout the City. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Similar to the Project, this alternative would have a less-than-significant impact on biological resources.

c. *Cultural Resources.* As with the Project, development under the No Project Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. As with the Project, under the No Project Alternative, the City's development requirements would include a CEQA evaluation to analyze potential impacts to historic resources, which may include mitigation measures to reduce potential impacts of future development within the Planning Area. Additionally, existing goals, policies and implementation programs within the Conservation Element ensure that significant archaeological resources are preserved and protected. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with adherence to existing regulations.

d. *Energy.* As with the Project, development associated with the No Project Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. While this alternative does have a reduced level of residential development when compared to the Project, it does include an increase in non-residential development, which would consume energy. Similar to the Project, under this alternative new development and land use turnover would be required to comply with statewide mandatory energy requirements

outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. This alternative would have similar less-than-significant energy impacts compared to the Project.

*e. Geology and Soils.* The same geology and soils policies and regulations would be applicable to the No Project Alternative as to the Project, as the revisions to the Safety Element do not include changes to goals or policies related to geologic or seismic hazards. In addition, both the alternative and the Project would be exposed to the same existing geologic conditions within the Planning Area. As with the Project, existing building requirements would be applicable under this alternative. Additionally, all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. All General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the Project. The No Project Alternative would have a less-than-significant geology impact, and would be considered similar to the Project.

*f. Greenhouse Gas Emissions.* The Project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. This alternative would result in a reduction in residential development but a significant increase in non-residential development compared to the Project. It is likely that mitigation measures identified for the Project would also be required for this alternative. While no specific GHG modeling was undertaken for the alternative, it is likely that the No Project Alternative would result in similar significant GHG impacts associated with the Project.

*g. Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the No Project Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under this alternative would be subject to the City's standard environmental review, which would include identification of any contaminated sites not already identified and implementation of appropriate cleanup and disposal procedures. The No Project Alternative would have a less-than-significant hazards and hazardous materials impact, and would be considered similar to the Project.

*h. Hydrology and Water Quality.* Development associated with implementation of the No Project Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply (UTL-1) would still be required under this alternative. The No Project Alternative would have a less-than-significant hydrology and water quality impact, and would be considered similar to the Project.

*i. Land Use and Planning.* As with the Project, the No Project Alternative would not physically divide an established community. Development would be consistent with the adopted 1994 General Plan, and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less-than-significant land use and planning impact.

*j. Noise.* The Project would result in less than significant noise impacts. While the No Project Alternative would result in significantly less residential development than the Project, it would result in a significant increase in non-residential development. While no specific noise modeling was undertaken for this alternative, it would still likely result in a less than significant roadway noise impact similar to the Project.

*k. Population and Housing.* This alternative would result in less residential development and population growth compared to the Project. Given the reduction in population and housing, this alternative would result in a reduced less-than-significant impact related to population and housing compared to the Project.

*l. Public Services.* This alternative would result in a reduced amount of residential development and population growth, which would result in decrease in demand for schools services and park facilities when compared to the Project. While the No Project Alternative would result in reduced residential growth, there would be a significant increase in non-residential uses, which could potentially increase the demand for fire and police services compared to the Project. Overall, the No Project Alternative would likely result in similar less-than-significant public services impacts compared to the Project.

*m. Recreation.* This alternative would result in a reduced amount of residential development and population growth, which would result in reduced demand for recreational facilities compared to the Project. This alternative would result in a reduced less-than-significant recreation impact compared to the Project.

*n. Transportation.* This alternative would result in less residential development than would occur with implementation of the Project. With the reduction in residential development associated with this alternative, it is possible that vehicle miles traveled impacts associated within new residences under this alternative would also be reduced. However, this alternative does include a significant increase in the amount of non-residential development. While no transportation modeling was undertaken for this alternative, a significant and unavoidable transportation impact would likely occur. The transportation impacts associated with this alternative would likely require similar mitigation measures as the Project and would still be considered significant and unavoidable.

*o. Tribal Cultural Resources.* As with the Project, development under the No Project Alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less-than-significant impact on Tribal Cultural Resources with adherence to existing regulations.

*p. Utilities and Service Systems.* This alternative would result in a reduced amount of residential development growth, but an increase in non-residential development within the Planning Area. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply (UTL-1) would still be required under this alternative. This alternative would have a similar less-than-significant utilities and service system impact when compared to the Project.

### **Attainment of Project Objectives**

The No Project Alternative assumes that development would occur within the Planning Area, but only development anticipated under the existing General Plan. The No Project Alternative would meet some of the Project objectives but not nearly to the degree as the proposed GPTZCU. However, this alternative would **not** meet the RHNA allocation of accommodating 952 dwelling units.

## 5.4 – ALTERNATIVE 2: REDUCED MIXED-USE ALTERNATIVE

### 5.4.1 – Principal Characteristics

The Reduced Mixed-Use Alternative reflects a reduced number of residential units and a reduced amount of non-residential development (both approximately 25 percent less) compared to those expected under the proposed GPTZCU. Development assumptions for this alternative are shown in Table 5-1. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. This alternative would meet the City's current Regional Housing Needs Allocation (RHNA) goals.

### 5.4.2 – Analysis of the Reduced Mixed-Use Alternative

The potential impacts associated with the Reduced Mixed-Use Alternative are described below.

*a. Air Quality.* The Project would result in significant unavoidable air quality impacts. While this alternative would result in a reduction in the amount of residential development compared to the Project, it would likely not be consistent with SCAG forecasts for Santa Fe Springs as it exceeds the 2020 RTP/SCS population projections for the City; as such, this alternative would likely not be consistent with the SCAQMD 2016 Air Quality Management Plan (2016 AQMP) and would also exceed SCAQMD regional pollutant thresholds and thereby obstruct implementation of the AQMP. While no specific air quality modeling was undertaken for the alternative, it is likely that emissions would be reduced under this alternative but that the air quality mitigation measures needed for the Project would also be required for this alternative. It is likely that air quality emission would be reduced under this alternative, but that the alternative would result in reduced significant air quality impacts compared to the Project.

*b. Biological Resources.* The Planning area is completely urbanized and almost entirely built out with few vacant properties located throughout the City. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Similar to the Project, this alternative would have a less-than-significant impact on biological resources.

*c. Cultural Resources.* Development under the Reduced Mixed-Use Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. As with the Project, under the Reduced Mixed Use Alternative the City's development requirements would include a CEQA evaluation to evaluate potential impacts to historic resources, which may include mitigation measures to reduce potential impacts of future development within the Planning Area. Additionally, existing goals, policies and implementation programs within the Conservation Element ensure that significant archaeological resources are preserved and protected. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with adherence to existing regulations.

*d. Energy.* As with the Project, development associated with the Reduced Mixed-Use Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. However, given the reduced amount of development associated with this alternative, this alternative would result in reduced energy consumption compared to the Project. Similar to the Project, under this alternative new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. This alternative would have a reduced less-than-significant energy impact compared to the Project.

e. *Geology and Soils.* Both this alternative and the Project would be exposed to the same existing geologic conditions within the Planning area, and the same geology and soils policies and regulations would be applicable to both the Project and the alternative. As with the Project, existing building requirements would be applicable under this alternative and all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. All General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the Project. The Reduced Mixed-Use Alternative would have a less-than-significant geology impact, and would be considered similar to the Project.

f. *Greenhouse Gas Emissions.* The Project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. This alternative would result in a reduction in residential development and associated reduction in GHG emissions, but it is likely that mitigation measures identified for the Project would also be required for this alternative. While no specific GHG modeling was undertaken for the alternative, it is likely that the Reduced Mixed-Use Alternative would result in reduced significant GHG impacts compared to the Project.

g. *Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the Reduced Mixed-Use Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under the Reduced Mixed Use Alternative would be subject to the City's standard environmental review process, which would include identification of any contaminated sites not already identified and implementation of appropriate cleanup and disposal procedures. The Reduced Mixed-Use Alternative would have a less-than-significant hazards and hazardous materials impact, and would be considered similar to the Project.

h. *Hydrology and Water Quality.* Development associated with implementation of the Reduced Mixed-Use Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply (UTL-1) would still be required under this alternative. The Reduced Mixed-Use Alternative would have a less-than-significant hydrology and water quality impact, and would be considered similar to the Project.

i. *Land Use and Planning.* As with the Project, the Reduced Mixed-Use Alternative would not physically divide an established community and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less-than-significant land use and planning impact.

j. *Noise.* The Project would result in less than significant noise impacts. The Reduced Mixed-Use Alternative would result in an approximately 25 percent reduction in units that are expected to be located along major corridors, where mixed-use development would be anticipated. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. While no specific noise modeling was undertaken for the alternative, it is possible that the reduced vehicle trips associated with this alternative would have a reduced roadway noise impact compared to the Project.

k. *Population and Housing.* This alternative would result in less residential development and population growth compared to the Project. Given the reduction in population and housing, this alternative would result in a reduced less-than-significant population and housing impact compared to the Project.



*l. Public Services.* This alternative would result in a reduced amount of residential development and population growth, which would result in decrease in demand for public services. The Reduced Mixed-Use Alternative would result in a reduced less-than-significant public services impact compared to the Project.

*m. Recreation.* This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for recreational facilities compared to the Project. This alternative would result in a reduced less-than-significant recreation impact compared to the Project.

*n. Transportation.* This alternative would result in less residential development than would occur with implementation of the Project. Given the reduction in development associated with this alternative, it is possible that vehicle miles traveled impacts under this alternative would also be reduced. As with the Project, the uncertainty related to future fuel prices and future legislative policy could dramatically influence VMT production in the City. While no transportation modeling was undertaken for this alternative, a reduced significant and unavoidable transportation impact would likely occur under this alternative. The transportation impacts associated with this alternative would likely require similar mitigation measures as the Project and would still be considered significant and unavoidable, although the impact would be reduced when compared to the Project due to the lesser amount of development.

*o. Tribal Cultural Resources.* As with the Project, development under the Reduced Mixed-Use Alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less-than-significant impact on Tribal Cultural Resources with adherence to existing regulations.

*p. Utilities and Service Systems.* This alternative would result in a reduced amount of residential development within the Planning Area. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply (UTIL-1) would still be required under this alternative. Given the reduced amount of development associated with the Reduced Mixed-Use Alternative, it would result in a reduced less-than-significant utilities and service system impact when compared to the Project.

### **Attainment of Project Objectives**

The Reduced Mixed-Use Alternative would meet most of the project objectives but not to the same degree as the proposed GPTZCU, but it would meet the RHNA Objective of accommodating 952 additional dwelling units.

## 5.5 – ALTERNATIVE 3: REDUCED RESIDENTIAL ALTERNATIVE

### 5.5.1 – Principal Characteristics

The Reduced Residential Alternative assumes that the total number of dwelling units under this alternative would be 50 percent less than the increase expected under the proposed GPTZCU. This alternative assumes the same amount of non-residential development as the proposed GPTZCU. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. This alternative would also meet the current City's Regional Housing Needs Allocation (RHNA) goals.

### 5.5.2 – Analysis of the Reduced Residential Alternative

The potential impacts associated with the Reduced Residential Alternative are described below.

*a. Air Quality.* The Project would result in significant unavoidable air quality impacts. Even though this alternative has half of the overall amount of residential development compared to the Project, it would likely not be consistent with SCAG forecasts in the 2020 RTP/SCS population projections for the City; as such, this alternative would likely not be consistent with the SCAQMD 2016 Air Quality Management Plan (2016 AQMP) and would also exceed SCAQMD regional pollutant thresholds and thereby obstruct implementation of the AQMP. While no specific air quality modeling was undertaken for the alternative, it is likely that air quality mitigation measures needed for the Project would also be required for this alternative. It is likely that the significant air quality impacts associated with the Project would be similar under this alternative.

*b. Biological Resources.* The Planning area is completely urbanized and almost entirely built out with few vacant properties located throughout the City. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Similar to the Project, this alternative would have a less-than-significant impact on biological resources.

*c. Cultural Resources.* As with the Project, development under this alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. As with the Project, under the alternative, the City's development requirements would include a CEQA evaluation to evaluate potential impacts to historic resources, which may include mitigation measures to reduce potential impacts of future development within the Planning Area. Additionally, existing goals, policies and implementation programs within the Conservation Element ensure that significant archaeological resources are preserved and protected. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with adherence to existing regulations.

*d. Energy.* As with the Project, development associated with the Reduced Residential Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. Similar to the Project, under this alternative new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. This alternative would have similar less-than-significant energy impacts as the Project.

*e. Geology and Soils.* Both the alternative and the Project would be exposed to the same existing geologic conditions within the Planning Area, and the same geology and soils policies and regulations would be applicable to both the Project and the alternative. As with the Project,

existing building requirements would be applicable under this alternative and all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. All General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the Project. The Reduced Residential Alternative would have a less-than-significant geology impact, and impacts would be similar to the Project.

*f. Greenhouse Gas Emissions.* The Project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. This alternative would result in roughly half as much new housing development as the Project. It is likely that mitigation measures identified for the Project would also be required for this alternative. While no specific GHG modeling was undertaken for the alternative, it is likely that the Reduced Residential Alternative would result in reduced but still significant GHG impacts compared to the Project.

*g. Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the Reduced Residential Alternative. The amount and use of these materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under this alternative would be subject to the City's standard environmental review process, which would include identification of any contaminated sites not already identified and implementation of appropriate cleanup and disposal procedures. The Reduced Residential Alternative would have a less-than-significant hazards and hazardous materials impact, and would have impacts similar to the Project.

*h. Hydrology and Water Quality.* Development associated with implementation of the Reduced Residential Alternative would be subject to all existing water quality regulations and programs. The mitigation measure regarding water supply would still be required under this alternative. The Reduced Residential Alternative would have a less-than-significant hydrology and water quality impact, and would be considered similar to the Project.

*i. Land Use and Planning.* As with the Project, the Reduced Residential Alternative would not physically divide an established community and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less-than-significant land use and planning impact.

*j. Noise.* The Reduced Residential Alternative would result in half as much new housing within the City. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. While no specific roadway noise modeling was undertaken for the alternative, this alternative may have slightly less impacts although, similar to the project, noise impacts would be less than significant.

*k. Population and Housing.* This alternative would result in about half the number of residential units and new population growth compared to the Project. This alternative would reduce but still result in a similar less-than-significant impacts related to population and housing compared to the Project.

*l. Public Services.* This alternative would result in about half as many new housing units and similar reduction in population growth as the Project. This alternative would result in a similar less-than-significant public services impact compared to the Project.

*m. Recreation.* This alternative would result in substantially less housing development as the Project. This alternative would result in a similar but reduced less-than-significant recreation impact compared to the Project, due to the smaller number of homes that would be constructed.

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*n. Transportation.* This alternative would result in half the number of new housing compared to implementation of the Project. Although there would be less residential development, there would be more office, commercial and industrial uses. As with the Project, the uncertainty related to future fuel prices and future legislative policy could dramatically influence VMT production in the City. While no transportation modeling was undertaken for this alternative, a significant and unavoidable transportation impact would likely occur under this alternative. The transportation impacts associated with this alternative would likely require similar mitigation measures as the Project and would still be considered significant and unavoidable.

*o. Tribal Cultural Resources.* As with the Project, development under the Reduced Residential Alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less-than-significant impact on Tribal Cultural Resources with adherence to existing regulations.

*p. Utilities and Service Systems.* This alternative would result in half the amount of new housing development within the Planning Area as the Project, although there would be a similar amount of non-residential development. The mitigation measure regarding water supply would still be required under this alternative. This alternative would have a similar less-than-significant utilities and service system impact when compared to the Project.

### **Attainment of Project Objectives**

The Reduced Residential Alternative would meet most of the project objectives but not to the same degree as the proposed GPTZCU, and it would still meet the RHNA Objective of accommodating development of the City's 952 dwelling unit RHNA allocation.

## **5.6 - ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

None of the alternatives would eliminate or reduce any of the significant impacts of the GPTZCU to less than significant levels. However, Alternative 2, the Reduced Mixed Use Alternative would reduce potential impacts to the greatest degree and would therefore be the "environmentally superior alternative." This conclusion is based on the comparative impact conclusions in Tables 5-1 and 5-2 and the analysis within this chapter. In addition, this alternative would meet the City's Regional Housing Needs Allocation goals.

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## **6.0 – CEQA-Mandated Sections**

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### **6.1 – CUMULATIVE IMPACTS**

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (Section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The analyses of quantitative cumulative impacts in this EIR are based on the "summary of projections" method, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines.

The proposed GPTZCU is itself a cumulative project because it would be implemented across the entire Planning Area incrementally and cumulatively over approximately 20 years (the horizon year is 2040 but the life of the plan could extend beyond 2040). This Program EIR evaluates the GPTZCU as one "project" in accordance with CEQA. All potentially significant cumulative impacts are addressed in each of the impact topical areas (Air Quality, Land Use and Planning, etc.) in Chapters 4.1 through 4.20 of this EIR.

### **6.2 – GROWTH-INDUCING EFFECTS**

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss "...the ways in which the proposed GPTZCU could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The proposed General Plan and Targeted Zoning Code Update (GPTZCU) have a planning horizon year of 2040. It is estimated that growth under the GPTZCU will result in increases of approximately 4,572 dwelling units, 364,000 square feet of office space, 383,500 square feet of industrial space, and a reduction of 80,000 square feet of commercial space. An estimated increase of approximately 13,890 residents and 4,788 jobs are also projected by the 2040 horizon year. However, no unplanned, substantial, detrimental, growth-inducing effect is expected because the General Plan is the City's overall guide to growth and development in the future.

The goals, policies and implementing actions, contained in the proposed GPTZCU address the potentially negative aspects of growth, and have been designed to facilitate development efficiently and effectively in an area where roads and infrastructure already exist. The more compact urban form envisioned by the GPTZCU is expected to improve the livability in the Planning Area by improving walking and bicycling opportunities, increasing economic vitality and job opportunities, and reducing vehicle-miles-traveled (VMT). The potential growth-related impacts associated with the GPTZCU have also been evaluated in the topical Chapters of this EIR (Air Quality, Biological Resources, etc.) and, as appropriate, mitigation measures have been applied to address such impacts. In addition, implementation of the proposed GPTZCU would not involve the extension of roads, major sewer or water lines, or the construction of other major infrastructure facilities that would induce growth in areas adjoining the Planning Area.

## 6.3 – SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: 1) no potentially feasible mitigation has been identified; 2) potential mitigation has been identified but may be found by the Lead Agency to be infeasible; 3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or 4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the Lead Agency but cannot be guaranteed as of the publication of this EIR. Because these significant unavoidable impacts "cannot be alleviated without imposing an alternative design" (CEQA Guidelines Section 15126.2[b]), Chapter 6 (Alternatives to the Proposed General Plan Update) of this EIR evaluates a range of feasible alternatives that could lessen the identified significant unavoidable impacts, and evaluates for each alternative the ability to meet the Project objectives.

The following impacts have been identified in this EIR as significant and unavoidable:

### Section 4.3 Air Quality

- Impact AIR-1: Conflict with or obstruct implementation of applicable air quality plans because it would exceed the growth assumption of the South Coast Air Quality Management Plan (AQMP), and exceed SCAQMD's regional threshold for the criteria pollutant listed under Impact AIR-2 below, thereby impeding AQMP attainment.
- Impact AIR-2: Result in a cumulatively considerable net increase of non-attainment criteria pollutants for which the project region is in non-attainment. The GPTZCU would exceed the SCAQMD regional operational thresholds for NO<sub>x</sub>, ROG's, CO, SO<sub>2</sub> and PM<sub>10</sub>, and construction thresholds for ROG, NO<sub>x</sub> and PM<sub>10</sub>.
- Impact AIR-3: Expose sensitive receptors to substantial pollutant concentrations.
- Impact AIR-5: Cause adverse substantial adverse cumulative impacts with respect to air quality (Cumulative Impact).

### Section 4.8, Greenhouse Gas Emissions

- Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact GHG-2: Conflict with the growth assumptions of the SCAG 2020-2045 RTP/SCS.
- Impact GHG-3: Cause a substantial adverse cumulative impact with respect to greenhouse gas emissions (Cumulative Impact).

### Section 4.17, Transportation

- Impact TRANS-2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), related to Vehicle Miles Travelled (VMT).
- Impact TRANS-5: Cause substantial adverse cumulative impacts with respect to transportation and traffic.

The implications of each significant unavoidable impact identified above are described in the particular EIR chapter referenced with the impact. The GPTZCU is being proposed, notwithstanding these effects, to fully achieve the Project objectives described in Chapter 3.0 of this EIR. If the City approves the updated General Plan (or an alternative to the proposed GPTZCU) that would result in significant unavoidable impacts, the City must adopt a "Statement of Overriding Considerations" per CEQA Guidelines Section 15093 describing why the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the approved Plan outweigh its significant unavoidable impacts.

#### **6.4 – SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

CEQA Guidelines Section 15126.2(c) requires that the EIR discuss "significant irreversible environmental changes which would be caused by the proposed GPTZCU should it be implemented." Since nearly all of the Planning Area is developed and the GPTZCU will not significantly change the circulation pattern or make other major changes to major infrastructure facilities, there would not be any significant irreversible physical changes caused by the GPTZCU. The proposed GPTZCU would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and vehicles, and the use of these same resources during long-term operation of individual projects facilitated by the Plan. Because development facilitated by the proposed GPTZCU would be required by law to comply with California Code of Regulations Title 24 (including updates over time) and adopted City energy conservation ordinances and regulations, Plan implementation would not be expected to use energy in a wasteful, inefficient, or unnecessary manner.

The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of individual development sites under the proposed GPTZCU. These resources would include, but would not be limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. GPTZCU implementation would also irreversibly use water and solid waste landfill resources. However, development under the proposed GPTZCU would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully, inefficiently, or unnecessarily, especially considering ongoing City conservation and recycling programs.

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## **7.0 – Preparation Team**

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